

Waimakariri District Council

Agenda

Tuesday 17 October 2023

1.00pm

Council Chambers

215 High Street

Rangiora

Members:

Mayor Dan Gordon

Cr Neville Atkinson

Cr Al Blackie

Cr Robbie Brine

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams

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The Mayor and Councillors
WAIMAKARIRI DISTRICT COUNCIL

An ordinary meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, on **TUESDAY 17 OCTOBER 2023 commencing at 1pm.**

Sarah Nichols
 GOVERNANCE MANAGER

**Recommendations in reports are not to be construed as
 Council policy until adopted by the Council.**

BUSINESS

Page No

1. APOLOGIES

2. CONFLICTS OF INTEREST

Conflicts of interest (if any) to be reported for minuting.

1. REPORTS

1.1 Adoption of the Annual Report for the Year Ended 30 June 2023 –
 J Millward (Chief Executive)

5 - 40

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 23005158569.
- (b) **Adopts** the Annual Report for the year ended 30 June 2023 (TRIM 230807120209);
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2023 (TRIM 230807120224);
- (d) **Notes** the Net Surplus before taxation of \$21.7m is \$9.7m less than budget, and primarily relate to the effect covid 19 has had on the economy and identified in section 4.3.
- (e) **Receives and notes** the Auditor's unmodified opinion for the Annual Report and Annual Report Summary will be incorporated into the reports.
- (f) **Authorises** the Chief Executive and General Manager Finance and Business Support to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

1.2 Consultation on the Draft Speed Management Plan– J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

41 - 80

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 231012162656.
- (b) **Approves** the Draft Speed Management Plan document as attached in Attachment (i) for consultation, including schools and the nine other approved sites.

- (c) **Notes** that the Mayor, Roading Portfolio Holder, Chief Executive and Community Board Chairs will approve the information for Consultation.
- (d) **Circulates** this report to the Community Boards for information.

18. NEXT MEETING

The next ordinary meeting of the Council is scheduled to commence at 1pm on Tuesday 7 November 2023, to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

WAIMAKARIRI DISTRICT COUNCIL
REPORT FOR DECISION

FILE NO: FIN-01 / 23005158569
REPORT TO: Council
DATE OF MEETING: 17 October 2023
FROM: Jeff Millward, Chief Executive
SUBJECT: Adoption of the Annual Report for the Year Ended 30 June 2023

SIGNED BY:

(for Reports to Council or
Committees)

Department Manager



Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to present the Annual Report for the year ended 30 June 2023 to the Council for adoption.
- 1.2. Overall, the year-end accounts show the Council is in a relatively sound position. The Net Operating Surplus, before taxation for the year ended 30 June 2023 was \$21.7million (2022: \$44.7million) compared with a budgeted net operating surplus of \$31.4million.
- 1.3. There are a number of reasons for the \$9.7million variance to budget and is primarily related to the recognition of \$1.4million additional subsidies, \$9.0million additional vested assets attributed to development within the district, \$6.4million less development contributions due to staging of development, \$3.5million more from revaluation gains from interest swaps and sales, \$4.3million additional depreciation from revaluations, \$3.1million from write down of assets, and \$1.8million from flooding events.
- 1.4. A summary of main variances to budget is provided in section 4.3 and within note 31 of the Annual Report.
- 1.5. Borrowings are \$180million, compared to \$188million budgeted. The lower borrowing of \$8million requirement is primarily lower due to the delayed and reforecast capital work.
- 1.6. Of the 111(2022:111) measures, the Council achieved 67% (74) (2022:61%) of all non-financial performance measures and a further 13 (12%) were assessed as having been achieved to within 5% of the intended target. Once again Covid-19 had an impact on what would have been a better result.
- 1.7. Eighty-two percent (\$48.7m) of the \$58.9million capital projects was spent on capital works. A number of projects are still being impacted by the effects of Covid-19, resourcing challenges and a slight downturn in development.
- 1.8. The message from the Mayor's and Chief Executive is provided at the front of the Annual Report and provides a general overview of activity throughout the year. Within each significant activity is a summary of the year's key achievements, with the intention of providing the reader a better understanding of the scope of the work and achievements throughout the year for that activity. Each Activity area also has the financial results and a set of non-financial reporting measures that are reported against targets and work plans.
- 1.9. The Annual Report also contains the financial reporting benchmarks section, as required by the Local Government (Financial Reporting Prudence) Regulations 2014. This is the

2nd year (of three years) of reporting against the 2021-2031 Long Term Plan forecasts. The previous financial period trends are also shown.

- 1.10. A Summary Annual Report has also been completed in conjunction with section 98 (4) b of the Local Government Act. The Summary Annual Report has also been audited by Audit New Zealand and provides the reader with a snapshot of the key information provided within the Annual Report. Both reports together with the Auditors report are placed on the Council's website, once they are adopted by the Council.
- 1.11. The draft Annual Report was presented to the Audit & Risk Committee on 12 September 2023. There have been no material movements, apart for the gains resulting from a revaluation of Interest Rate Swaps and vested assets to the final audited Annual Report.
- 1.12. At the time of preparing this report, it is expected that the Auditors report will provide unmodified opinion.

Attachments:

- i. Annual Report for the year ended 30 June 2023 (Trim 230807120209) (separately circulated)
- ii. Annual Report Summary for the year ended 30 June 2023 (Trim 230807120224)
- ii. The audit opinion and letter of representation for the year ended 30 June 2023 (is to be tabled)

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** report No. 23005158569.
- (b) **Adopts** the Annual Report for the year ended 30 June 2023 (TRIM 230807120209);
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2023 (TRIM 230807120224);
- (d) **Notes** the Net Surplus before taxation of \$21.7m is \$9.7m less than budget, and primarily relate to the effect covid 19 has had on the economy and identified in section 4.3;
- (e) **Receives and notes** the Auditor's unmodified opinion for the Annual Report and Annual Report Summary will be incorporated into the reports;
- (f) **Authorises** the Chief Executive and General Manager Finance and Business Support to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

3. **BACKGROUND**

- 3.1 The Council must adopt within 4 months of the end of the financial year which it relates (being the 30 June), an audited Annual Report to its community and stakeholders, as required under section 98 of the Local Government Act 2002.

4. **ISSUES AND OPTIONS**

- 4.1. The Net Surplus after Vested Assets and before Taxation for the year ended 30 June 2023 totalled \$21.7million. This compared with the budget for the year of \$31.4million.

4.2. Income Statement for the year ended 30 June 2023

Consolidated Income Statement for the Council Parent (\$000s)

Income Statement	Budget	Actual	Difference
	\$'000	\$'000	(unfavourable)
Revenue			
Rates	80,556	80,001	(555)
Interest	326	1,887	1,561
Subsidies and grants	13,715	15,105	1,390
Other revenue	21,195	20,907	2,900
Development and other Contributions	17,583	11,290	(6,393)
Vested Assets	16,307	25,306	8,999
Total revenue excluding gains	149,682	154,495	4,813
Operating expenses by activity			
Governance	3,400	3,229	171
District Development	9,038	8,354	684
Roads and Footpaths	20,764	26,290	(5,526)
Water Supply	11,730	14,397	(2,667)
Sewage/Treatment and Disposal	13,091	15,366	(2,275)
Stormwater Drainage	5,898	7,964	(2,066)
Refuse and Recycling	11,808	10,728	1080
Libraries and Museums	5,450	5,134	316
Recreation	21,722	25,258	(3,536)
Community Protection	8,745	8,525	220
Community Development	2,400	3,161	(761)
Property Management	1,362	2,427	(1,065)
Earthquake Recovery	2,012	2,413	(401)
Non-Significant Activities	1,233	3,371	(2,138)
Total expenses	118,652	136,617	(17,965)
Operating Surplus / (Deficit) before gains	31,030	17,878	(13,152)
Other gains	343	3,849	3,506
Operating Surplus / (Deficit) after gains	31,373	21,728	(9,645)

Comparison with the Budgeted Net Surplus

4.3. The largest differences were as follows:

Income

- Interest revenue was \$1.6m more than budget as interest was received from interest rate swaps due to rising interest rates. In the past, Council paid interest on the interest rate swaps.
- Subsidies and grants were \$1.4m more than budget. Subsidies from Waka Kotahi were more than budget by \$1.0m due to claims in relation to the July 22 flood event. Council also received Better Off Funding from the Crown as part of the Three Waters Reform.

- Development contributions were \$6.4m less than budgeted as the major developments wait to get to the next stage of their development. The revenue of 2022/23 (\$11.2m) is consistent with last year (\$11.6m).
- Vested assets were \$9.0m more than budget due to development activities in the district (vested assets 22/23: \$25.3m vs 21/22: \$27.7m).
- Other gains of \$3.8m (\$3.5m more than budgeted) contains gains on revaluation of interest rate swaps of \$2.6m, gain on sale of property, plant and equipment of \$0.9m and gain on revaluation of forestry assets of \$0.4m. The fair value movements for interest rate swaps and forestry assets were not budgeted in the Annual Plan budget.

Expenditure

- Capital expensed mentioned below means costs incurred on capital projects that cannot be capitalised within accounting standards. Those costs, although not associated with any operational budget, were funded via loans/renewal fund.
- District Development - Actual expenditure was \$0.7m less than budget. Costs on the District Plan review were less than budget due to programme delays while responding to the RMA (Resource Management Act) Housing Amendment Act requirements. In addition, Strategy and Engagement expenditure was less than budget due to resourcing challenges. Costs incurred on resource consents processing were more than budgeted due to increased workload. Resource consents revenue was also over budget which covers these increased costs.
- Roads and Footpaths - Actual expenditure was \$5.5m more than budget. Capital projects costs that cannot be capitalised were expensed (\$1.1m). Repair costs due to July 2022 flood event were not budgeted (\$1.8m). Asset deletions due to roading renewal programme were not budgeted in the Annual Plan (\$0.4m). Costs incurred on sealed pavement, unsealed pavement, drainage maintenance and road safety related programme were more than budget by \$1.6m due to contract inflation adjustments and wet weather. Overspending in this year means less funding will be available from Waka Kotahi roading programme in next 2 years. However Council has increased the roading network maintenance budget from next year (funded via rates).
- Water Supply - Actual expenditure was \$2.7m more than budget. Depreciation was more than budget by \$0.7m as water assets were revalued up at 30 June 2022 due to high inflation in the past 2 years. Asset deletions of \$1.3m from the capital renewal programme were not budgeted. Additional costs were incurred on assets inspections, repairs and maintenance due to asset failures and wet weather.
- Sewerage and the Treatment and Disposal of Sewage - Actual expenditure was \$2.3m more than budget. Depreciation was more than budget by \$1.0m as sewer assets were revalued up at 30 June 2022 due to high inflation in the past 2 years. Asset deletions of \$0.8m from the capital renewal programme were not budgeted. Capital projects costs that cannot be capitalised were expensed (\$0.3m).
- Stormwater Drainage - Actual expenditure was \$2.1m more than budget as some expenditure items were not budgeted (capital expensed & asset deletions). In addition, depreciation was more than budget as assets were revalued up at 30 June 2022 due to high inflation in the past 2 years.
- Refuse and Recycling - Actual expenditure was \$1.0m less than budget. Waste volume was less than budgeted (partially due to the loss of a large customer). This resulted in less transportation and disposal costs. In addition, there was less

contaminated recycling from kerbside collections. Contaminated recycling is treated as refuse and costs more to dispose.

- Recreation - Actual expenditure was \$3.5m more than budget largely due to unbudgeted asset deletions from the capital renewal programme, capital expended from recreation capital projects and depreciation being more than budgeted due to significant valuation increase on Council's building assets/greenspace assets revalued as at 30 June 2022.
- Community Development - Actual expenditure was \$0.7m more than budget due to valuation increase on Council's pensioner housing units revalued as at 30 June 2022.
- Property Management - Expenditure was over budget by \$1.1m. Legal fees and costs on external consultants were more than budget due to increased property transactions and project consultation. Loss on revaluation of Council's investment properties as at 30 June 23 was not budgeted. The forestry write off due to the fire event at Pegasus beach in November 2022 was not budgeted. In addition, Council's water unit has incurred a loss as costs of delivering services increased significantly due to high inflation.
- Non significant activities - Expenditure was over budget by \$2.1m mainly due to capital expended from various business improvement projects that was not budgeted. In addition, employee related costs were more than budgeted due to introduction of close down leave. The plant account had incurred a loss. The plant recovery rate is being reviewed to recoup the increased vehicle related costs

Financial Limits

A brief summary of treasury policy limits is provided as follows:

Measure	Limit	Actual 2022	Actual 2023
Gross interest paid on term debt will not exceed 15% of gross operating revenue	15.0%	6.0%	6.9%
Net cash inflow from operating activities exceeds gross annual interest expense by two times	2.0 times	6.0 times	3.4 times
Local Government Funding Agency. Interest as a maximum of 25% of rates revenue.	25.0%	8.2%	10.1%
Net debt as percentage of operating revenue shall not exceed 175% or if WDC obtains a Standard and Poor's long term credit rating of 'A+' or better 250%	250%	151%	153%
Liquidity ratio of greater than 110%	110%	157%	135%

Non-financial performance measures and levels of service

- 4.4. Of the 111(2022:111) measures, the Council achieved 67% (74) (2022:61%) of all non-financial performance measures and a further 13 (12%) were assessed as having been achieved to within 5% of the intended target. Once again Covid-19 had an impact on what would have been a better result.

Capital Expenditure

- 4.5. Eighty-two percent (\$48.7m) of the \$58.9million capital projects were completed. A number of projects are still being impacted by the effects of Covid-19, resourcing challenges and a slight downturn in development.

Balance Sheet

- 4.6. Ratepayer Equity as at 30 June 2023 is \$2,293m (2022: \$2,213m). This is a \$80.5m (3.6%) increase over that in 2022 and generally reflects movements in the additional capital and

assets vested from growth that is occurring in the district. \$58.9million is attributed to revaluation of assets.

- 4.7. Borrowings are \$180million (2022: \$170m), compared to the \$188m budgeted. The lower borrowing that was required is primarily lower due to the delayed and reforecast capital work.

Annual Report Summary

- 4.8. Under section 67, 98 & 99 of the Local Government Act 2002, the Council is required to make publicly available a summary of its Annual Report. The summary is required to be audited. A copy of the draft summary is attached. It comprises:

- The Mayor's report
- A summary of the Financial Statements
- Key performance measures from the LTP
- Summary of Activity

Letter of Representation

- 4.9. As at the time of preparing this report, the audit is approaching completion. It is anticipated that the audit will have been completed and clearance from the Auditors to issue the Auditors report and the Council to adopt by the time Council meets on 17 October 2023.

- 4.10. There is a no disclosure required to be made for "events after balance date" to the Annual Report.

- 4.11. It is standard practice for the Mayor and the Chief Executive to sign a letter of representation relating to the audit.

The letter covers a large number of matters, but the essence is that the Mayor and Chief Executive believe the financial statements are correct and that they are not aware of any financial irregularities. The letter also states that Management consider the organisation to be a going concern.

- 4.12. Options

The Council could:

- Adopt the Annual Report for the Year Ended 30 June 2023; OR
- Request that modifications be made to the Annual Report for the year ended 30 June 2023; OR
- Hold a further meeting for the purpose of adopting the Annual Report. If the meeting is not held prior to the 31 December this would not meet the statutory timeframes as set out in the Local Government Act 2002.

- 4.13. The Management Team and Chief Executive have reviewed this report and support the recommendations.

- 4.14. Audit New Zealand is currently completing its audit of the Annual Report and is expected to have been completed by 16 October. The Audit report is expected to be an unmodified opinion.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are consulted through various forums and their views were taken into consideration during the plan. Joint meetings are held throughout the year and contribute to the outcomes provided in the Annual Report.

5.2. Groups and Organisations

Audit New Zealand have conducted interim audits and audited the Annual Report.

5.3. Wider Community

Readers and stakeholders of Council have an interest in the Annual Report, including the Auditor Report.

6. FINANCIAL IMPLICATIONS AND RISKS

6.1. Financial Implications

A number of steps are taken to mitigate the risk of an error in the external financial statements. These include internal review and external audit.

Financial information is contained within the report.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts, however the work programme and outcomes are directly associated and impacted.

6.3. Risk Management

The audit work carried out by Audit New Zealand provides added assurance regarding the accuracy of the Council's financial statements. At the time of preparing the report, the audit field work was completed and being provided to the technical review group. The opinion will be subject to this review. There have been no significant matters arising from the audit and therefore it is expected an unmodified opinion will be issued from Audit New Zealand, who are the auditors appointed by the Office of the Auditor General to audit the Council's Annual Report.

6.4. Health and Safety

Not applicable to adopting the Annual Report.

7. CONTEXT

7.1. Consistent with Policy

These issues are not matters of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Section 98(1) of the Local Government Act 2002 requires that "a local authority must prepare and adopt in respect of each financial year an annual report".

Section 98(3) of the Local Government Act 2002 requires that "The annual report must be completed and adopted by resolution within 4 months of the end of the financial year to which it relates".

Section 98(4) provides that "A local authority must, within 1 month after the adoption of its annual report, make publicly available – (a) its annual report; and (b) a summary of the information contained in its annual report".

The Local Government (Financial Reporting and Prudence) Regulations 2014 requires Council to disclose performance in relation to benchmarks in the annual plan, annual report and long-term plan.

7.3. Consistent with Community Outcomes

The production of the Annual Report contributes to the outcome that “Public organisations make information about their plans and activities readily available”.

7.4. Authorising Delegations

The Council must adopt its Annual Report including the Auditors report by the extended date by 31 October 2023.

Jeff Millward
Chief Executive

Annual Report Summary
2022-2023
The Year in Review

A copy of the full Annual Report is
available at waimakariri.govt.nz



WAIMAKARIRI
DISTRICT COUNCIL



**Leaving a positive
print on the future
of our district.**

Our district, our place, our plan. Our job is to look after our district, not just for this generation, but for many more to come. Never before have our actions and decisions around the sustainability of our community been so important. Our **'thumbprint'** represents the mark we leave on the Waimakariri District.

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AND CHIEF EXECUTIVE



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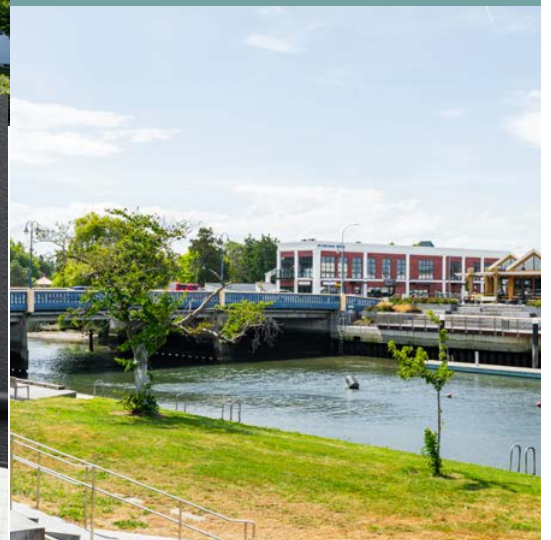
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AUDITORS REPORT

Statement of Comprehensive Results
For The Year Ended 30 June 2023

Total operating revenue
Finance costs
Other operating expenditure



Message from the Mayor and Chief Executive

Tēnā koutou katoa

Welcome to the audited Annual Report for the year ended 30 June 2023.

The Waimakariri District remains on the same growth trajectory we've been on since the Canterbury earthquakes with building consents continuing to reach new heights despite tough economic conditions.

This continual growth can pose some challenges. The Council is committed to ensuring growth is planned for in a way that enhances the lifestyle that makes our District such an attractive place to live.

Everything we do is for the benefit of the community and the Council is proud of the role we play in making sure Waimakariri is a great place to visit, live and play.

In this last year, the Council has met several significant milestones and completed numerous projects which deliver on this promise.

The Council appointed Jeff Millward as our new Chief Executive. Jeff has just shy of four decades of experience in the local government sector at this Council and most recently has been Acting Chief Executive at the Council. Before this he was the General Manager of Finance and Business Support for 14 years – so we know we're in good hands.

The District Plan review continues to progress and we're taking our time to ensure as broad a group of stakeholders and community members as possible can input into this strategic document which will determine the future shape of Waimakariri.

We've also been working with our neighbouring councils as part of the Greater Christchurch Partnership on joint planning to ensure our District Plan complements those of our neighbouring areas and we jointly plan for shared services such as public transport.

Part of ensuring the future shape of Waimakariri meets the needs and desires of residents is through place making - strengthening the connection between people and the places they share. The Council has completed several projects that deliver on this.

We celebrated the opening of an upgraded Good Street in Rangiora. This new pedestrian-friendly upgrade with a stage for performers makes Good Street a more attractive place for shoppers to sit, eat and spend time while out and about in Rangiora.

In Kaiapoi we entered a joint agreement with the New Zealand Motor Caravan Association for a new motor caravan park in the Red Zone area of Kaiapoi East. This has already proven to be popular and is a contact boost of business for retailers in Kaiapoi.

Work on the plan for the Pegasus Community Centre is continuing and we're investigating



options for a land-purchase for this community facility with Templeton Group (the developers of Pegasus). Watch this space.

Water has been a big theme of the past year.

The Council has continued to advocate against the mandated Three Waters Reform as part of our involvement with Communities 4 Local Democracy - He hapori mo te Manapori (C4LD). Through our involvement in this group, we have helped provide an alternative plan that would meet the government's objectives while retaining local ownership and say in 3 Waters.

This Annual Report is being drafted ahead of the general election. The outcome of this election will likely shape the future of Three Waters Reform.

We have also continued to advocate to keep Waimakariri's drinking water chlorine-free and have submitted exemptions to the new water regulator Taumata Arowai. The outcomes of these exemptions are still to be determined.

Finally, we've seen a fair share of rainwater this year. In July, a flooding event saw more than 150mm of rain fall over

three days and resulted in the establishment of a Civil Defence Emergency Operations Centre (EOC), a precautionary self-evacuation of Tuahiwi at its peak, numerous road closures and widespread surface flooding.

Severe weather events are happening more regularly, and the Council is seeking to establish a permanent fund to ensure we have budget to maintain, fix, and improve our stormwater, wastewater and roading networks following extreme weather.

Looking ahead, we are currently working on the Long Term Plan. As always the juggle is getting the right balance between investing in community infrastructure and services at the time of need/demand while ensuring rates increases are sustainable and affordable for residents.

We will be engaging with residents on the proposed plan in March/April next year and are looking forward to hearing your thoughts on how we can continue in partnership with you to make Waimakariri a great place to live.

Ngā mihi



Dan Gordon
Mayor



Jeff Millward
Chief Executive



Where We Spend Your Rates



We deliver a broad range of services to our community in return for payment of rates.

This is a selection of the services we've provided over the year and the cost per day to you the ratepayer. These costs are based on average rates for properties where the service is provided.

Governance



Planning

(Admin, District Development, Civil Defence)



Roads and Footpaths



Libraries



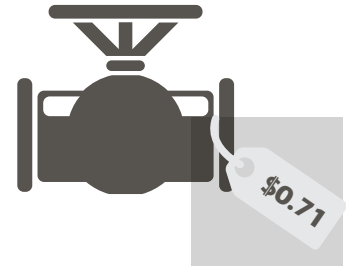
Waste Collection and Disposal



Economic Development
(Promotion CBA's)



Stormwater Drainage
(Urban & Rural areas)



Swimming Pools



Sewage Disposal



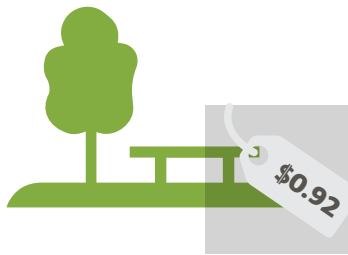
Water and Water ways



Community Buildings



Parks and Reserves



Canterbury Museum



Health and Safety

Cemeteries, Rural Fire, Health, Animal & Buildings control)



Earthquake Recovery



Other



Community Outcomes

Community Outcomes describe how Waimakariri District Council aims to achieve meeting the current and future needs of our communities with good-quality local infrastructure, providing local public services and performance of regulatory functions.

Community outcomes set the direction for our Long Term Plan (LTP) and all activities included in the 2021-2031 LTP that the Council undertakes contribute towards achieving these outcomes. The key groups of activities that contribute to each outcome are displayed.

The Local Government Act 2002 requires Council to promote the following four Community Wellbeings in the present and for the future. Each Community Outcome is associated with one or more Wellbeing.



Social Wellbeing



Environmental Wellbeing



Cultural Wellbeing



Economic Wellbeing



There is a safe environment for all.

Community Leadership, Property Management, Infrastructure Services and Community Services

UN SDG 3, 13



Indigenous flora and fauna, and their habitats, especially Significant Natural Areas are protected and enhanced.

Community Services, Council Controlled Organisations and Community Leadership

UN SDG 15



There are wide ranging opportunities for people to contribute to the decision making that affects our District.

Community Leadership

UN SDG 16



People's needs for mental and physical health and social services are met.

Community Leadership

UN SDG 3, 16



Effect is given to the principles of the Treaty of Waitangi.

Community Leadership

UN SDG 10, 11, 16



There is a healthy and sustainable environment for all.

Community Leadership and Infrastructure Services

UN SDG 3, 6, 11, 12, 13, 15





Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.

Community Services

UN SDG 3, 11 



People have wide ranging opportunities for learning and being informed.

Community Services

UN SDG 3, 4 



Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely manner.

Infrastructure Services and Council Controlled Organisations

UN SDG 6, 7, 9, 11, 12, 13, 15 



The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated.

Community Leadership and Council Controlled Organisations

UN SDG 11 



The community's cultures, arts and heritage are conserved, developed and celebrated.

Community Services and Council Controlled Organisations

UN SDG 3, 11, 16 



There is a strong sense of community within our District.

Community Services and Community Leadership

UN SDG 3, 16 



Transport is accessible, convenient, reliable and sustainable.

Infrastructure Services

UN SDG 9, 11, 12 



Businesses in the District are diverse, adaptable and growing.

Community Leadership and Council Controlled Organisations

UN SDG 8 



Reporting for Waimakariri District Council

The statement of service performance is formally classified from pages 18 to 94 of the Annual Report 2022-2023.

The relevant legislation governing the requirement of reporting of the Council's service performance is Part 3 of Schedule 10 of the Local Government Act 2002.

The statement of service performance of the Council has been prepared in accordance with PBE standards and is for the year ended 30 June 2023. The statement was authorised for issue by the Council on 17 October 2023.

Critical reporting judgements, estimates and assumptions

Service performance reporting (PBE FRS 48)

In preparing the statement of service performance, the Council has made judgements on the application of reporting standards and has made estimates and assumptions concerning the measurement of certain service performance targets. The main judgements, estimates and assumptions are discussed below.

Measure selection and level of aggregation

The service performance measures in this annual report are intended to compare the actual results of activities delivered by Waimakariri District Council against the forecast levels of service. The service performance measures were originally adopted in the 2021-2031 Long-Term Plan and continued in the 2022-2023 Annual Plan.

The service performance measures are reported on to Council through the Audit and Risk Committee each quarter during the relevant annual period. The annual results are then reported in the relevant Annual Report for the year to 30 June.

The performance measures were selected to cover quantitative measurement of progress towards the Council's Long-Term Plan and Annual Plan. The final measures included in this Annual Report are broken down into the 19 portfolios, providing a holistic set that give a rounded picture of the non-financial performance of the Council. Each portfolio has a set of metrics that were identified through the 2021-2031 LTP involving Council and management. This process ensured the selected measures best reflect the Council's performance and are available in a timely and accurate manner.

The performance measures marked in blue are the mandatory performance measures set under section 261B of the Local Government Act 2002, the Secretary for Local Government made the Non-Financial Performance Measures Rules 2013. This was to ensure the public to assess a reasonable comparison across all the councils.

Surveys

To manage the inherent risks of low response rates, unintentionally unrepresentative sampling, or inadequate question setting in relation to residents and occasional customer survey, we apply the following judgements:

- Both the aquatics and community facility surveys have been designed by council staff and in used for a number of years.
- For aquatics, concessions card holders and members are considered a significant representation of all pool users.

- All formal users of the Council facilities are considered representative of all users.

The statement of service performance utilises data from two survey-based measures:

1. The Aquatics survey is undertaken by sending an open link via Bang the Table software to all of the Council's concession card and membership card holders inviting them to provide feedback on the cleanliness of facilities, friendliness of staff, number of activities provided and their overall satisfaction. While numbers vary depending on the number of concession card and membership card holders, these people are considered representative of the district population. Participants are free to choose to engage in the survey.
2. The Community Facilities and Sports Ground surveys are conducted annually by emailing each facility user in the 12 months prior, a 3-question survey. Responses are voluntary and of the 573 surveys sent 96 responded this year.

Customer Service Requests referred to in a range of measures means requests received by email, telephone, snap-send-solve or verbal by Council staff during normal working hours and those received by the Councils after hours service managed by Answer Services. All Customer service Requests are entered into the Council's Enterprise System and tracked through to completion.

The assumption is that all requests are managed through this process as opposed to staff receiving and responding to requests independently.

Overall Service Performance Results

Non-financial performance measures have set targets to assess things like responsiveness, health and safety, timeliness and legislative compliance. They also link to and demonstrate how the activities the Council undertakes contribute to outcomes sought by the community.

Overall the results for the 2022/2023 financial year show 67 percent of all measures achieved, this is a six percent increase on 2021/2022.

Measures that were not met

Governance

- Rūnanga Executive meetings with Council held each quarter (0/4). This is the same result as the previous year.
- Rūnanga/Council Annual Hui held (0/1). This is the same result as the previous year.
- Mahi Tahi Joint Development Committee meetings (0/6). This is the same result as the previous year.

District Development

- The percentage of land use consents (LUCs) that are reviewed for monitoring requirements (81%, target 100%). Previous year result was 100%.

Roads and Footpaths

- A reduction in the number of fatalities and serious injury crashes on the local road network, from the previous financial year

(There were four fatalities and 22 serious injury crashes last year, this year there were four fatalities and 28 serious injury crashes)

- The percentage of the sealed local road network that is resurfaced (3.37%, target 5%). Previous year result was 3.83%.
- Percentage of customer service requests relating to roads and footpaths responded to within service delivery standards (84%, target 95%). Previous year result was 94%.

Water Supply and Quality

- The extent to which drinking water complies with the drinking water standards for:
 - Bacterial compliance - Not fully compliant. This is the same results as the previous year.
 - Protozoal compliance - Not fully compliant. This is the same results as the previous year.
- The number of events that cause water not to be available to any connection for more than 8 hours (2, target 0). There were no events in the previous year.

Stockwater

- The number of water outages exceeding 24 hours duration (23, target Nil). There were 21 outages the previous year.

Stormwater drainage

- Rural drainage areas requests for drain cleaning responded to within five days (60%, target 95%). Previous year result was 76%.
- The percentage of service requests relating to any drainage enquiries that are responded to within five working days (63%, target 95%). Previous year result was 83%.
- Maintain dialogue and consultation with Te Ngāi Tūāhuriri Rūnanga

(No meetings held). There were no meetings held the previous year.

Libraries and Museums

- The number of visits per person per annum to the Kaiapoi and Rangiora Libraries based on the District's population (5.4 visits per person, target 7.5). Previous year result was 6.01 visits.
- Customer satisfaction with library services as measured by an annual survey of library users (Survey not conducted). The survey was not conducted in the previous year.

Community Protection

- Environmental Health Services - Percentage of all licensed alcohol premises inspected at least once per annum (80%, target 95%). Previous year result was 31%.
 - Environmental Health Services - The percentage of all other unreasonable noise complaints responded to within 48 hours (84%, target 90%). Previous year result was 67%.
 - Animal Control - The percentage of calls for wandering stock on roads responded to within one hour (83%, target 90%). Previous year result was 82%.
 - Building Services - The percentage of code of compliance certificates issued within the statutory 20 days (78%, target 100%). Previous year result was 98%.
 - Building Services - The percentage of Project Information Memoranda (PIM) applications issued in 20 working days (94%, target 100%). Previous year result was 76%.
 - Building Services - Inspect pool barriers every three years (8%, target 33%). Previous year result was 7%.
- ### Property Management
- The percentage of Health and Safety, and urgent maintenance

service requests responded to within 24 hours (83%, target 100%). Previous year result was 86%.

Earthquake Recovery and Regeneration

- Implementation of the Red Zone Regeneration Plan: Recreation and Ecological Linkages (carried over to 2023/24).

Measures that almost achieved target

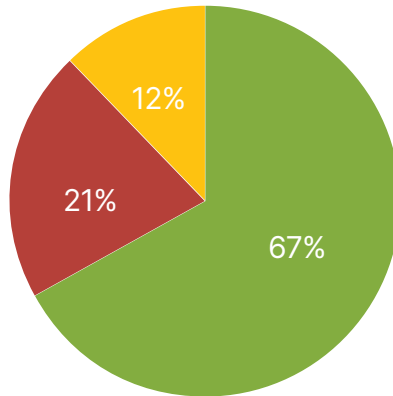
- Governance – The percentage of Official Information Requests (OIR) applications completed within 20 working days (96%, target 100%).
- Governance - Percentage of Council agenda items of business that are open to the public (88%, target 90%).
- District Development - The percentage of resource consents issued in accordance with the Resource Management Act (RMA) requirements (96%, target 100%).
- Water Supply - The total number of complaints received about Drinking Water:
 - Council’s response to complaints about Clarity, Taste, Odour, Pressure/Flow, Continuity of Supply and Council’s response to any issue raised (5.08, target less than 5 complaints per 1,000 connections).
- Water Supply - The average consumption of drinking water per day per person within the District (470.50, target less than 450 litres).

- Solid Waste - The Southbrook Resource Recovery Park is open at least 360 days for the financial year (359, target 360).
- Building Services – The percentage of building consent applications processed within the statutory 20 days (95%, target 100%).

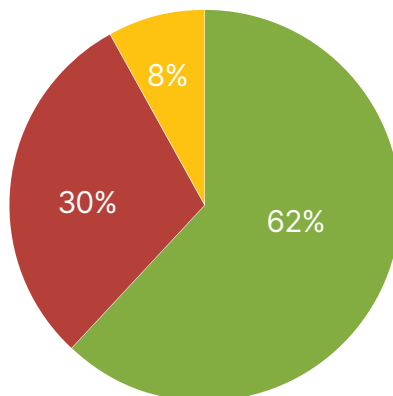
Of the 111 measures, 67% (74) were completed or met, with 33% (37) not being met. Of the measures not met, there were 13 (or 12% of the total measures) within 5% of the measure being met.

Performance results

2022/2023



2021/2022



- **Met or exceeded target**
- **Not met target**
- **Almost met target**





HIGHLIGHTS FOR THE YEAR

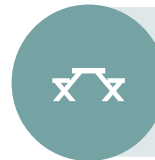
Good Street Laneway Upgrade

In May the upgraded Good Street Laneway was opened with a community event. There were musicians, food stalls, performers and more to encourage locals to come down and check out the newly upgraded Rangiora town centre feature.

The upgrade includes a new stage area and adjacent seating which takes pride of place of the widened laneway. The project was jointly funded through the Good Street Development and Rangiora Town Centre Revitalisation budgets.



The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated.



Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.



Indigenous flora and fauna, and their habitats, especially Significant Natural Areas are protected and enhanced.



There is a healthy and sustainable environment for all.



There is a safe environment for all.

Land Purchase Could Pave the Way for Future Wetland and Recreation Reserve

Council has recently acquired a 85ha block of land between Lineside and Revells Roads which is prone to flooding. Following heavy rain, water becomes trapped in the basin-like land and for years it has been colloquially referred to by locals as “Lake Lineside”.

It is hoped a proportion of the land could be retired from

commercial operation and reverted to ephemeral wetland (an area that is periodically a wetland, and dry other times) in the future, that would also help clean up downstream waterways.

Over the next one to two years, while investigations are underway to determine the best use of the site, Council intends to offset the running costs by generating revenue from the land through a lease or license. This means it will have little to no cost to ratepayers.



Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely manner.

Milestone Reached for Kaiapoi Stormwater and Flooding Improvements

During the 2020 Covid-19 lockdown we applied for Government funding to upgrade the stormwater network across Kaiapoi and reduce the likelihood of flooding in big storm events.

Our total Shovel Ready costing was \$22.3m with the Council share \$13.3m.

Work included upgrades to the Otaki Street pumping station, Beach Road pumping station, McIntosh Drain pumping station, Parnhams Drain accessway, the Sneyd Street and Beach Road culvert works as well as the mains replacements and other infrastructure.



The Council's Response to Reforms

The Council has been active in responding to a series of central-government led reform proposals – including 3 Waters, the Resource Management Act, and the Future for Local Government report.

We have made detailed submissions on each piece of legislation before parliament and been active in the select committee processes providing alternative options and constructive feedback which would result in better proposals.

We have also joined other councils in collective opposition to 3 Waters

and have been an active member of Communities 4 Local Democracy He hapori mo te Manapori (C4LD), of which Mayor Dan Gordon is the Co-Chair, as well taking joint legal action alongside Timaru and Whangarei councils.

We are proud of the role we have played in this space as advocates of the interests of Waimakariri residents.



Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely manner.



There are wide ranging opportunities for people to contribute to the decision making that affects our District.



Transport is accessible, convenient, reliable and sustainable.

Kaiapoi Regeneration Wins Award

Council's Regeneration of Kaiapoi won the Minister of Local Government's Award for Council/Community Relations.

Implementation of the multi-year project, delivered over five regeneration areas, covering some 80 hectares, has been community-

led, in partnership with residents, visitors, businesses, mana whenua and central government.

The Taituarā judges said "This was a highly complex and challenging multi-year programme that is an exemplar for those communities needing to recover from a natural disaster."

Photo by Anthony Turnham



There is a healthy and sustainable environment for all.



Indigenous flora and fauna, and their habitats, especially Significant Natural Areas are protected and enhanced.

Greater Christchurch Partnership

While our focus is on Waimakariri, the Council is involved in the Greater Christchurch Partnership – an urban growth coalition including Waimakariri, Christchurch City, Selwyn, Environment Canterbury, Waka Kotahi, Te Whatu Ora and Mana whenua.

In the past year we've engaged with residents on the Greater Christchurch Spatial Plan which outlines residential and business growth directions for the city and districts and integrates shared public services like health and transport across growth areas.

This will be incorporated in the Waimakariri District Plan and helps our Council better plan for growth.





There is a strong sense of community within our District.



There are wide ranging opportunities for people to contribute to the decision making that affects our District.



Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.

Residents Satisfaction Remains High

The 2022 Customer Satisfaction Survey shows that overall performance of the Council, as rated by residents, sits at 86%. What makes this significant achievement more impressive is that satisfaction of Council services has been consistently high since 2016.

Other highlights include 80% satisfaction with customer service, 74% satisfaction with consultation, 85% satisfaction with drinking water, 91% satisfaction with parks and community facilities, and 67% satisfaction with information provided about Council activities.



There is a strong sense of community within our District.

Waimakariri District Council Retains “Stable” Credit Rating

Credit rating agency, Standard and Poor’s, confirmed Waimakariri District Council’s AA long-term and A-1+ short-term credit rating with a stable outlook for the second year.

The AA rating equates the Council with New Zealand’s national credit rating – the ‘sovereign

rating’. Standard and Poor’s does not rate any individual Council higher than the sovereign rating.



Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely manner.

Pegasus Community Centre

The Woodend/Pegasus area is expected to grow to a community of over 12,000 residents by 2048. In 2022, Council was approached by Templeton Group with a proposal to build a community facility as part of a planned town centre development. We’re continuing to explore this option as we believe it will deliver the best result for the community.





OUR FINANCES

Financial Statements

Statement of Comprehensive Revenue and Expense

For The Year Ended 30 June 2023

	2023 Actual	2023 Budget	2022 Actual
	\$'000	\$'000	\$'000
Financial Performance			
Total operating revenue	154,495	149,682	151,963
Finance costs	8,112	7,074	6,073
Other operating expenditure	128,505	111,578	115,465
Other gains	3,849	343	14,257
Plus Share of Associates	1	-	23
Net Surplus/(Deficit) before Taxation	21,728	31,373	44,705
Less Taxation expense	-	-	-
NET SURPLUS/(DEFICIT)	21,729	31,373	44,705
Other comprehensive revenue and expense			
Gain/(Loss) on asset revaluation	58,897	9,105	395,611
Increase/(decrease) in asset revaluation reserve due to impairment & impairment reversal	-	-	-
Financial assets at fair value through other comprehensive revenue and expense	(119)	-	80
TOTAL OTHER COMPREHENSIVE REVENUE AND EXPENSE	58,778	9,105	395,691
TOTAL COMPREHENSIVE REVENUE AND EXPENSE	80,507	40,478	440,396

Statement of Changes in Net Assets/Equity

For The Year Ended 30 June 2023

	2023 Actual	2023 Budget	2022 Actual
	\$'000	\$'000	\$'000
EQUITY AT BEGINNING OF THE YEAR	2,212,783	1,921,813	1,772,387
Prior period adjustment	-	-	-
OPENING BALANCE RESTATED FOR PRIOR PERIOD ADJUSTMENT	2,212,783	1,921,813	1,772,387
Net Surplus/(Deficit) for the year	21,729	31,373	44,705
Other comprehensive revenue and expense	58,778	9,105	395,691
TOTAL COMPREHENSIVE REVENUE AND EXPENSE FOR THE YEAR	80,507	40,478	440,396
EQUITY AT END OF THE YEAR	2,293,291	1,962,291	2,212,783

Statement of Financial Position

As at 30 June 2023

	2023 Actual	2023 Budget	2022 Actual
	\$'000	\$'000	\$'000
Current Assets	36,890	36,782	41,766
Non-current Assets	2,463,768	2,148,235	2,367,701
TOTAL ASSETS	2,500,658	2,185,017	2,409,467
Current Liabilities	47,367	54,269	56,548
Non-current Liabilities	160,000	168,457	140,136
TOTAL LIABILITIES	207,367	222,726	196,684
Accumulated general equity	972,055	959,126	947,864
Other reserves	4,367	4,996	5,474
Revaluation reserve	1,316,867	998,169	1,259,447
TOTAL EQUITY	2,293,291	1,962,291	2,212,783

Statement of Cash Flows

For The Year Ended 30 June 2023

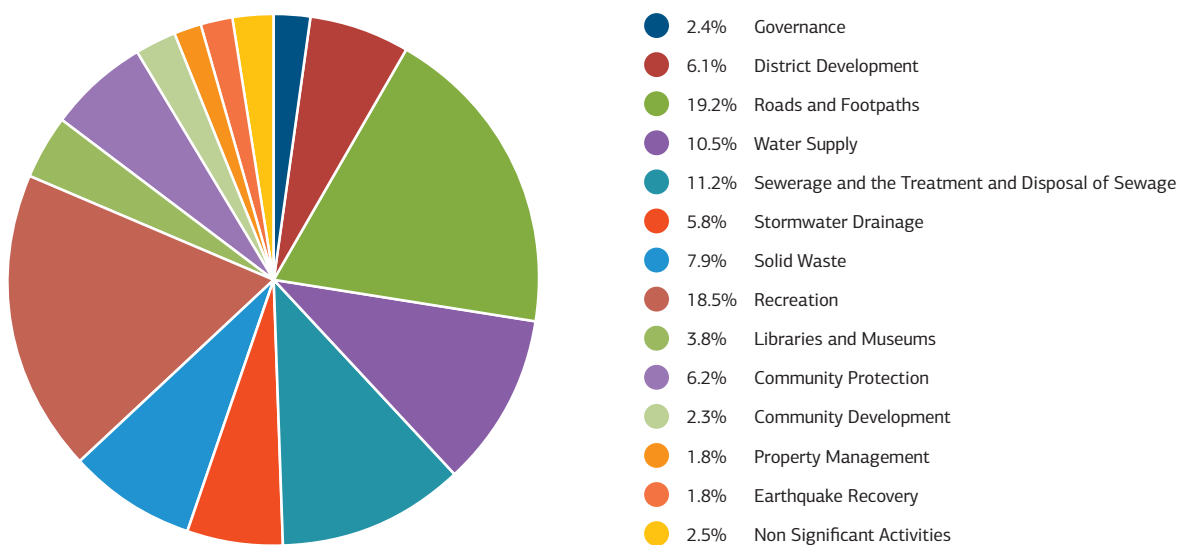
	2023 Actual	2023 Budget	2022 Actual
	\$'000	\$'000	\$'000
Cashflows from operating activities	27,569	43,037	36,266
Cashflows from investing activities	(45,601)	(58,618)	(26,692)
Cashflows from financing activities	10,000	17,769	-
NET INCREASE (DECREASE) IN CASH HELD	(8,032)	2,188	9,573
Plus opening cash balance	28,380	21,823	18,807
CLOSING BALANCE	20,348	24,012	28,380

Presentation currency and rounding

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest thousand dollars (\$000).

Expenditure Summary

The chart below shows how expenditure was spread among Council's activities. Council's total operating expenditure for 2022/23 was \$136.6m.



Financial overview

Under the provisions of the Local Government Act (LGA) 2002 (s.101) Council is required to manage its revenues, expenses, assets, liabilities, investments and general dealings prudently and in a manner that promotes the current and future interests of its community.

The Council must ensure that each year's projected operating revenues are set at a level sufficient to meet that year's projected operating expenses (breakeven).

The Annual Report shows that Council recorded a net surplus before taxation for the year ended 30 June 2023 of \$21.7m, which was \$9.6m less than budget. The surplus was \$44.7m for the 2021/22 financial year.

Revenue and other gains were \$7.5m over budget

Interest revenue was \$1.6m more than budget as interest was received from interest rate swaps due to rising interest rates. In the

past, Council paid interest on the interest rate swaps.

Subsidies and grants were \$1.4m more than budget. Subsidies from Waka Kotahi were more than budget by \$1m due to claims in relation to the July 22 flood event. Council also received Better Off Funding from the Crown as part of the Three Waters Reform.

Development contributions were \$6.3m less than budgeted as the major developments wait to get to the next stage of their

development. The revenue of 2022/23 (\$11.2m) is consistent with last year (\$11.6m).

Vested assets were \$9m more than budget due to development activities in the district (vested assets 22/23: \$25.3m vs 21/22: \$27.7m).

Other gains of \$3.8m (\$3.5m more than budgeted) contains gains on revaluation of interest rate swaps of \$2.6m, gain on sale of property, plant and equipment of \$0.9m and gain on revaluation of forestry assets of \$0.4m. The fair value movements for interest rate swaps and forestry assets were not budgeted in the Annual Plan budget.

Operating expenses were \$18.0m over budget

Capital expended of \$3.7m are costs incurred as part of capital projects but which do not form part of the final assets and was not budgeted.

Roading repair costs due to July 2022 flood event were not budgeted (\$1.8m). Costs incurred on sealed pavement, unsealed pavement, drainage maintenance and road safety related programme were more than budget by \$1.6m due to contract inflation adjustments and wet weather.

Loss on disposal of fixed and other infrastructural assets was \$3.1m more than budget mainly due to unbudgeted write-offs of old asset values that were subsequently replaced.

Depreciation was \$4.3m over budget. This increase was because of the revaluation of infrastructural assets at 30 June 2022.

Other comprehensive revenue and expense

The Council recorded a \$58.9m gain on asset revaluation (budget \$9.1m). As at 30 June 2023, Council revalued its roading and solid waste assets. Value increase for roading assets was \$56.0m due to index movements.

Financial Position

Total assets were \$315.6m more the budget mainly due to asset revaluations at two balance dates (30 June 2022 and 30 June 2023) were not fully captured in the Annual Plan. Relevant capital index movements were more significant than initially forecasted.

Total liabilities were \$15.4m less than the budget as less external borrowings were required as a

result of delays in Council's capital programme. In addition, because of rising interest rates, interest rate swaps have been revalued from a liability to an asset for the Council.

Financial Benchmarking

There are no major variances in the Council's financial performance in relation to various benchmarks which enable the assessment of whether the Council is prudently managing its revenues, expenses, assets, liabilities and general financial dealings.

Specific disclosures

The specific disclosures in the summary financial statements have been extracted from the full financial statements. The full financial statements were authorised for issue by Council on 17 October 2023.

The full financial statements of the Council and group have been prepared in accordance with the requirements of the LGA 2002, which include the requirement to comply with generally accepted accounting practice in New Zealand (NZ GAAP).

The full financial statements have been prepared in accordance with



Tier 1 Public Benefit Entity (PBE) accounting standards.

The summary financial statements do not include all the disclosures provided in the full financial statements and cannot be expected to provide as complete an understanding as provided by the full financial statements.

The summary financial statements are in compliance with Public Benefit Entity Financial Reporting Standard 43 (PBE FRS 43).

An unmodified audit opinion was given on the full Annual Report by Audit New Zealand.

You can find a copy of the full Annual Report on the Council's website: waimakariri.govt.nz.

Events after balance date July 2023 flood event

The rainfall events which occurred during July 2023 (22-24 July 2023), required a substantial response from our maintenance contractors and there has been some damage to Roding and 3 Waters infrastructure in the district. Work has been underway since the flood event to identify all issues in the network and

restore infrastructure. This has included repairing underground services, roads, bridges, culverts, slips and washouts from overland flow. In some areas, the work required to repair infrastructure is reasonably substantial and as such is ongoing. Council approved a budget of \$4.04 million in responding to the flood event and recovery from the flood damages.

Water services reform programme

The New Zealand Government is implementing a water services reform programme that is intended to ensure all New Zealanders have safe, clean and affordable water services. The Government believes this will be achieved by establishing new public entities to take on the delivery of drinking water, wastewater and stormwater services across New Zealand. The reform will be enacted by three pieces of legislation:

- The Water Services Entities Act 2022, which (as amended by the Water Services Entities Amendment Act 2023 on 23 August 2023) establishes ten publicly owned water services

entities and sets out their ownership, governance and accountability arrangements. A water services entity is established (for transitional purposes) on the date on which the appointment of the entity's establishment board takes effect, and its establishment date (operational date) will be a date between 1 July 2024 and 1 July 2026.

- The Water Services Legislation Act 2023, which amended the Water Services Entities Act 2022 on 31 August 2023 to provide for the transfer of water services assets and liabilities to the water services entities.
- The Water Services Economic Efficiency and Consumer Protection Act 2023, which provides the economic regulation and consumer protection framework for water services. The consumer protection framework will come into force on 1 July 2024 and the rest of the Act came into force on 31 August 2023.



Financial Benchmarking

Annual Report disclosure statement for year ending 30 June 2023

What is the purpose of this statement?

The purpose of this statement is to disclose the Council's financial performance in relation to various benchmarks to enable the assessment of whether the Council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

The Council is required to include this statement in its annual report in accordance with the Local Government (Financial Reporting Prudence) Regulations 2014 (the regulations). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Rates (increases) affordability

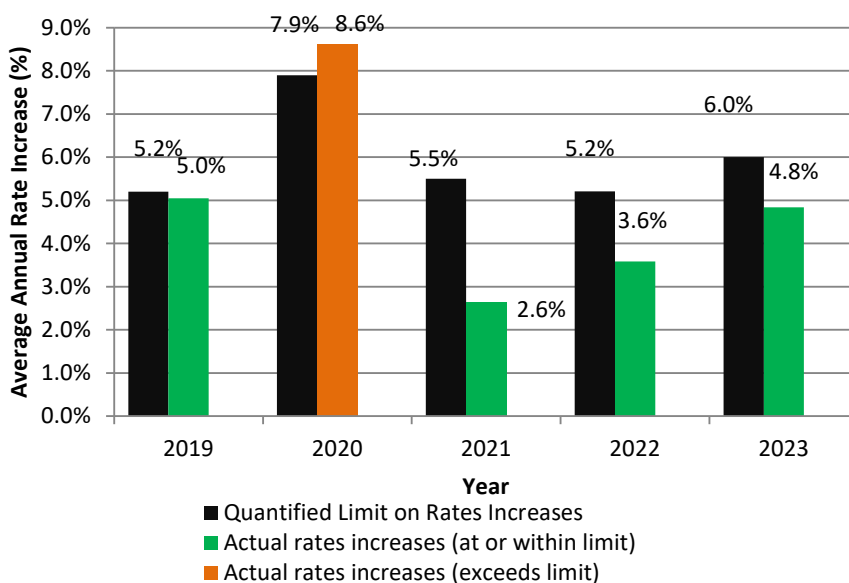
The following graph compares the Council's actual rates increases with a quantified limit on rates increases included in the financial strategy included in the Council's Long Term Plan. The quantified limit is the average rates increase per property and the limit for each year shown is sourced from the 2018-28 and 2021-31 Ten Year Plans.

The following graph excludes the rating impact from optional waste bins for the financial year 2021/22 and 2022/23.

Rates for the Ashley Water supply are excluded from this graph, under a memorandum of understanding dated 10 May 2021, Hurunui District Council (HDC) set rates which is collected by WDC from 1 July 2021. WDC pays the full amount of rates to HDC. The water consumers in the area still deal with HDC for any operational issues with the water supply in accordance with the 1989 Local Government Reorganisation Order.

The rates increase for 2020 is over the limit due to additional growth and cost to meet the additional levels of service.

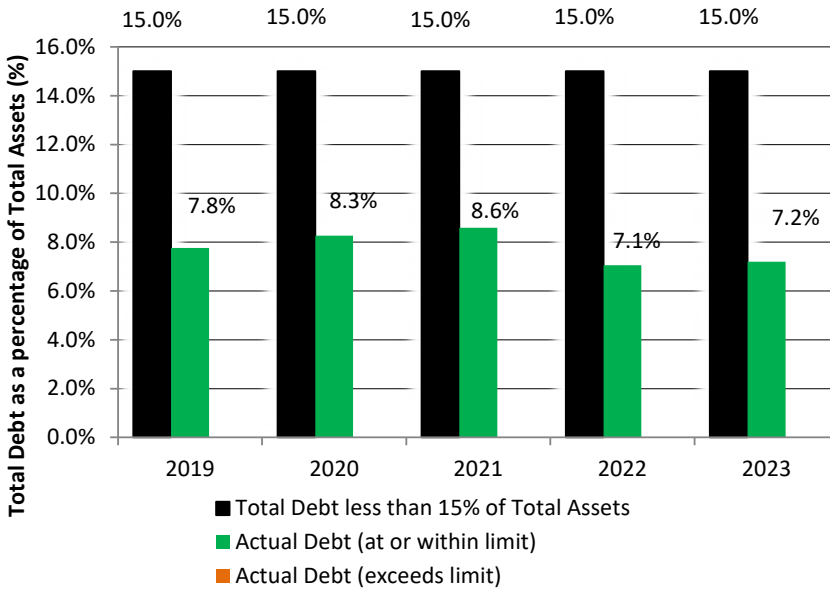
The rates increase for 2021 is under the limit due to the impact from Covid-19 of lower than forecasted inflation.



Debt affordability benchmark

The Council meets the debt affordability benchmark if its actual borrowing is within each quantified limit on borrowing. The following graph compares the Council's actual borrowing with a quantified limit on borrowing stated in the financial strategy included in the Council's Long Term Plan.

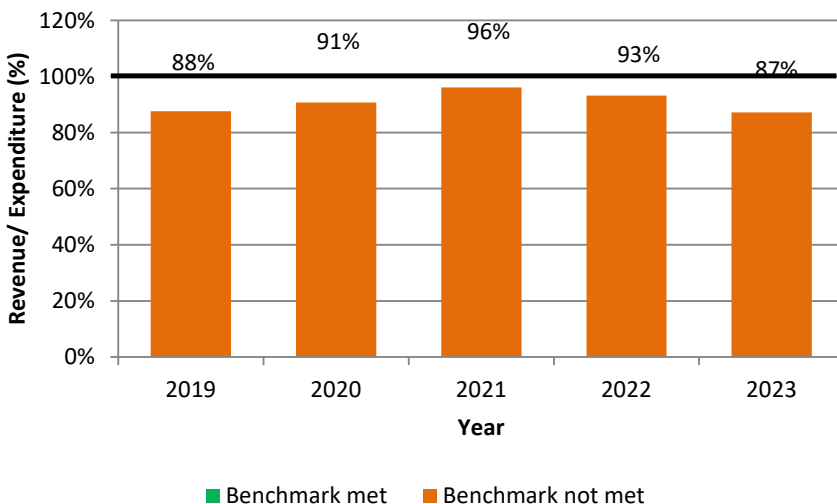
The quantified limit for the following graph is total debt as a percentage of total assets will not exceed 15%. The limit shown was sourced from the 2015-25, 2018-28 and 2021-31 Ten Year Plans.



Balanced budget benchmark

The following graph displays the Council's revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment) as a proportion of operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).

The Council meets this benchmark if its revenue equals or is greater than its operating expenses.



Council's operating expenses exceeded its revenue in 2019, 2020, 2021, 2022 and 2023. Council considered rate affordability by smoothing the rates increase caused by the earthquake events to outer years. Also depreciation is not fully funded due to the depreciation fund able to be invested at a higher rate than inflation over the useful life of assets.

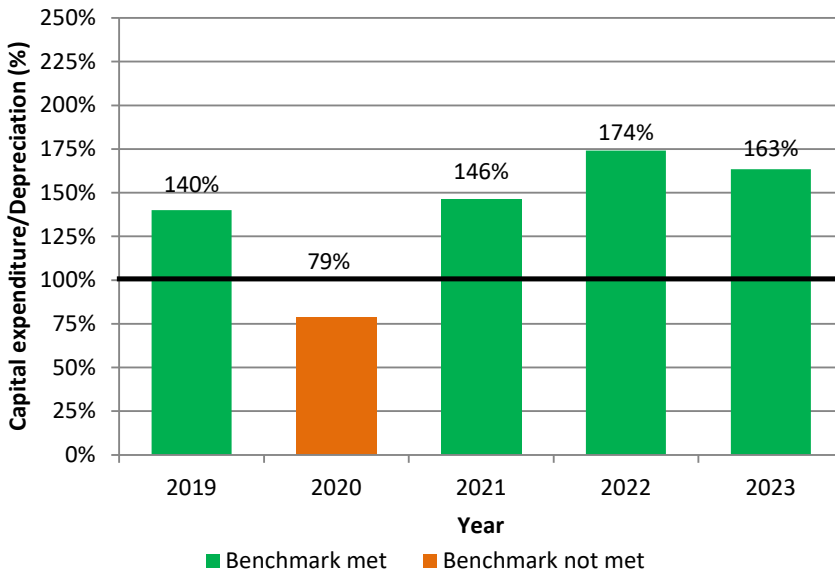
Essential services benchmark

The following graph displays the Council's capital expenditure on network services as a proportion of depreciation on network services.

The Council meets this benchmark if its capital expenditure on network services equals or is greater than depreciation on network services.

Network services are classified as water supply, sewerage and the treatment and disposal of sewage, stormwater drainage, flood protection and control works and the provision of roads and footpaths.

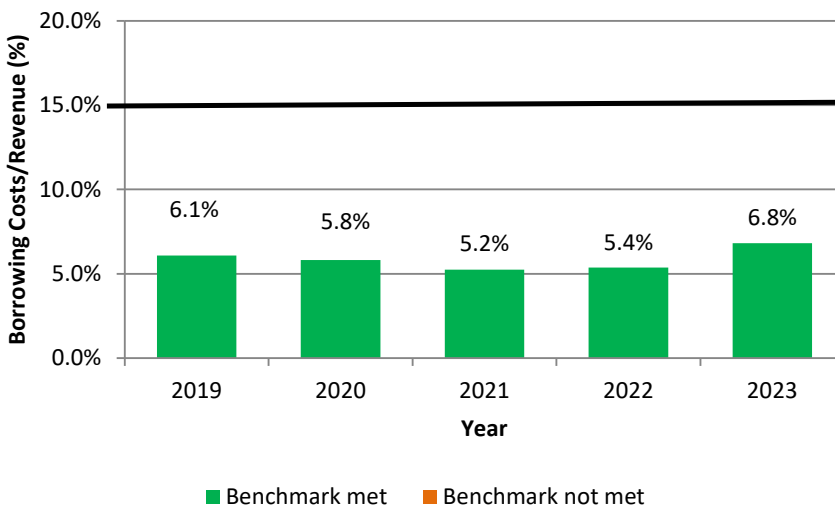
Council's depreciation on network services exceeded capital expenditure on network services in 2020 due to capital programme delays from Covid-19.



Debt servicing benchmark A

The following graph displays the Council's borrowing costs as a proportion of revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).

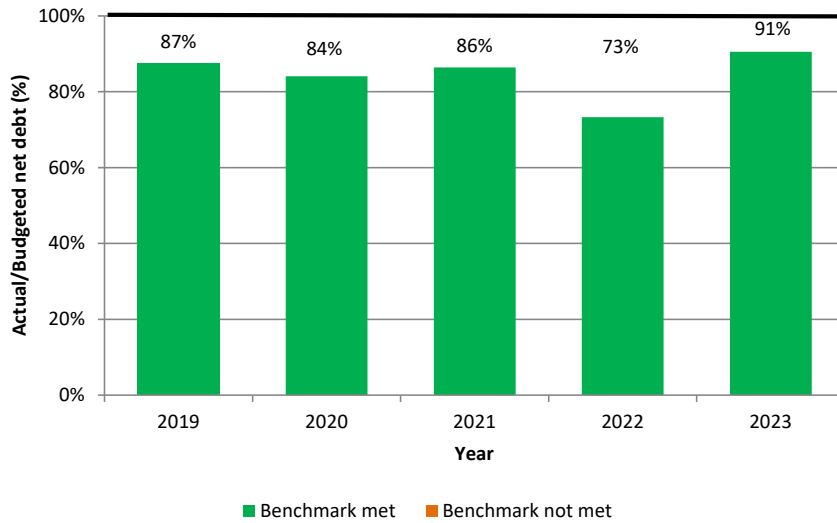
Because Statistics New Zealand projects the Council's population will grow as fast as, or faster than, the national population growth rate, it meets the debt servicing benchmark if its borrowing costs equal or are less than 15% of its revenue.



Debt control benchmark

The following graph displays the Council's actual net debt as a proportion of planned net debt. In this statement, net debt means financial liabilities less financial assets (excluding trade and other receivables).

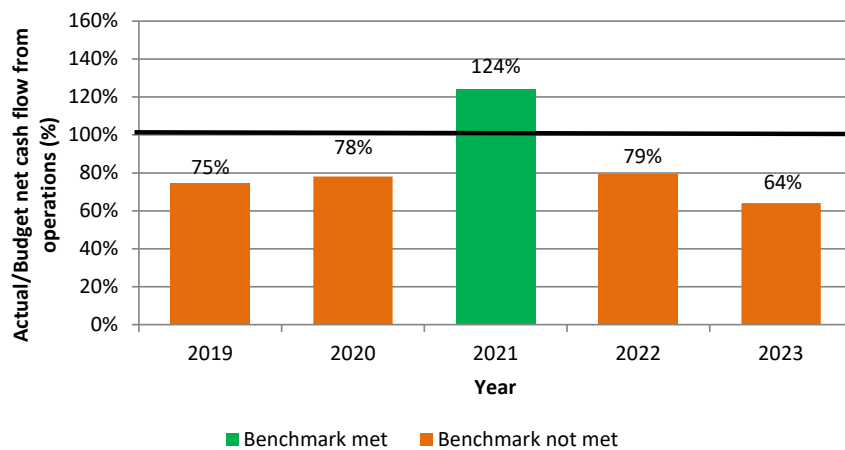
The Council meets the debt control benchmark if its actual net debt equals or is less than its planned net debt.



Operations control benchmark

This graph displays the Council's actual net cash flow from operations as a proportion of its planned net cash flow from operations.

The Council meets the operations control benchmark if its actual net cash flow from operations equals or is greater than its planned net cash flow from operations.



2019

Council received less Earthquake recovery subsidies due to a change in Crown funding. Also contributing are Business Improvement projects which are being loan funded.

2020

Council received less development and other contributions compared to the budget due to major developments waiting to get to the next stage of their development.

2021

Council received unbudgeted Stimulus and Shovel Ready programmes funding.

2022

Council paid out more than budgeted cash to suppliers due to flood events and capital expensed (costs incurred that cannot be capitalised and funded via loans/renewal funds).

2023

Council received less development and other contributions compared to the budget due to major developments waiting to get to the next stage of their development.

Independent Auditor's Report

To the readers of Waimakariri District Council's summary of the annual report for the year ended 30 June 2023.

The summary of the annual report was derived from the annual report of the Waimakariri District Council (the District Council) for the year ended 30 June 2022.

The summary of the annual report comprises the following summary statements on pages 8 to 18:

- the summary statement of financial position as at 30 June 2022;
- the summaries of the statement of comprehensive revenue and expense, statement of changes in net assets/equity and statement of cash flows for the year ended 30 June 2022;
- the notes to the summary financial statements that include accounting policies and other explanatory information; and
- the summary service performance results.

Opinion

In our opinion:

- the summary of the annual report represents fairly and consistently the information regarding the major matters dealt with in the annual report; and
- the summary statements comply with PBE FRS-43: Summary Financial Statements.

Summary of the annual report

The summary of the annual report does not contain all the disclosures required by generally accepted accounting practice in New Zealand. Reading the summary of the annual report and the auditor's report thereon, therefore, is not a substitute for reading the full annual report and the auditor's report thereon.

The summary of the annual report does not reflect the effects of events that occurred subsequent to the date of our auditor's report on the full annual report.

The full annual report and our audit report thereon

We expressed an unmodified audit opinion on the information we audited in the full annual report for the year ended 30 June 2022 in our auditor's report dated 20 December 2022.

Our auditor's report on the full annual report includes an emphasis of matter paragraph drawing attention to the disclosures about the Government's three waters reform programme. In June 2022, the Government introduced legislation to establish four publicly owned water services entities to take on responsibilities for service delivery and infrastructure from local authorities with effect from 1 July 2024. The legislation received royal assent from the Governor-General on 14 December 2022. The impact of these reforms will mean that the District Council will no longer deliver three waters services or own the assets required to deliver these services. In December 2022, the Government introduced the Water Services Legislation Bill, which will transfer assets and liabilities to the water services entities.

Council's responsibility for the summary of the annual report

The Council is responsible for preparing the summary of the annual report which includes preparing summary statements,

AUDIT NEW ZEALAND

Mana Arotake Aotearoa


in accordance with PBE FRS-43: *Summary Financial Statements*.

Auditor's responsibility

Our responsibility is to express an opinion on whether the summary of the annual report represents, fairly and consistently, the information regarding the major matters dealt with in the full annual report and whether the summary statements comply with PBE FRS-43: *Summary Financial Statements*.

Our opinion on the summary of the annual report is based on audit procedures, which were carried out in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board.

In addition to our audit and the report on the disclosure requirements, we have carried out a limited assurance engagement related to the District Council's Debenture Trust Deed. Other than these engagements, we have no relationship with, or interests in, the District Council.



Yvonne Yang

Audit New Zealand
On behalf of the Auditor-General
Christchurch, New Zealand
20 December 2022

TO BE UPDATED



**Leaving a positive
print on the future
of our district.**



WAIMAKARIRI
DISTRICT COUNCIL

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 231012162656

REPORT TO: COUNCIL


DATE OF MEETING: 17 October 2023

AUTHOR(S): Joanne McBride, Roading & Transport Manager
Gerard Cleary, General Manager Utilities & Roading

SUBJECT: Consultation on the DRAFT Speed Management Plan

ENDORSED BY:
(for Reports to Council,
Committees or Boards)

General Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to provide clarification on the proposed consultation on the Draft Speed Management Plan including Schools, and to seek approval for an amendment to the Draft Speed Management Plan document which was previously approved.
- 1.2. Following discussions with the Mayor and Board Chairs it has become clear that there is some confusion around the material to be consulted upon in relation the Draft Speed Management Plan.
- 1.3. As previously noted in reports to all Community Boards during September 2023, the Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation <u>draft speed management plan</u>
Second deadline	29 March 2024	The final date for submitting the <u>final draft speed management plan</u> for certification

- 1.4. Each Community Board put forward a series of recommendations to Council during September and on 3rd October Council met and approved consultation.
- 1.5. For each of the Community Board area, a recommendation was put forward to Council which reflected the following (but specific to each Board area):
- (a) **Approves consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including schools only as listed in the table noted within each Community Boards report.**
- 1.6. In addition to schools, there were (within three Community Board areas) nine other specific sites which have been approved to consult upon due to safety improvement integration / safety concerns or other interdependencies.
- 1.7. In summary, the Draft Speed Management Plan is part of the documentation for consultation to meet the requirements of the *Land Transport: Setting of Speed Limits Rule 2022*. The Draft Speed Management Plan has been updated to clarify Council's current

position on consideration of speed limits (refer to TRIM no. 231012162681) and is attached for consideration.

Attachments:

- (i) Draft Speed Management Plan (including Schools and nine other approved sites) – TRIM No. 231012162681.

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 231012162656;
- (b) **Approves** the Draft Speed Management Plan document as attached in Attachment (i) for consultation, including schools and the nine other approved sites.
- (c) **Notes** that the Mayor, Roading Portfolio Holder, Chief Executive and Community Board Chairs will approve the information for Consultation.
- (d) **Circulates** this report to the Community Boards for information.

3. BACKGROUND

- 3.1. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment (i).
- 3.2. This document provides a summary of speed management, policies and guidelines that provide overarching guidance and direction for speed management. The Plan also outlines an implementation programme for the next four years which primarily focuses on schools as per the Council decision on 3 October 2023.
- 3.3. The focus on schools has been agreed by Council to ensure that the timing requirements of addressing speed around schools by December 2027 as per the Land Transport Rule: Setting of Speed Limits 2022 can be met.
- 3.4. The Director of Land Transport has set timeframes for when Road Controlling Authorities (RCA's) are required to go out and consult on their speed management plans.

4. ISSUES AND OPTIONS

- 4.1. Waimakariri District Council as a Road Controlling Authority (RCA) is required to put in place a Speed Management Plan, as per the Land Transport Rule: Setting of Speed Limits 2022.
- 4.2. The following options are available for Council:

- 4.2.1. Option One – Approve the Draft Speed Management Plan as attached for consultation.

This is the recommended option as it allows consultation to continue in line with the direction given by Community Boards & Council in terms of changes to speed limits, and also meets the requirements of consulting on a Draft Speed Management Plan as required by the Land Transport Rule: Setting of Speed Limits 2022.

- 4.2.2. Option Two - Decline the Draft Speed Management Plan and only consult on schools with no accompanying Speed Management Plan.

This is not the recommended option as it does not meet the requires of the Land Transport Rule: Setting of Speed Limits 2022 and could be subject to legal challenge.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.3. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

5.2. Groups and Organisations

- 5.3. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

- 5.4. As per the previous reports through the Community Board, key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.

- Te Whata Ora (formerly the Canterbury District Health Board)
- Environment Canterbury
- Fire and Emergency New Zealand
- The New Zealand Police
- New Zealand Automobile Association
- New Zealand Trucking Association
- Road Transport Association
- Road Transport Forum
- Waka Kotahi
- Waimakariri District schools
- Youth Council
- Waimakariri Access Group

- 5.5. The feedback from the engagement with the key stakeholders will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside the other hearing submissions.

5.6. Wider Community

- 5.7. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

- 5.8. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment v for detail).

- 5.9. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.

The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

6.2. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.

6.3. The majority of the cost associated with changing speed limits is in signage. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).

6.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.

6.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.6. Sustainability and Climate Change Impacts

6.7. The recommendations in this report do have sustainability and/or climate change impacts.

6.8. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.

6.9. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

6.10. Risk Management

6.11. There are risks arising from the adoption/implementation of the recommendations in this report.

6.12. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.

6.13. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.

- 6.14. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.
- 6.15. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.
- 6.16. **Health and Safety**
- 6.17. There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.
- 6.18. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

7. **CONTEXT**

7.1. **Consistency with Policy**

- 7.2. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.3. **Authorising Legislation**

- 7.4. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

7.5. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.6. **Authorising Delegations**

The Council are responsible for approving consultation on the Draft Speed Management Plan.

The final Draft Speed Management Plan once approved by Council (following consultation) will be sent to Waka Kotahi seeking certification from the Director of Land Transport.



DRAFT Speed Management Plan for Consultation

October 2023



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Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*.

All road controlling authorities are required to have addressed speeds outside of all schools by December 2027. This is the main focus of this first iteration of the Waimakariri District Speed Management Plan.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

Waimakariri District Council has chosen a phased approach to Speed Management Planning which focuses on schools and a few other major roads/intersections in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it is expected there will be change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

A further workshop will be held with Council in early 2024 to consider next steps.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

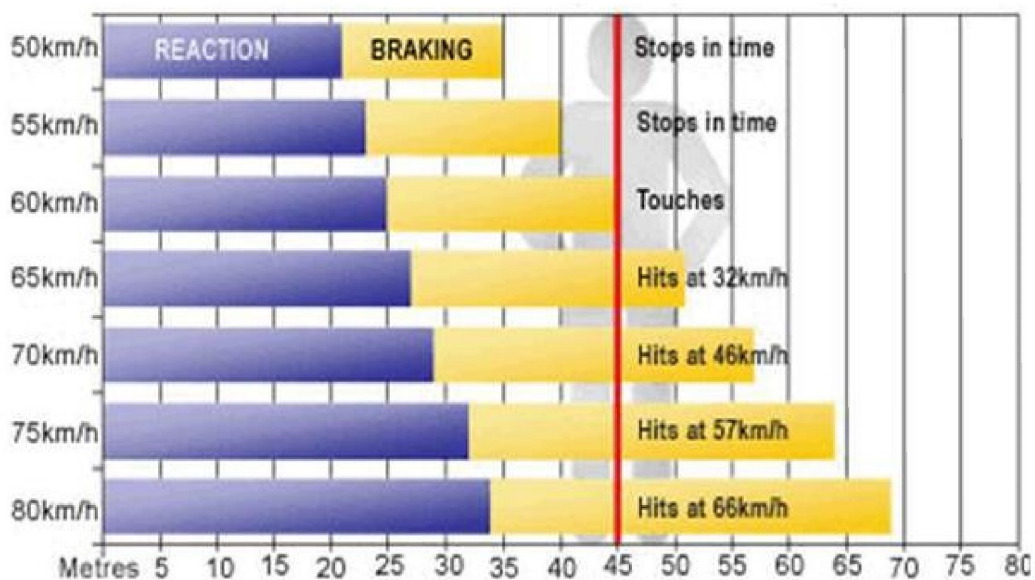


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (Global Road Safety Facility, 2023).

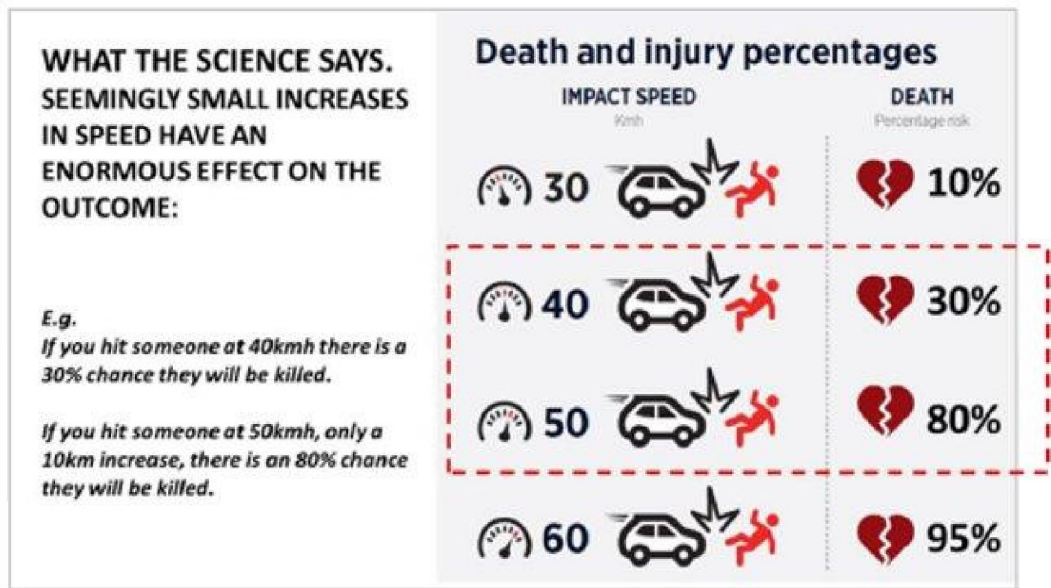


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique. Refer to Waka Kotahi's *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able to move through the transport system as efficiently as possible. As such, speed management needs to consider the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed.

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home. 2023 crashes are trending upwards.

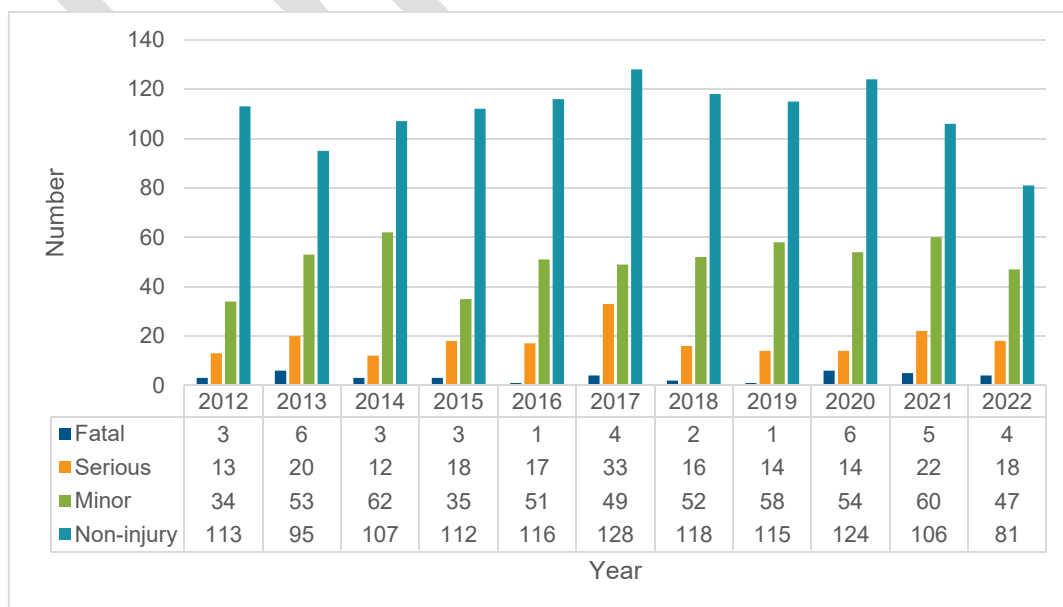


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

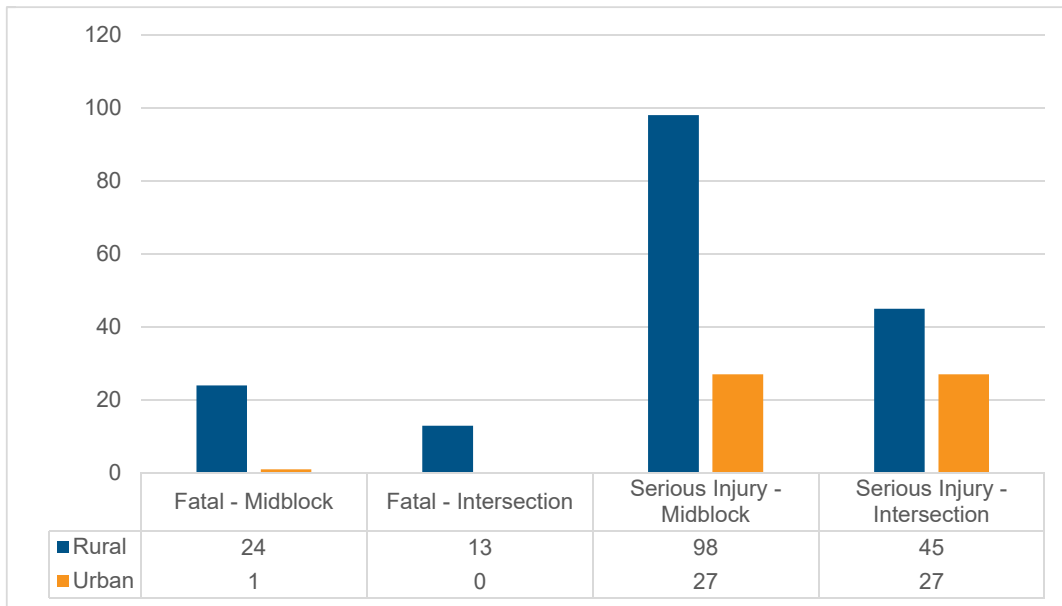


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

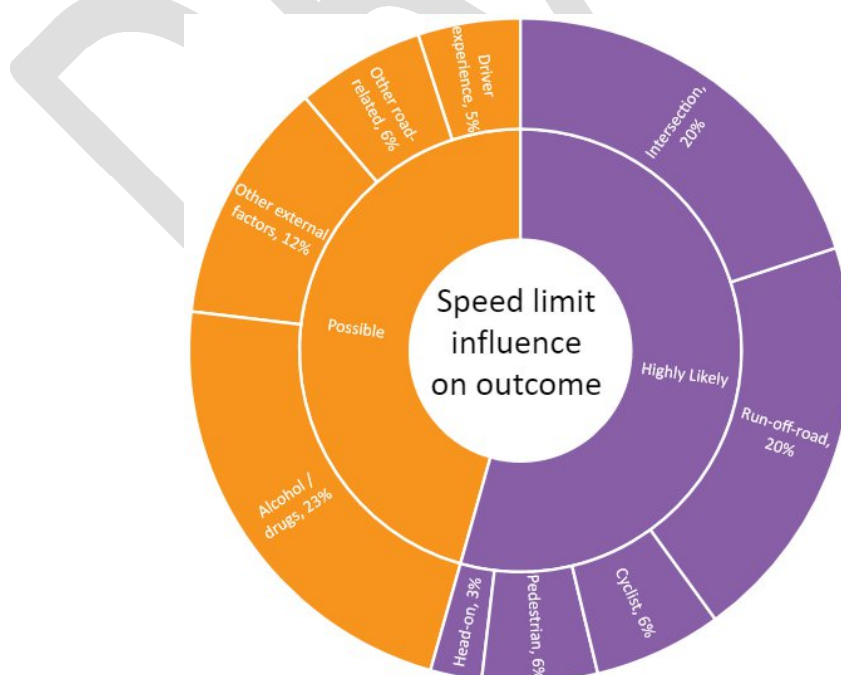


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have undertaken a number of speed limit reviews over the last five years, and has implemented lower speed limits in several places. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users. Speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

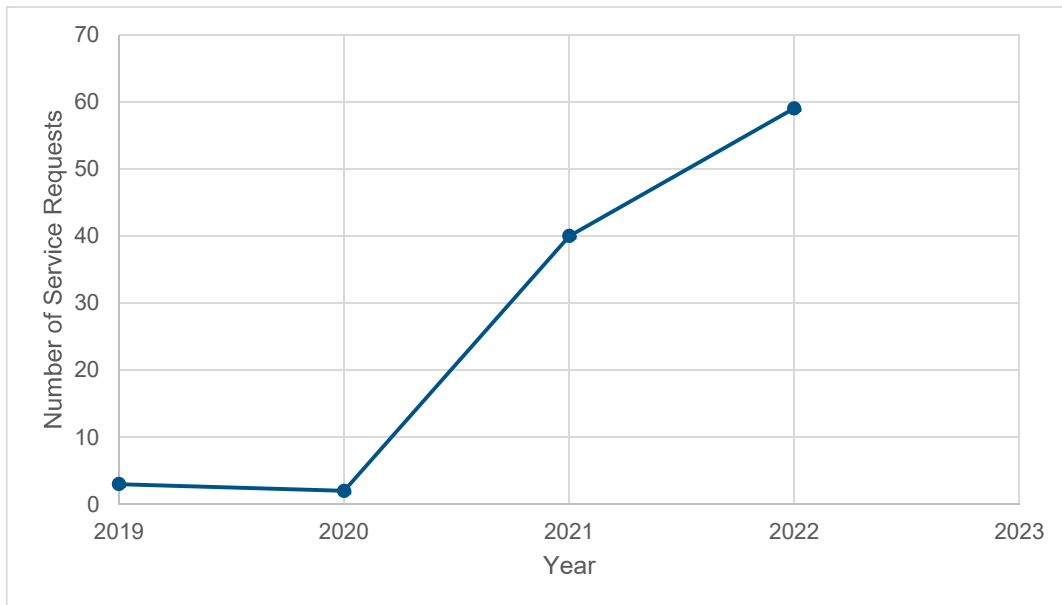


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by December 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

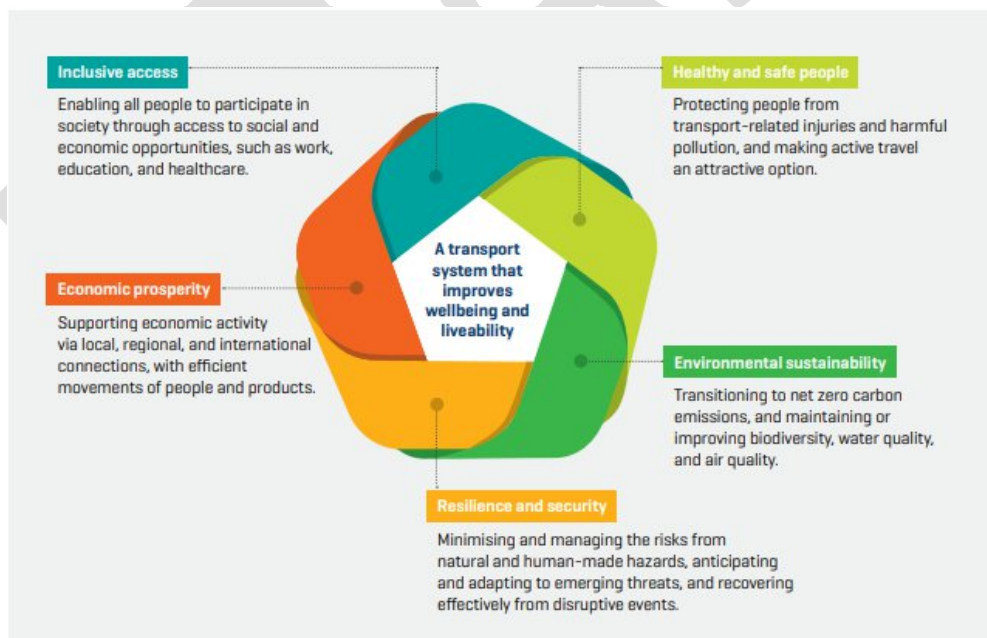


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the

Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, through the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinated technical recommendations for a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be consulted upon as part of the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.



Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed by staff that the approach shown in

Table 1 for initial speed management would achieve consistency across the region's network.

Table 1. The proposed Canterbury regional approach to setting initial speed limits will be consulted on as part of the Regional Speed Management Plan.

Proposed Regional Approach to Speed Limits (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

While this has been proposed following technical work at a regional level, Waimakariri District Council has chosen a phased approach to Speed Management Planning which focuses on schools and a few other major roads/intersections in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it's expected there will be a change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

A further workshop will be held with Council in early 2024 to consider next steps.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council's Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district's transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively

encouraged.

- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District's wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

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Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

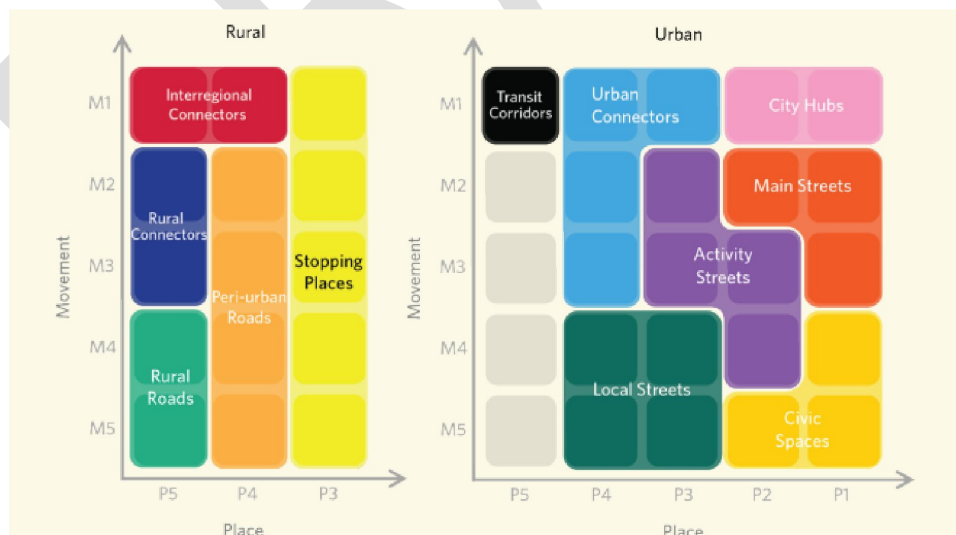


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022).

The ONF assigned to a road can be used to assist with speed management planning. Understanding the place function of a road can help determine whether a particular speed limit is appropriate along a corridor.

Strategic Alignment

The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the Setting of Speed Limit Rule and best practice guidance.

Network Approach to Speed Management

Staff have undertaken workshops with all the Community Boards about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.

The options detailing areas for possible inclusion within the Draft Speed Management Plan was reported to all Community Boards during September 2023 and the recommendations considered by Council on 3 October 2023.

Council approved a phased approach to the Speed Management Plan which focused on schools and major intersections/roads only in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it's expected there will be a change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable. Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Monitoring and Measures

The Council is currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) may be considered for infrastructure improvements to support lower speeds in the future, in which, Council would consider seeking funding through the NLTP and the Council's Long-Term Plan cycles. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

Early indications are that Waimakariri District may receive safety cameras during this SMP period. If so, then this would be the first tranche of safety cameras throughout New Zealand.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. The proposed speed limits are shown in Table 2 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions
30	<ul style="list-style-type: none"> • Bounding schools
50 (or less where agreed)	<ul style="list-style-type: none"> • Urban streets

Four-Year Implementation Programme

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi's "safe and appropriate" speed, refer to Appendix C for further information.

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (extension of development area)	70	50	Permanent	2023-2024	Yes

- Table 5)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (extension of development area)	70	50	Permanent	2023-2024	Yes

Table 5. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes

Rural Roads

The following table, as listed below, indicates the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Other rural areas (**Error! Reference source not found.**)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 6. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No

Intersections Speed Zones

Table 3 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 3. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Speed Limits Around Schools

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Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in **Error! Reference source not found.**8.

Table9 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally,

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Table 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,
 - Cust School,
 - Fernside School,
 - Kaiapoi Borough School,
 - Kaiapoi North School,
 - Loburn School,
 - North Loburn School,
 - Ohoka School,
 - OneSchool Global (Rangiora Campus),
 - Oxford Area School,
 - Pegasus Bay School,
 - Tuahiwi School,
 - View Hill School,
 - West Eyreton School,

- Woodend School.

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Table 8. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable
		60 km/h	Heywards Road (Tram Road to north of Mabers Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School (existing variable to remain)	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Variable
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Safety Infrastructure

The proposed infrastructure is proposed during the next four years to provide safety improvements as is shown in Table 11.

Table 11. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Proposed Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	2023/24 funding Committed 2024/27 Not Committed
Rangiora Woodend Road / Boys Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	In Council's Long Term Plan
Tram Road / South Eyre Road / Giles Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	In Council's Long Term Plan
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	In Council's Long Term Plan

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Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 4.

Table 4. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other 'soft' measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town's business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 12. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township urban area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 12. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 12. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive

Appendix D – Speed Limit Extent Maps

The maps below show the speed limit proposals listed in the Draft Speed Management Plan.

Include Maps from consultation document.

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