

Agenda

Oxford-Ohoka Community Board

Wednesday 6 September 2023

7pm

Ohoka Community Hall
475 Mill Road
Ohoka

Members:

Thomas Robson (Chairperson)

Sarah Barkle (Deputy Chairperson)

Mark Brown

Tim Fulton

Ray Harpur

Niki Mealings

Pete Merrifield

Michelle Wilson

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AGENDA FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD AT THE OHOKA COMMUNITY HALL, MILL ROAD, OHOKA ON WEDNESDAY 6 SEPTEMBER 2023 AT 7PM.

RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS
COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL

BUSINESS

PAGES

1. **APOLOGIES**
2. **PUBLIC FORUM**
3. **CONFLICTS OF INTEREST**
4. **CONFIRMATION OF MINUTES**
 - 4.1. **Minutes of the Oxford-Ohoka Community Board – 2 August 2023** 15 - 24
RECOMMENDATION
THAT the Oxford-Ohoka Community Board:
 - (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 2 August 2023, as a true and accurate record.
 - 4.2. **Matters Arising**
5. **DEPUTATIONS AND PRESENTATIONS**
Nil.
6. **ADJOURNED BUSINESS**
Nil.
7. **REPORTS**
 - 7.1. **Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Oxford-Ohoka Community Board Ward Area)** 25-155
RECOMMENDATION
THAT the Oxford-Ohoka Community Board:
 - (a) **Receives** Report No. 230821128211;

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116028), with all roads as recommended by staff and as listed below in Tables 1 to 12 within the Board's area.

Table 1. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
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)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 2. Proposed speed limits for the Oxford town centre

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Main Street – 93 Main Street to 23 Main Street	50	40
Coney Street – Main Street to end of formed road	50	40
Meyer Street – Main Street to end of formed road	50	40
Redwood Place – Main Street to end of formed road	50	40

Table 3. Proposed speed limits for the Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60

Table 4. Proposed speed limits for the north of Tram Road/Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to Swannanoa Road	100	80
Pattersons Road – Two Chain Road to McRoberts Road	100	80
Clear View Lane – Pattersons Road to end of formed road	100	60
Mandalea Road – Pattersons Road to McRoberts Road	100	60
Cameo Drive – Mandalea Road to end of formed road	100	60
Tupelo Place – Tram Road to end of formed road	100	80
No. 10 Road – Pattersons Road to Tram Road	100	80

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80
Dawsons Road – Pattersons Road to Wards Road	100	80
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60
McRoberts Road – Pattersons Road to Mill Road	100	80
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60
Ashworths Road – Mill Road to Plaskett Road	100	80
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80

Table 5. Proposed speed limits for north of Tram Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Whites Road – 210 south of Mill Road to Tram Road	100	80
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80
Raddens Road – Tram Road to Jeffs Drain Road	100	60
Jeffs Drain Road – Tram Road to Butchers Road	100	60
Christmas Road – Mill Road to Butchers Road	100	60
Butchers Road – Christmas Road to Ohoka Road	100	60
Gardiniers Road – Tram Road to end of formed road (unsealed)	100	60

Table 6. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to North Eyre Road	100	80
North Eyre Road – Two Chain Road to Mandeville Road	100	80
No. 10 Road – Tram Road to South Eyre Road	100	80
West Denbie Lane – North Eyre Road to end of formed road	100	80
Logans Road – North Eyre Road to Mandeville Road	100	80
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80
Baileys Road – Mandeville Road to Whites Road	100	80
Whites Road – Baileys Road to Tram Road	100	80
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60
Edmunds Road – Baileys Road to Tram Road	100	60
Chiltons Road – Baileys Road to Mandeville Road	100	60
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60

Table 7. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Woods Road – Tram Road to end of formed road	100	60
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *KTCCB Ward Boundary	100	60

Table 8. Proposed speed limits for the south of South Eyre Road area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60
Clothiers Road – South Eyre Road to end of formed road	100	80
Harpers Road – South Eyre Road to end of formed road *KTCB Ward Boundary	100	80

Table 9. Proposed speed limits for South Eyre Road/Tram Road

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *KTCB Ward Boundary (partial extent)	100	80
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80

Table 10. Proposed speed limits for the Oxford rural area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Weld Street – 400 m east of High Street to Powells Road	80	60
Barracks Road – Powells Road to 120 m east of Powells Road	80	60
Powells Road – Weld Street to Ashley Gorge Road	100	60
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60
Victoria Street – 400 m east of High Street to Powells Road	100	60

McJarrows Road – Powells Road to 650 m east of Powells Road	100	60
Plachatsh Lane – Powells Road to end of formed road	100	60

Table 11. Proposed speed limits for the Cust peri-urban area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *RACB Ward Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *RACB Ward Boundary	80	60

Table 12. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
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 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
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 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

OR:

- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116038), including schools and intersection speed zones only on the roads as listed in Tables 13 and 14 within the Board's area.

Table 13. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
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)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Variable (retain status quo)
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)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 14. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
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 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
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 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation;
- (e) **Notes** that Recommendation (c) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024;

AND:

- (f) **Notes** that the proposed school zone extents may be subject to small changes following consultation with each school;
- (g) **Notes** that the permanent 60 km/h speed zone (outside of Swannanoa School) proposed on Tram Road, is subject to the surrounding Tram Road area being reduced to 80 km/h. If this was not to proceed, then the existing 60km/h variable speed would stay in place;
- (h) **Notes** that staff received a petition from residents on Powells Road, McJarrows Road, and Victoria Street (refer TRIM No. 230420055531 for detail) to reduce the speed limit to 60 km/h. Staff have assessed the area and have included proposed speed limit changes in Table 10 which is included in Recommendation (b) in order to ensure consistency of speed limits in the area;
- (i) **Notes** that included in Recommendation (b) is the Intersection Speed Zones (ISZ) which are safety initiatives supporting Road to Zero and are co-funded by Waka Kotahi. The electronic signs operate on the major road through an intersection and only turn on when a vehicle approaches on the side road. Tram Rd / Earlys Rd has funding in 2023/24 and not progressing this will result in co-funding being lost;
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;
- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across Canterbury RCAs and as listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;

- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
 - i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.

- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;

- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

7.2. **Application to the Board’s Discretionary Grant Fund 2023/24 – Kay Rabe (Governance Advisor)**

156-193

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230728114450.
- (b) **Approves** a grant of \$..... to the Waimakariri Dog Training Club towards the purchase of two measuring wheels.
OR
- (c) **Declines** the application from the Waimakariri Dog Training Club.

- (d) **Approves** a grant of \$..... to the Oxford Dark Sky Group towards the purchase of a lighting passport metre.
OR
- (e) **Declines** the application from the Oxford Dark Sky Group.
- (f) **Approves** a grant of \$..... to West Eyreton Friends of the School towards the purchase of shade sails.
OR
- (g) **Declines** the application from the West Eyreton Friends of the School.
- (h) **Approves** a grant of \$..... to the Waimakariri Access Group towards seeding costs to hold an inclusive sports day to occur.
OR

- (i) **Declines** the application from the North Canterbury Inclusive Sports Festival.
- (j) **Approves** a grant of \$..... to the Standardbred Stable to Stirrup Charitable Trust towards the purchase of monogrammed patches for clothing and horse gear.

OR

- (k) **Declines** the application from the Standardbred Stable to Stirrup Charitable Trust.

7.3. **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Kay Rabe (Governance Advisor)**

194-198

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230810121863.
- (b) **Notes** that of the \$6,539 allocated to the Board for the 2022/23 financial year, \$6,500 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$39 was carried forward to the 2023/24 financial and added to the 2023/24 allocation of \$6,120, bringing the current financial year's total to \$6,159.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

7.4. **Ratification of the Oxford-Ohoka Community Board's Submission to Environment Canterbury's What's Our Future, Canterbury – Kay Rabe (Governance Advisor)**

199-201

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230823129674.
- (b) **Retrospectively ratifies** its submission to Environmental Canterbury's What's our Future Canterbury (Trim Ref: 230727114138).

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for August 2023**

208-209

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report (Trim. 230828132035) from the Oxford-Ohoka Community Board Chairperson.

10. MATTERS FOR INFORMATION

- 10.1. Kaiapoi-Tuahivi Community Board Meeting Minutes 17 July 2023.
- 10.2. Rangiora-Ashley Community Board Meeting Minutes 8 August 2023.
- 10.3. Woodend-Sefton Community Board Meeting Minutes 14 August 2023.
- 10.4. Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.5. Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.6. Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.7. Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.
- 10.8. Avian Botulism Management 2022/23 – Report to Utilities and Rooding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 10.9. Private Well Study – Results from 2022 Study – Report to Utilities and Rooding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 10.10. Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

- 10.11. Approval for Single-Source Provider for Disposal of Kerbside Organics from 1 July 2023 to 30 June 2024 – Report to Management Team Meeting 24 July 2023 – Circulates to all Boards.

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.10.
- (b) **Receives** the separately circulated public excluded information in item 10.11.

Note:

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*
2. *Hard copies of the Public Excluded items were circulated to members separately.*

11. MEMBERS' INFORMATION EXCHANGE

210-215

- 11.1. Mark Brown (Trim Ref: 230724111187)
- 11.2. Pete Merrifield (Trim Ref: 230724110895)
- 11.3. Michelle Wilson (Trim 230724111465)
- 11.4. Tim Fulton (Trim 230830134106)

The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board related information.

Any written information submitted by members will be circulated via email prior to the meeting.

12. CONSULTATION PROJECTS

12.1. Community Outcomes

<https://letstalk.waimakariri.govt.nz/community-outcomes>

Consultation closes Thursday 7 September 2023.

12.2. Road Reserve Management

<https://letstalk.waimakariri.govt.nz/road-reserve-management>

Consultation closes Thursday 7 September 2023.

12.3. Rangiora Town Cycleway Stage One

<https://letstalk.waimakariri.govt.nz/rangiora-town-cycleway-stage-one>

Consultation closes Monday 11 September 2023.

12.4. Woodend / Woodend Beach Entrance Signs

<https://letstalk.waimakariri.govt.nz/woodend-woodend-beach-entrance-signs>

Consultation closes Thursday 14 September 2023.

12.5. Waimakariri Economic Development Strategy

<https://letstalk.waimakariri.govt.nz/waimakariri-economic-development-strategy>

Consultation closes Sunday 17 September 2023.

12.6. Playspaces in Kaiapoi East

<https://letstalk.waimakariri.govt.nz/playspaces-in-kaiapoi-east>

Consultation closes Friday 22 September 2023.

12.7. Mandeville Resurgence Channel Upgrades

<https://letstalk.waimakariri.govt.nz/mandeville-resurgence-channel-upgrades>

Consultation closes Friday 29 September 2023.

13. BOARD FUNDING UPDATE

13.1. Board Discretionary Grant

Balance as at 31 August 2023: \$4,715.

13.2. General Landscaping Fund

Balance as at 31 August 2023: \$13,680.

14. MEDIA ITEMS

15. QUESTIONS UNDER STANDING ORDERS

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 4 October 2023 at the Oxford Town Hall.

Workshop

- *Members Forum*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE OXFORD TOWN HALL, MAIN STREET, OXFORD ON WEDNESDAY 2 AUGUST 2023 AT 7PM.

PRESENT

T Robson (Chairperson), S Barkle (Deputy Chairperson), M Brown, T Fulton, R Harpur, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), T Allinson (Senior Policy Analyst), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1. APOLOGIES

There were no apologies.

2. PUBLIC FORUM

There were no members of the public present for the public forum.

3. CONFLICTS OF INTEREST

Item 7.1 – R Harpur declared a conflict of interest as he was a member of the Mandeville Bowling Club.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 5 July 2023

Moved: M Brown Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 5 July 2023, as a true and accurate record.

CARRIED

4.2. Matters Arising

There were no matters arising.

4.3. Notes of the Oxford-Ohoka Community Board Workshop – 5 July 2023

Moved: T Fulton Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the notes of the Oxford-Ohoka Community Board Workshop held on 5 July 2023.

CARRIED

5. **DEPUTATIONS AND PRESENTATIONS**

5.1. **Community Outcomes – Temi Allinson (Senior Policy Analyst)**

T Allinson gave an overview of the proposed revised community outcomes which would be used in the 2024-34 Long Term Plan and would consider the changes to the Local Government Act in 2019 which put the responsibility of wellbeing on Local Government. Currently there were 15 outcomes with another 55 sub indicators under each outcome. Staff had rationalised and aligned the outcomes to the four wellbeing's, economic, social, cultural, and environmental. The Council had adopted the outcomes for public consultation at its July meeting.

T Allinson gave an overview of the four outcomes:

- Social - a place where everyone can have a sense of belonging (to turangawaewae) and the sub indicators were:
- Cultural – Where our people are enabled to thrive and give creative expression to their identity and heritage (etangata whakapuawai).
- Environmental – that values and restores our environment (hei kaitiaki).
- Economic – supported by a resilient and innovative economy (he ohanga manawaroa).

M Brown asked when the consultation period closed. T Allinson noted that the consultation ran from Monday 7 August 2023 and closed Wednesday 6 September 2023.

M Brown noted that he had read that the Council's Housing Policy consultation had not received many responses. Listening to the Waimakariri Youth Council talking about its frustration with the consultation process and noting these outcomes were a generational matter, he queried the consultation process. T Allinson noted that staff were reconsidering how best to include all demographics during consultation, however they would be utilising social media and consulting with the Youth Council on other approaches.

T Fulton noted that staff had talked about the value statements would become a pathway to how members spoke to staff and how staff and members presented themselves to the public. This became an operation matter as well as an aspirational one and could mean some culture change for the Council. T Allinson noted that Ta Matou Mauri was a staff tool while elected members used the code of conduct. These outcomes talked about the values staff had and how they interacted and with the community as well.

6. **ADJOURNED BUSINESS**

Nil.

7. **REPORTS**

7.1. **Application to the Board's Discretionary Grant Fund 2023/24 – K Rabe (Governance Advisor)**

S Barkle noted that the organisation was called the 'Oxford' Land Search and Rescue, and queried if the group serviced the whole of North Canterbury. K Rabe noted that they did service the whole of North Canterbury not just Oxford.

Furthermore, S Barkle asked if they had applied to the other Community Boards for funding. K Rabe noted that they had not.

P Merrifield noted the Board had declined an application from the North Canterbury Adventure Club Home School Club on the basis that they were not mainly based in the Boards area. He noted that the application from the Oxford Land Search and Rescue had noted 40% of their catchment was from the Rangiora-Ashley ward therefore it was not mainly in the Boards area. He believed that this was a good application to support however had concerns about consistency of the Board's approach. K Rabe noted that the other factor for declining the application from the North Canterbury Adventure Club Home School Club was that the Board did not have sufficient funding at the time whereas now they did not have that issue, but it was up to the Board if they wanted to approve the application.

Moved: N Mealings Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230623093852.
- (b) **Approves** a grant of \$540 to the Oxford Land Search and Rescue to purchase a radio handset, protective case and charger.

CARRIED

P Merrifield abstained

N Mealings encouraged the Oxford Land Search and Rescue to approach the other Community Boards particularly the Rangiora-Ashley Community Board for funding based on the percentages for cover of service they had used in their application. They were not asking for a lot here and they were volunteers who put their lives on the line to save other people and it benefitted a large area.

S Barkle supported Oxford Land Search and Rescue, she was a member for a number of years, and she thought that they did a brilliant job and definitely serviced the whole of Canterbury. She asked that staff inform them that they could approach the other Community Boards for funding.

T Fulton encouraged the Oxford Land Search and Rescue to approach the other Community Boards for funding as it would be of benefit to them as an organisation and the public, rather than necessarily being about a monetary issue.

S Barkle asked if the Coastguard had applied to any of the other Community Boards for funding. K Rabe noted that they had approached all the Community Boards for funding.

Moved: M Brown Seconded: M Wilson

- (c) **Approves** a grant of \$500 to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

M Brown commented that reading the report about their proposed braided river response after seeing the flooding recently in the Eyre River, he believed residents would need people with boats who could assist with the right equipment. He believed it would benefit the wider community if they upgraded their swift water rescue vessel.

M Wilson commented that this was such an important service for the community. She noted that their donations were down from 2022 and she believed that it was important to have access to this kind of service.

In regards to the request for storage equipment for documents, T Fulton understood that there were long term plans for renovations at the Mandeville Sports Centre. He queried if N Mealings was aware of any other storerooms that may be fit for purpose. N Mealings noted that they were looking to extend the club rooms at some point in the future, but nothing had been finalised.

Moved: M Brown Seconded: S Barkle

- (d) **Approves** a grant of \$404 to the Mandeville Bowling Club towards the purchase of an office credenza.

CARRIED

8. CORRESPONDENCE

Nil.

9. CHAIRPERSON'S REPORT

9.1. Chairperson's Report for July 2023

- The Board was submitting on Plan Change 31 on Monday 7 August 2023 at 3:15pm.
- The Oxford Garage Sale Trail was happening on Sunday 6 August 2023.
- Been contacted by a few residents about safety concerns on Tram Road, mainly about the timing and lack of ice gritting.

G Cleary noted that the contractor did ice gritting and Tram Road being such an important route was a priority. It would be one of the first roads that got dealt with. He explained that ice grit only gave a very small improvement to the traction and the ice grit itself once the ice was gone reduced traction.

- Waimakariri Gorge Bridge, suggested there needed to be a comprehensive press release regarding the costings and repair timetable.

Moved: S Barkle Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report (Trim. 230724111846) from the Oxford-Ohoka Community Board Chairperson.

CARRIED

10. MATTERS FOR INFORMATION

- 10.1. Rangiora-Ashley Community Board Meeting Minutes 14 June 2023.
- 10.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 19 June 2023.
- 10.3. Woodend-Sefton Community Board Meeting Minutes 10 July 2023.
- 10.4. Rangiora-Ashley Community Board Meeting Minutes 12 July 2023.
- 10.5. Turbidity Issues at Oxford Rural No.1 Water Supply – Report to Council Meeting 4 July 2023 – Circulates to the Oxford-Ohoka Community Board.
- 10.6. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.7. Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

- 10.8. Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.9. Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.10. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.11. Stimulus Programme Close Out Report – Report to Utilities and Roothing Committee Meeting 18 July 2023 – Circulates to all Boards.
- 10.12. Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Roothing Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

- 10.13. Proposed Sale of 198 Swannanoa Road, Fernside – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.14. Proposed Sale of 7 Adian Way, Loburn – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

Moved: P Merrifield

Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.12.
- (b) **Receives** the separately circulated public excluded information in items 10.13 and 10.14.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

S Barkle

- Woodstock Quarry Hearing 3 July 2023 – Attended the full day of hearing. Applicants' experts stating their case.
- Woodstock Quarry Hearing 4 July 2023 – Attended the full day of hearing. Applicants' experts stating their case.
- Woodstock Quarry Hearing 5 July 2023 – Attended Hearing. Applicants' experts back in for further questions. Hearing interrupted by protesters.
- Oxford-Ohoka Community Board Meeting.
- Site meeting at Ashley Gorge Holiday Park – Meeting with Jean Paul, Mitch Alntalo, from Oxford Police and Board Members to discuss anti social behaviour at the Ashley Gorge Reserve to brainstorm some solutions and ideas for further public connection. Noted that Jean Paul and his family were doing an outstanding job at the park.
- Woodstock Quarry Hearing 7 July 2023 – Attended the hearing at Environment Canterbury Chambers. Further questions for previous experts/witnesses for the applicant. Due to hear from the applicants' planners however Commissioners decided to adjourn so that the planners could update their consent conditions and draft emergency action plans to be prepared. Hearing will recommence 28 August 2023.
- Mandeville Resurgence Meeting – Attended Council meeting to listen to its discussion about the plan for Mandeville resurgence public engagement.
- Matariki Celebration Kaiapoi – attended Matariki Celebration in Kaiapoi. Great night out, fireworks a real hit. Might need to consider more food trucks next time.

- Utilities and Roading Committee Meeting – Attended to discuss the Mandeville resurgence updated information for public engagement. A comprehensive plan was coming together.
- Council Meeting – Meeting with Community Board Chairs and Council.
- The Board had talked about having a running report of all the issues and things that the Board had asked for and have it as part of the agenda or available to members. K Rabe noted that it could not go in the agenda as it was a staff working document rather than something for public consumption. She would circulate it to members.
- Asked what the status was on the bridge on Harewood Road structural assessment. G Cleary noted that the bridge was closed during the flood, there was quite a bit of debris build-up against the bridge. Council was getting a more thorough structural assessment done.

M Brown

- Ashley Gorge Motor Camp Meeting with the Community Board, Owner, and Police.
- Oxford-Ohoka Community Board Meeting.
- Oxford Promotions Action Committee (OPAC) Winter lights prizegiving – Great work by OPAC and the West Oxford Hotel to host the event.
- OPAC mix and mingle evening – Black Beech for members.
- Visited several residents in Washington Place, West Eyreton who had flooding – growing frustration by residents, one family had to evacuate.
- All Boards Workshop.
- Biodiversity Trust / Waimakariri District Council Winter Series – very interesting evening about indigenous biodiversity.
- Oxford Rural No 2 Well. G Cleary noted that the Council had approved accelerating the project, staff were hoping to get that drilled and consented in the current financial year and establish it within two financial years. Staff were nursing the number one well to mitigate high turbidity. Staff did not want to take it offline to redevelop and if they had two, they could easily take one of line however if they took the current well off line they would need to switch to the river intake which under the current drinking water standards would need a boil water notice for the duration of the repair time.

T Fulton

- Waimakariri Water Zone Committee Meeting – recently had confirmation that the Environment Awards would now be part of the Council's Community Service Awards.
- Pre-briefing conversation on the Integrated Transport Strategy.
- Council Meeting.
- Meeting with Police – Ashley Gorge Campsite.
- Oxford-Ohoka Community Board Meeting.
- Council Briefing – property Development.
- Council Workshop.
- John Roy site visit – North Eyre Road gravel issues.
- District Plan Hearings – Public gallery.

- Oxford Promotions Action Committee Mix and Mingle.
- Council Meeting.
- Biodiversity Trust / Waimakariri District Council Winter Series – West Eyreton – interesting talk about initiatives from farmers and Ngai Tahu to plant natives.
- Waimakariri District Council Heritage website launch – worth actively encouraging clubs to digitalise their archives and submit picture and video to the website.
- Council workshop on Options Paper – Review of the Building Consent System.
- Flooding – site visits – West Eyreton / Swannanoa.
- All Boards Workshop – Future of Local Government and proposed speed management.
- Drainage and Stockwater Rating Working Party Meeting.

P Merrifield

- Cust Community Network Annual General Meeting – Emergency Hub now active.
- Autosport Club shingle sprint – friendly catchup – see if they had any issues.
- Ashley Gorge site meeting – Met with Jean-Pierre, Mitch, and other Board members regarding security.
- Oxford-Ohoka Community Board Meeting.
- Kaiapoi Art Expo – good to see lots of local art on display.
- Woodend-Sefton Community Board Meeting – Attended as observer.
- Council Workshop – Roading and Mandeville drainage – supported Council staff.

M Wilson

- Ashley Gorge Motor Camp meeting with Board, owner, and Police.
- Kaiapoi Art Expo opening – Great evening showcasing local talent.
- Mandeville Resurgence – Meeting time changed so followed up with discussion and reading.
- Oxford Promotions Action Committee Matariki Winter Lights Festival – speeches by Mike (Principal of Oxford Area School) and Raul (Oxford Observatory). Saw new meteor camera.
- Reading through Proposed District Plan, PC31 and Woodstock Landfill documents.
- Ohoka Residents Association Meeting – Heard from owners of Hallfield Stage 2 land updates regarding the Proposed District Plan and PC31 from subcommittee.
- There was a lot of chat around health related needs and access to GPs. There was a lot of referrals that doctors were having sent back and there were a number of people in the community that had significant ongoing health needs. Knowing that there were workforce challenges the Waimakariri Health Advisory Group, the taxi chits turned out to be only as part of an agreement around paramedic's services.

- Attended the Matariki Lights Festival – low turnout possibly because of Kaiapoi's event.
- Attended the Environment Canterbury drop in session.

R Harpur

- Kaiapoi Art Show – amazing event once again showcasing the talented artists in the area.
- Waimakariri Access Group monthly meeting.
 - A number of issues discussed throughout the district.
 - Their Annual General Meeting was scheduled for 10 August 2023.
 - North Canterbury Sports Festival event to be held on 29 September 2023. Four sports provided: Basketball, Football, Rugby, and Boccia.
- Site visits around the district after the heavy rainfall.
- All Boards Workshop with Jim Palmer.
- Zoom meeting with the Oxford-Ohoka Community Board. Workshop for Environment Canterbury's Future for Canterbury.
- All Boards Workshop – Speed limits discussion.

N Mealings

- Proposed District Plan Deliberations – discussion of stream 1 and 2 issues.
- Council Briefing.
- Waimakariri Youth Council planting day – Took part in a planting day with the Waimakariri Youth Councillors at Silverstream Reserve.
- Council Workshop – Transport proposed funding / National land Transport Programme; Draft Integrated Transport Strategy discussion; Mandeville Resurgence and channel upgrade project.
- Proposed District Plan Hearing Stream 4.
- Mandeville Sports Club meeting – Break in reported, but no theft; new dog signs up – areas on Mandeville Sports Club website; hopeful for upgrades to carpark surface, lighting, and drainage; east boundary planting preparation; need new gang mower – applying for funding.
- Council Briefings.
- Natural Environment Strategy Project Control Group Meeting – progressing strategy for Long Term Plan.
- Abbeyfield Waimakariri Incorporated Annual General Meeting – Most of the executive Committee were returned to office. Fundraising progressing. Heard from two guest speakers – one a retired dietician/food author on nutrition for older people. very interesting.
- Flood Events – site visits around Ohoka village.
- Proposed District Plan Hearings Stream 3.
- Oxford-Ohoka Community Board Workshop – Submission workshop for Environment Canterbury's Future for Canterbury consultation.
- Waimakariri Youth Council Meeting – Guests Community Dental Services Youth Engagement Officer and E. Wood regarding her work on the Alcohol and Drug Harm Prevention Steering Group. Environmental Group planning a river

clean up and Youth Service Awards will open for nominations 21 August 2023 to 18 September 2023.

- Local Government New Zealand National Conference – ‘Superlocal’ theme. Annual General Meeting, Workshops; attended two one on Climate Change and one on Resource Management Act Reform. Political debate, speakers including C Hipkins, C Luxon and Abbas Nazari.
- Community Wellbeing North Canterbury Board Induction – Site visits to Karanga Mai and KCs.
- All Boards Workshop – speed management plans and consultation.
- Oxford-Ohoka Community Board discussion – submission presentation at hearing.
- Constituent meeting – met with a group of constituents looking for advice on the process of presenting submissions at a hearing.
- Council Meeting.
- Oxford-Ohoka Community Board Meeting.

12. **CONSULTATION PROJECTS**

12.1. **Significance and Engagement Policy 2023**

<https://letstalk.waimakariri.govt.nz/significance-and-engagement-policy-2023>

Consultation closes Friday 18 August 2023.

12.2. **Waikuku Fire Station Lease**

<https://letstalk.waimakariri.govt.nz/waikuku-fire-station-lease>

Consultation closes Friday 18 August 2023.

12.3. **Wat’s Our Future, Canterbury?**

<https://haveyoursay.ecan.govt.nz/about-our-future-canterbury>

Consultation closes Sunday 27 August 2023.

The Board noted the consultation projects.

13. **BOARD FUNDING UPDATE**

13.1. **Board Discretionary Grant**

Balance as at 31 July 2023: \$6,159.

13.2. **General Landscaping Fund**

Balance as at 31 July 2023: \$13,680.

The Board noted the funding update.

14. **MEDIA ITEMS**

Nil.

15. **QUESTIONS UNDER STANDING ORDERS**

Nil.

16. **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 6 September 2023 at the Ohoka Community Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 9:22pm.

CONFIRMED

Chairperson

Date

Workshop 8:18pm to 9:22pm

- *Members Forum*
 - *Flooding and Resurgence in West Eyreton.*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230821128211

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 6 September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roding & Transport Manager
Gerard Cleary, General Manager Utilities & Roding

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Oxford-Ohoka Board Ward Area

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



General Manager

Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, the *Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. 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 draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.

- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.
- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.9. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Petition for Reduced Speed at Oxford Intersection (TRIM No. 230420055531)
- v. Communications and Engagement Plan (TRIM No. 230210017625)

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230821128211;

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116028), with all roads as recommended by staff and as listed below in Tables 1 to 12 within the Board's area.

Table 1. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
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)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 2. Proposed speed limits for the Oxford town centre

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Main Street – 93 Main Street to 23 Main Street	50	40
Coney Street – Main Street to end of formed road	50	40
Meyer Street – Main Street to end of formed road	50	40
Redwood Place – Main Street to end of formed road	50	40

Table 3. Proposed speed limits for the Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60

Table 4. Proposed speed limits for the north of Tram Road/Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to Swannanoa Road	100	80
Pattersons Road – Two Chain Road to McRoberts Road	100	80
Clear View Lane – Pattersons Road to end of formed road	100	60
Mandalea Road – Pattersons Road to McRoberts Road	100	60
Cameo Drive – Mandalea Road to end of formed road	100	60
Tupelo Place – Tram Road to end of formed road	100	80
No. 10 Road – Pattersons Road to Tram Road	100	80
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80
Dawsons Road – Pattersons Road to Wards Road	100	80
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60
McRoberts Road – Pattersons Road to Mill Road	100	80
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60
Ashworths Road – Mill Road to Plaskett Road	100	80
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80

Table 5. Proposed speed limits for north of Tram Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Whites Road – 210 south of Mill Road to Tram Road	100	80
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80
Raddens Road – Tram Road to Jeffs Drain Road	100	60
Jeffs Drain Road – Tram Road to Butchers Road	100	60
Christmas Road – Mill Road to Butchers Road	100	60
Butchers Road – Christmas Road to Ohoka Road	100	60
Gardiners Road – Tram Road to end of formed road (unsealed)	100	60

Table 6. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to North Eyre Road	100	80
North Eyre Road – Two Chain Road to Mandeville Road	100	80
No. 10 Road – Tram Road to South Eyre Road	100	80
West Denbie Lane – North Eyre Road to end of formed road	100	80
Logans Road – North Eyre Road to Mandeville Road	100	80
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80
Baileys Road – Mandeville Road to Whites Road	100	80
Whites Road – Baileys Road to Tram Road	100	80
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60
Edmunds Road – Baileys Road to Tram Road	100	60
Chiltons Road – Baileys Road to Mandeville Road	100	60
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60

Table 7. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Woods Road – Tram Road to end of formed road	100	60
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *KTCB Ward Boundary	100	60

Table 8. Proposed speed limits for the south of South Eyre Road area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Diversion Road – South Eyre Road to HARRS Road (unsealed)	100	60
HARRS Road – South Eyre Road to 1340 m south of South Eyre Road	100	80
HARRS Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60
Clothiers Road – South Eyre Road to end of formed road	100	80
Harpers Road – South Eyre Road to end of formed road *KTCB Ward Boundary	100	80

Table 9. Proposed speed limits for South Eyre Road/Tram Road

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *KTCB Ward Boundary (partial extent)	100	80
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80

Table 10. Proposed speed limits for the Oxford rural area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Weld Street – 400 m east of High Street to Powells Road	80	60
Barracks Road – Powells Road to 120 m east of Powells Road	80	60
Powells Road – Weld Street to Ashley Gorge Road	100	60
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60
Victoria Street – 400 m east of High Street to Powells Road	100	60
McJarrows Road – Powells Road to 650 m east of Powells Road	100	60
Plachatsh Lane – Powells Road to end of formed road	100	60

Table 11. Proposed speed limits for the Cust peri-urban area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *RACB Ward Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *RACB Ward Boundary	80	60

Table 12. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
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 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)

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 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

OR:

- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116038), including schools and intersection speed zones only on the roads as listed in Tables 13 and 14 within the Board's area.

Table 13. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
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)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Variable (retain status quo)
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
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)	

Table 14. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
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 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
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 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation;
- (e) **Notes** that Recommendation (c) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024;

AND:

- (f) **Notes** that the proposed school zone extents may be subject to small changes following consultation with each school;
- (g) **Notes** that the permanent 60 km/h speed zone (outside of Swannanoa School) proposed on Tram Road, is subject to the surrounding Tram Road area being reduced to 80 km/h. If this was not to proceed, then the existing 60km/h variable speed would stay in place;
- (h) **Notes** that staff received a petition from residents on Powells Road, McJarrows Road, and Victoria Street (refer TRIM No. 230420055531 for detail) to reduce the speed limit to 60 km/h. Staff have assessed the area and have included proposed speed limit changes in Table 10 which is included in Recommendation (b) in order to ensure consistency of speed limits in the area;
- (i) **Notes** that included in Recommendation (b) is the Intersection Speed Zones (ISZ) which are safety initiatives supporting Road to Zero and are co-funded by Waka Kotahi. The electronic signs operate on the major road through an intersection and only turn on when a vehicle approaches on the side road. Tram Rd / Earlys Rd has funding in 2023/24 and not progressing this will result in co-funding being lost;
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;

- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across Canterbury RCAs and as listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 23073116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

2. **BACKGROUND**

- 2.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 2.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 2.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 2.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.

- 2.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 2.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board
- 2.7. Subsequent iterations of the Speed Management Plan would subsequently focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030
 - Urban roads in Kaiapoi – 2027-2030
 - Western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033
 - Urban roads in Oxford – 2030-2033
 - Urban roads in Rangiora – 2030-2033
- 2.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 2.9. Staff have undertaken a technical review utilising the *Waka Kotahi Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.
- 2.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:
- 80 km/h on rural sealed roads
 - 60 km/h on rural unsealed roads
 - 40 km/h in urban and settlement areas
 - 30 km/h around schools, where not deemed a Category Two school

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 2.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 2.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 2.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

3. **ISSUES AND OPTIONS**

- 3.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
 - First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 3.2. Staff have undertaken workshops 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.
- 3.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.
- 3.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 3.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 3.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 3.7. The south-eastern portion of the district has become a focus due to development and the high (and increasing) volumes of traffic which use some of the roads in this area. Tram Road and South Eyre Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.

- 3.8. The following options are available to the Oxford-Ohoka Community Board:
- 3.9. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 3.9.1. This option involves the Oxford-Ohoka Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 3.9.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 3.9.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.
- 3.10. Option Two: Recommend to the Council that consultation is undertaken on schools only as listed in Recommendation (c) of this report.
- 3.10.1. This option involves the Oxford-Ohoka Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 3.10.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 3.10.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 3.10.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 3.11. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 3.11.1. The Oxford-Ohoka Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 3.11.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 3.11.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.

3.12. Implications for Community Wellbeing

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

3.12.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.

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

4. **COMMUNITY VIEWS**

4.1. **Mana whenua**

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

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

4.2. **Groups and Organisations**

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

4.2.2. 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

4.2.3. 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.

4.3. **Wider Community**

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

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

4.3.3. 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.

4.3.4. 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.

5. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

5.1. **Financial Implications**

- 5.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 5.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Rooding budgets.
- 5.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. 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).
- 5.1.4. 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.
- 5.1.5. 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.

5.2. **Sustainability and Climate Change Impacts**

- 5.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 5.2.2. 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.
- 5.2.3. 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.

5.3. **Risk Management**

- 5.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 5.3.2. 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.
- 5.3.3. 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.

5.3.4. 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.

5.3.5. 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.

5.4. **Health and Safety**

5.4.1. 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.

5.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

6. **CONTEXT**

6.1. **Consistency with Policy**

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

6.2. **Authorising Legislation**

6.2.1. 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).

6.3. **Consistency with Community Outcomes**

6.3.1. 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.

6.4. **Authorising Delegations**

6.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.

6.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 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*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

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.

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

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.

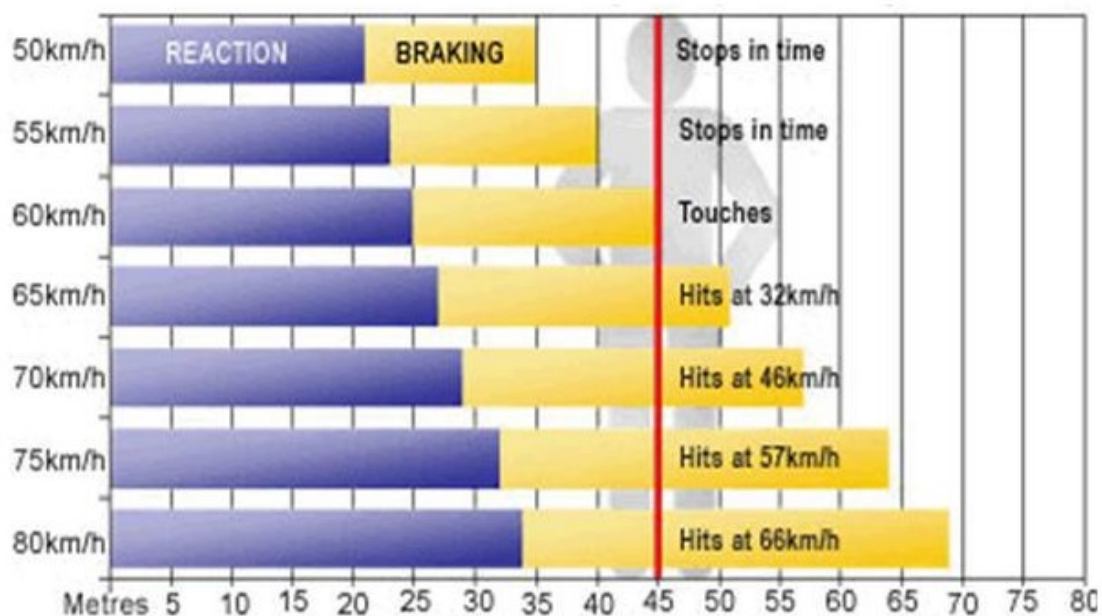


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

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).

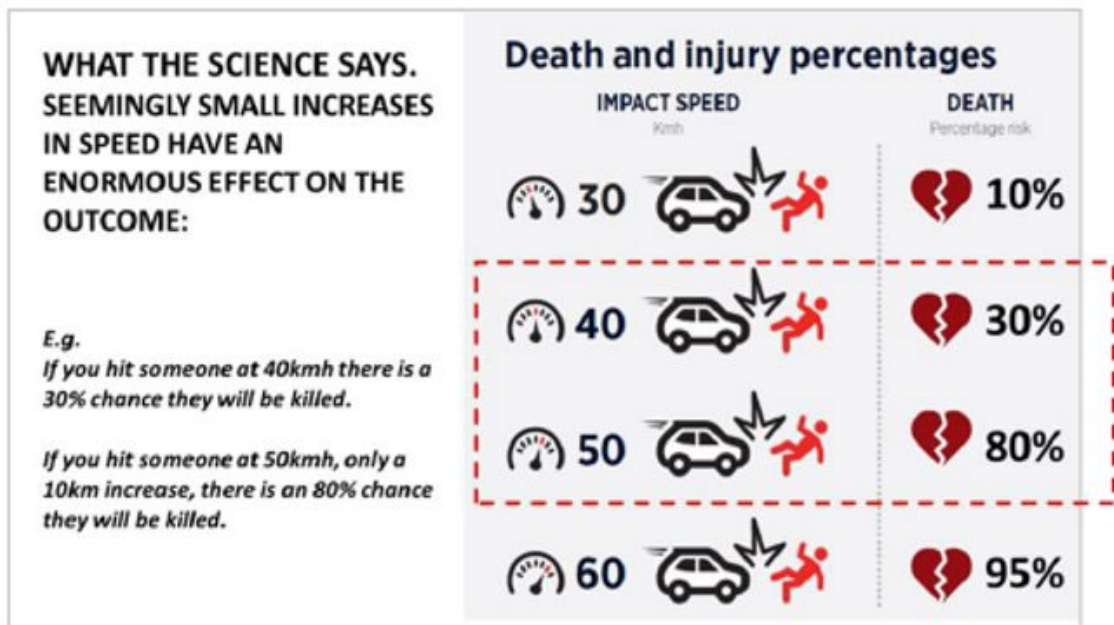


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

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, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. 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 considers both 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.

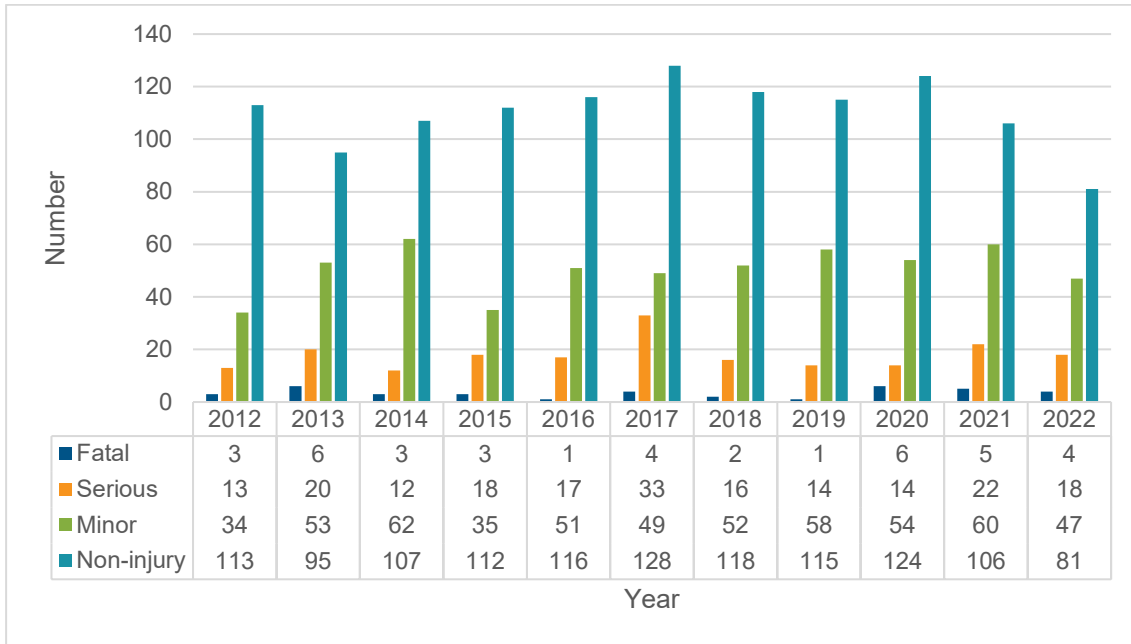


Figure 4. Ten-year crash data for the Waimakariri District.

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.

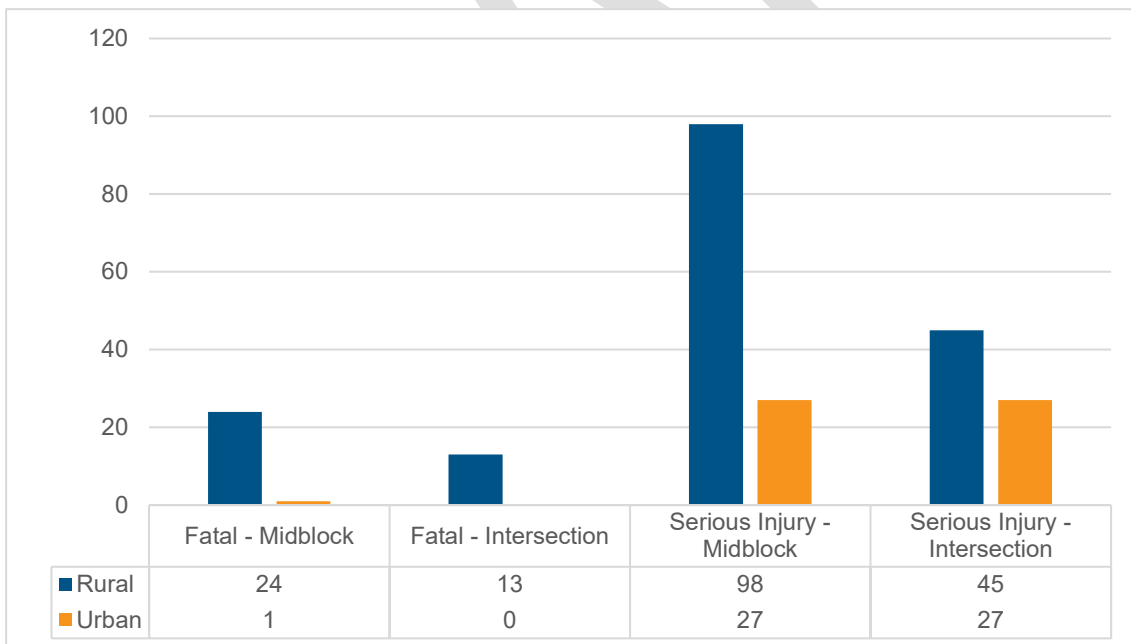


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

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.

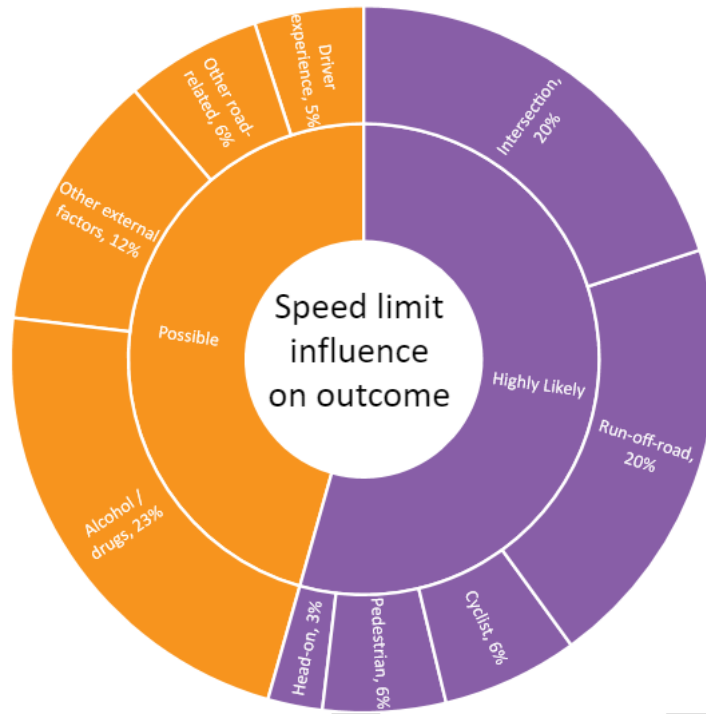


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. 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; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

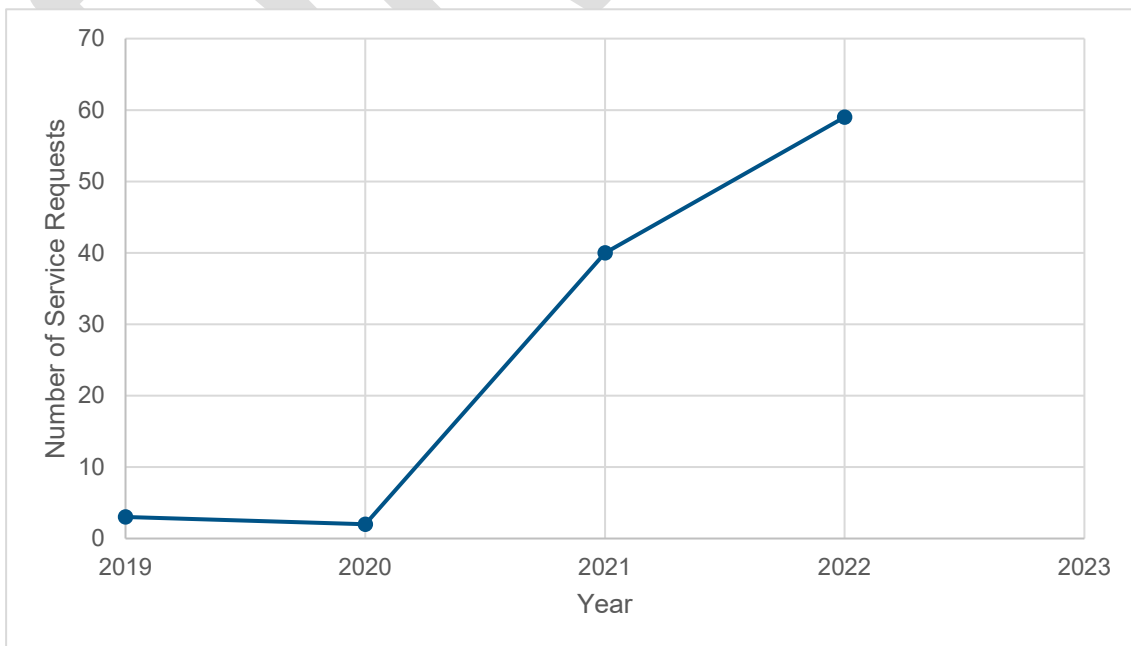


Figure 7. Speed limit related service request history (2019-2022).

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 June 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.

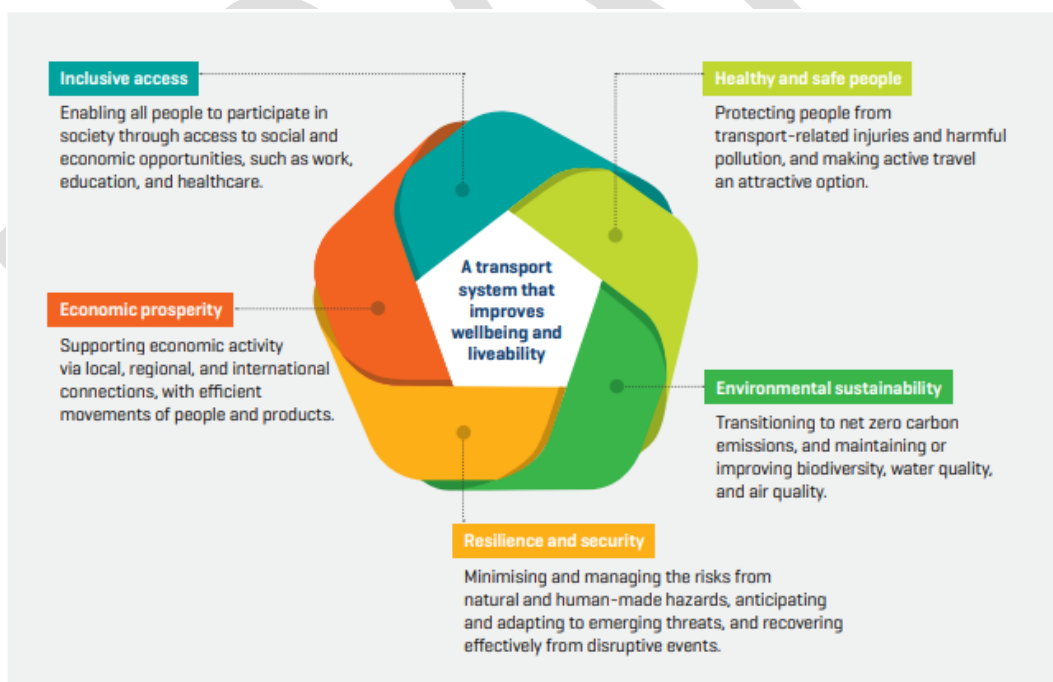


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

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.*, 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 coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within 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 that the approach shown in Table 1 for initial speed management will be followed to achieve consistency across the region's network.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (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

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

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.

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>).

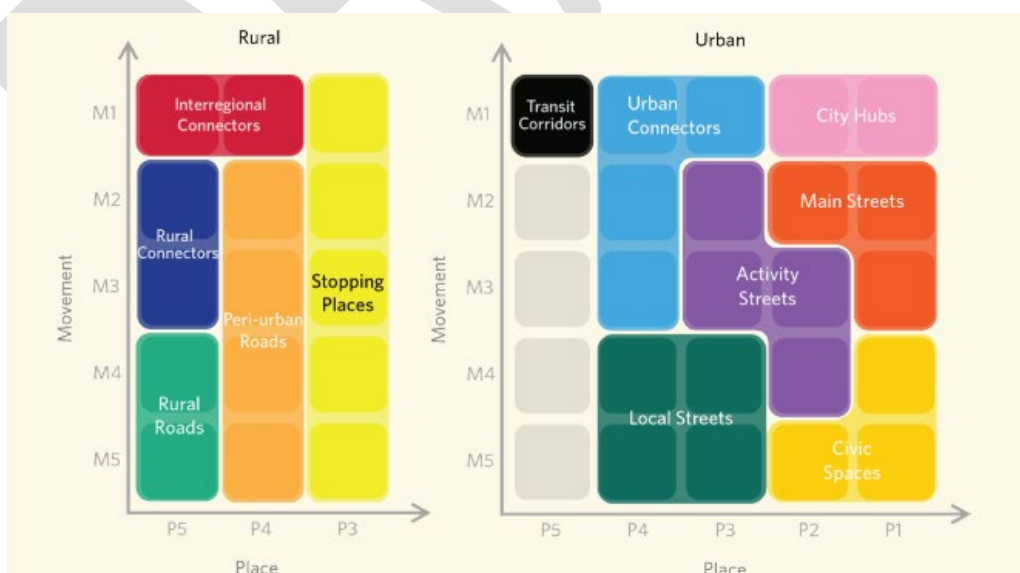


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. 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 strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council 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) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. 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.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

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. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 3 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	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

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Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

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.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

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Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

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 3. 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 13. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

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Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

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Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

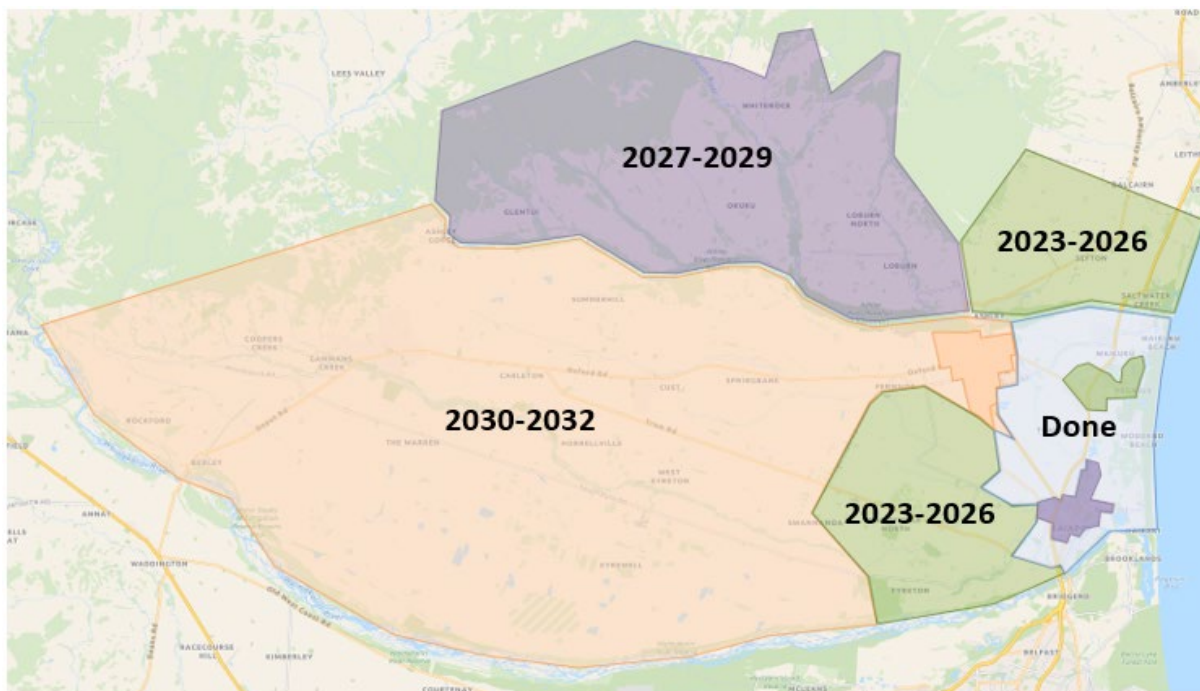


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed 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 (noting that each Council is working to its own timeframe). 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 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.

- Rangiora town centre (Table 4)
- Kaiapoi town centre (Table 5)
- Other urban areas in Kaiapoi (Table 6)
- Oxford town centre (Table 7)
- Sefton Township (Table 8)
- Ashley Township (Table 9)
- Pegasus urban area (Table 10)
- Woodend/Ravenswood urban area (Table 11)

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

Table 2. Proposed speed limits for the Rangiora town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

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Table 3. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

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	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

Table 5. Proposed speed limit⁶⁷ for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

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Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Steet to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. 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
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Stret to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood 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
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

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

- Waikuku Beach area (Table 12)
- Waikuku area (Table 13)
- Mandeville area (Table 14)

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

Table 10. Proposed speed limits for the Waikuku Beach 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
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

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Table 11. Proposed speed limits for the Waikuku 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
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville 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
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

The following tables, as listed below, indicate 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.

- Rangiora/Fernside area (Table 15)
- North of Tram Road/Mandeville area (Table 16)
- North of Tram Road/Ohoka areas (Table 17)
- South of Tram Road/north of South Eyre Road/Mandeville areas (Table 18)
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 19)
- South of South Eyre Road area (Table 20)

- South Eyre Road and Tram Road (Table 21)
- Oxford rural area (Table 22)
- Marshmans Road and northwest/west of Marshmans Road areas (Table 23)
- North of Upper Sefton Road area (Table 24)
- South of Upper Sefton Road area (Table 25)
- Other rural areas (Table 26)

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

Table 13. Proposed speed limits for the Rangiora/Fernside 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
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

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Table 14. Proposed speed limits for north of Tram Road/Mandeville 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
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.⁷⁹

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiners Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville 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
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka 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
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

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Table 18. Proposed speed limits for the south of South Eyre Road 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
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylors Road – Heywards Rod to end offormed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

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Table 20. Proposed speed limits for the Oxford rural 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
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road 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
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road 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
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road 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
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

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Table 24. 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
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Table 27 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 25. 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.

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 Table 28. Table 29 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, Table 30 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.

Table 26. 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

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
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)	
			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)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			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)	
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)	
			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)	
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

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			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 27. 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)	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

Table 28. 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	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
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)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 31. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

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

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Littles Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in Table 34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to Upper Sefton Road
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from

Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

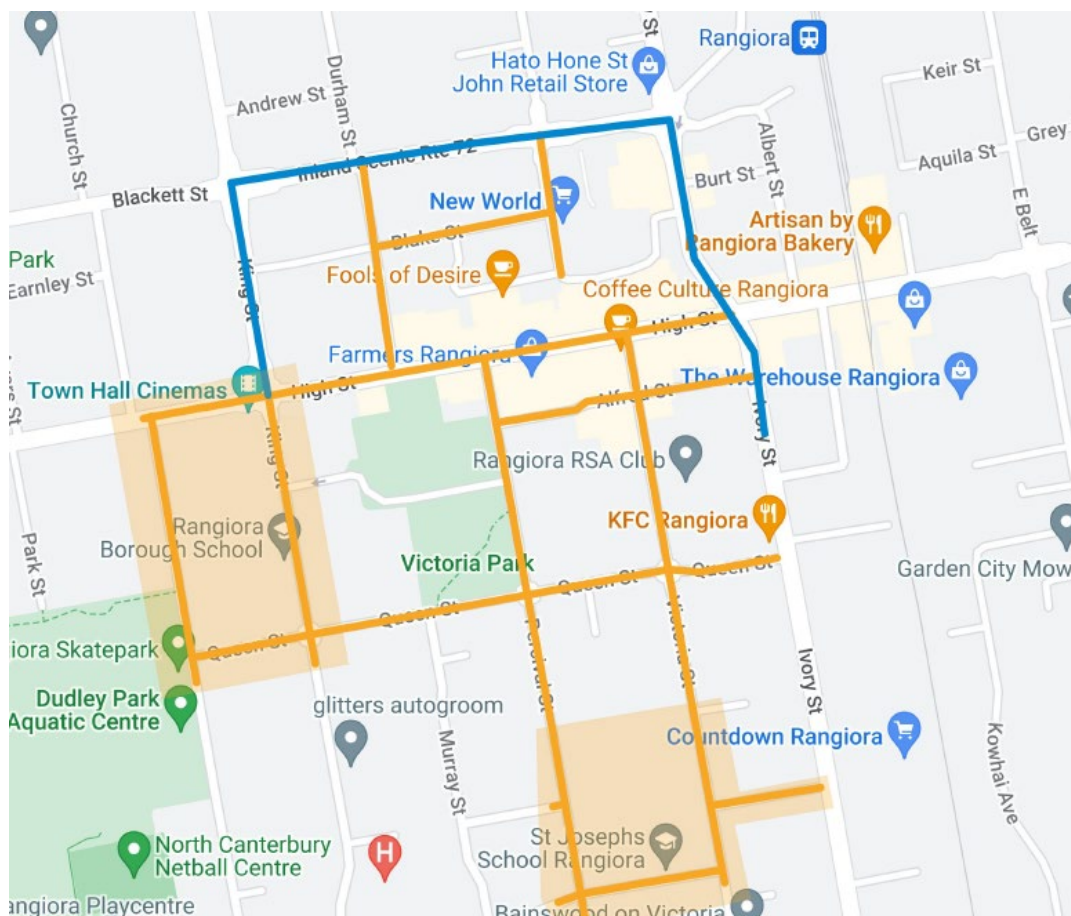


Figure 2. Rangiora town centre (Table 4).

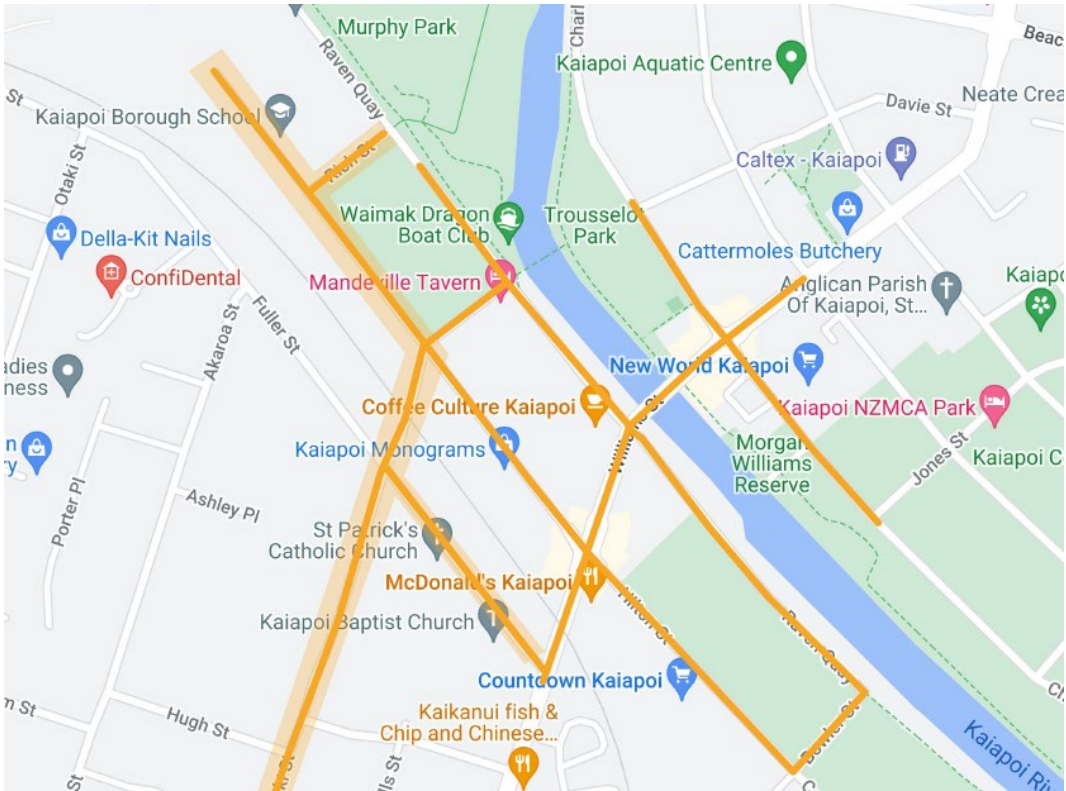


Figure 3. Kaiapoi town centre (Table 5).

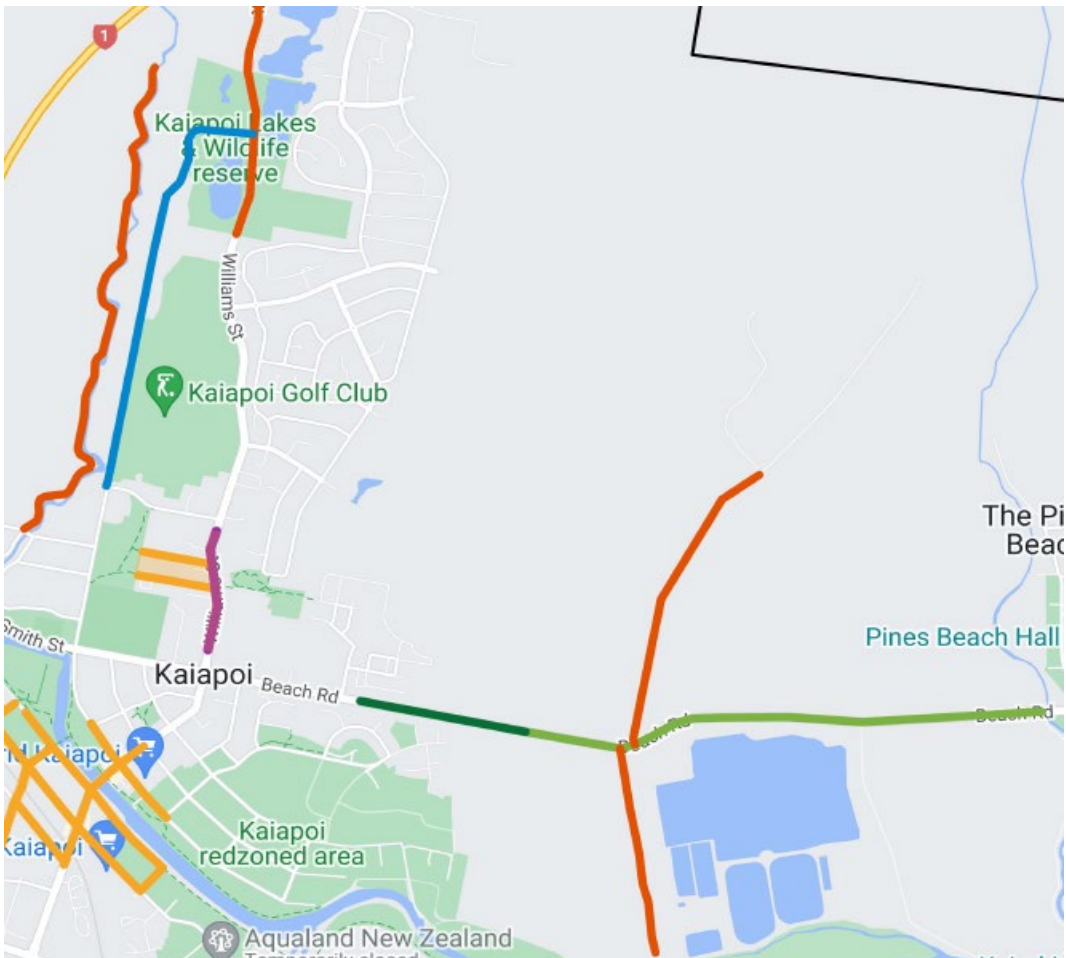


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

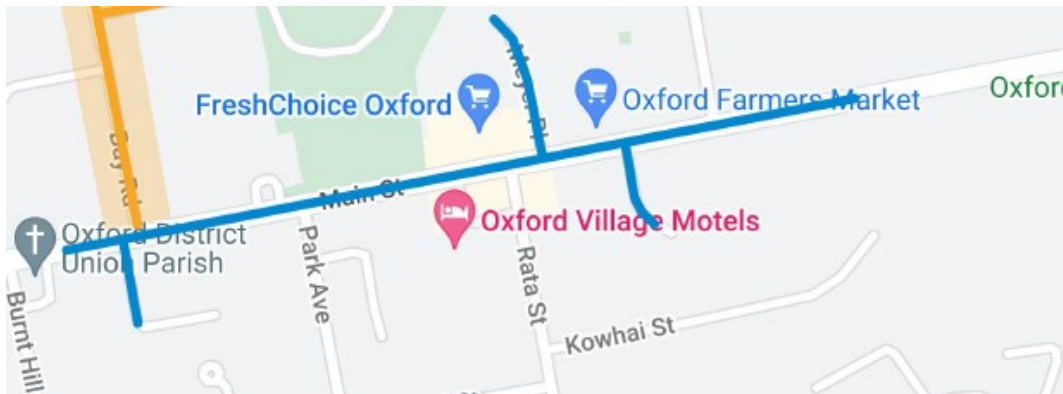


Figure 5. Oxford town centre (Table 7).



Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

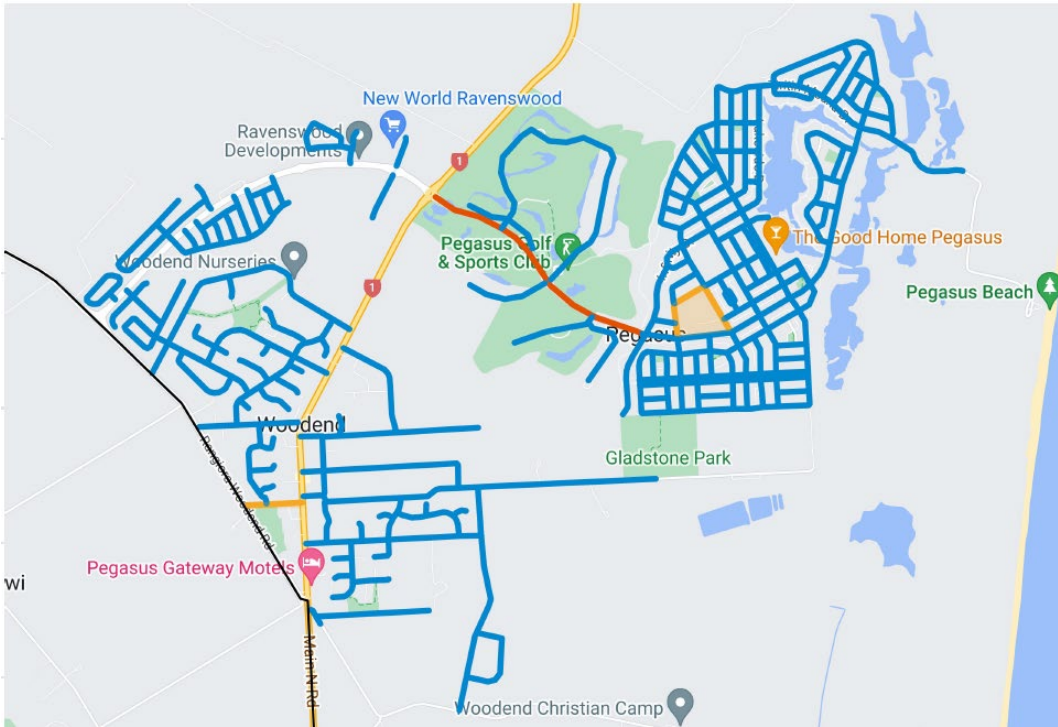


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

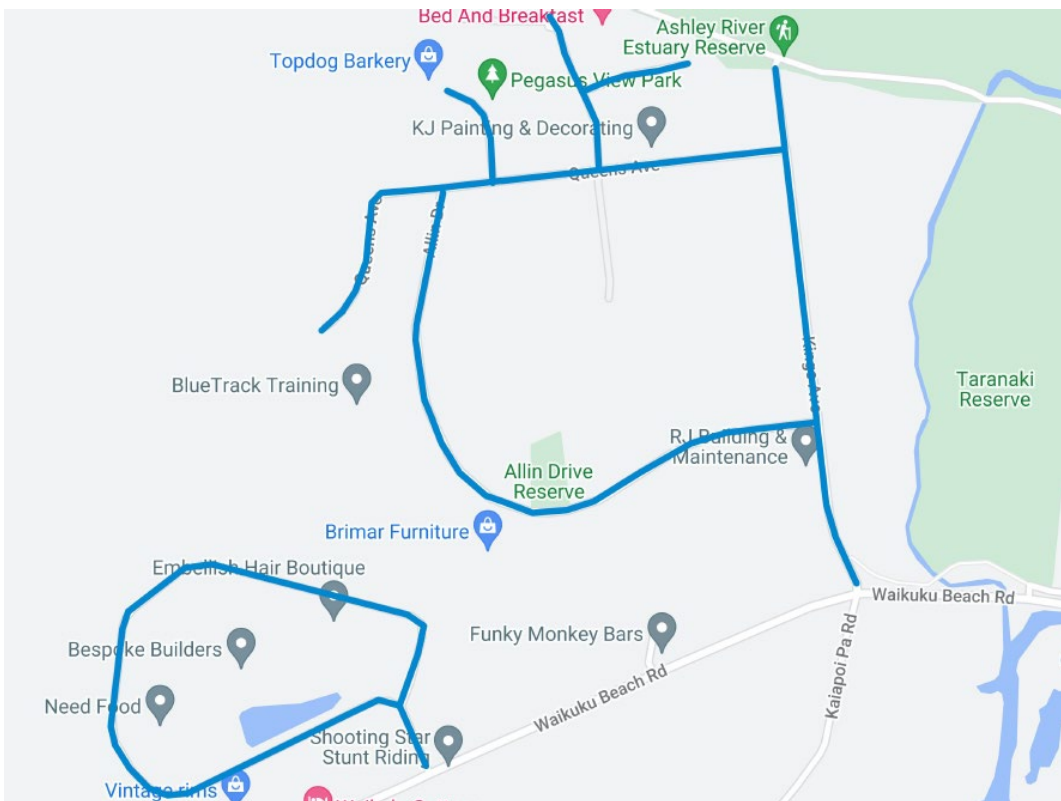


Figure 9. Waikuku Beach peri-urban area (Table 12).

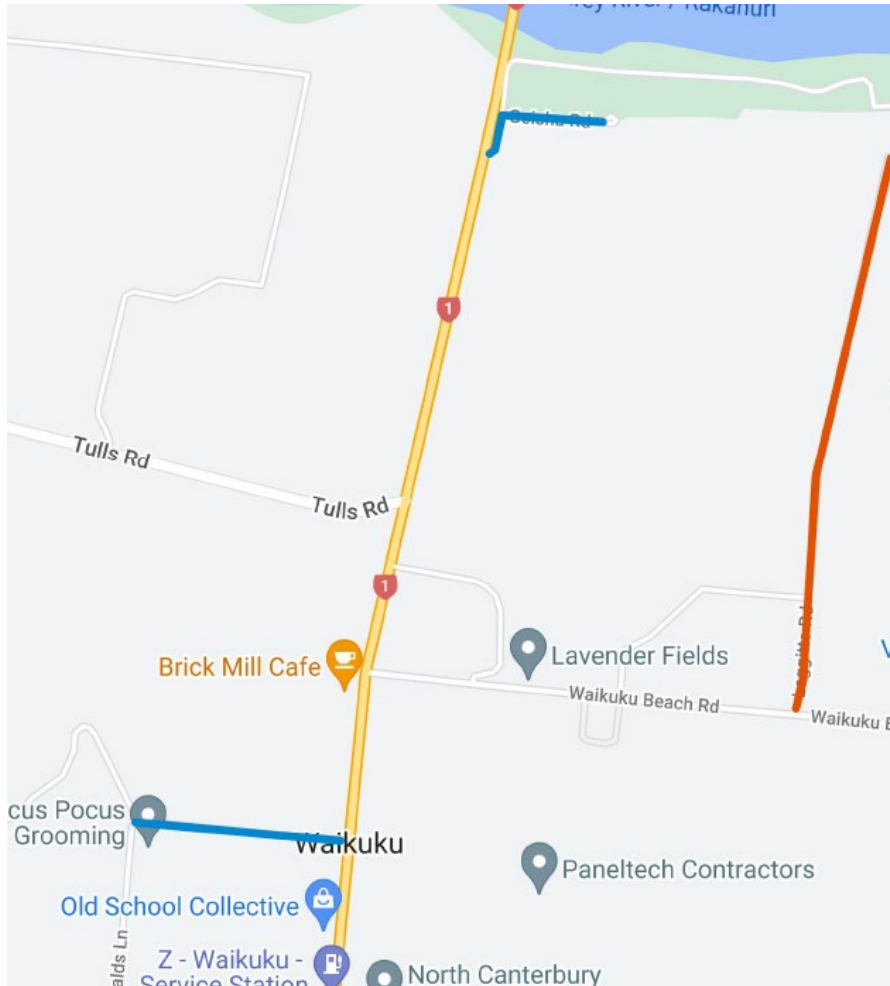


Figure 10. Waikuku peri-urban area (Table 13).

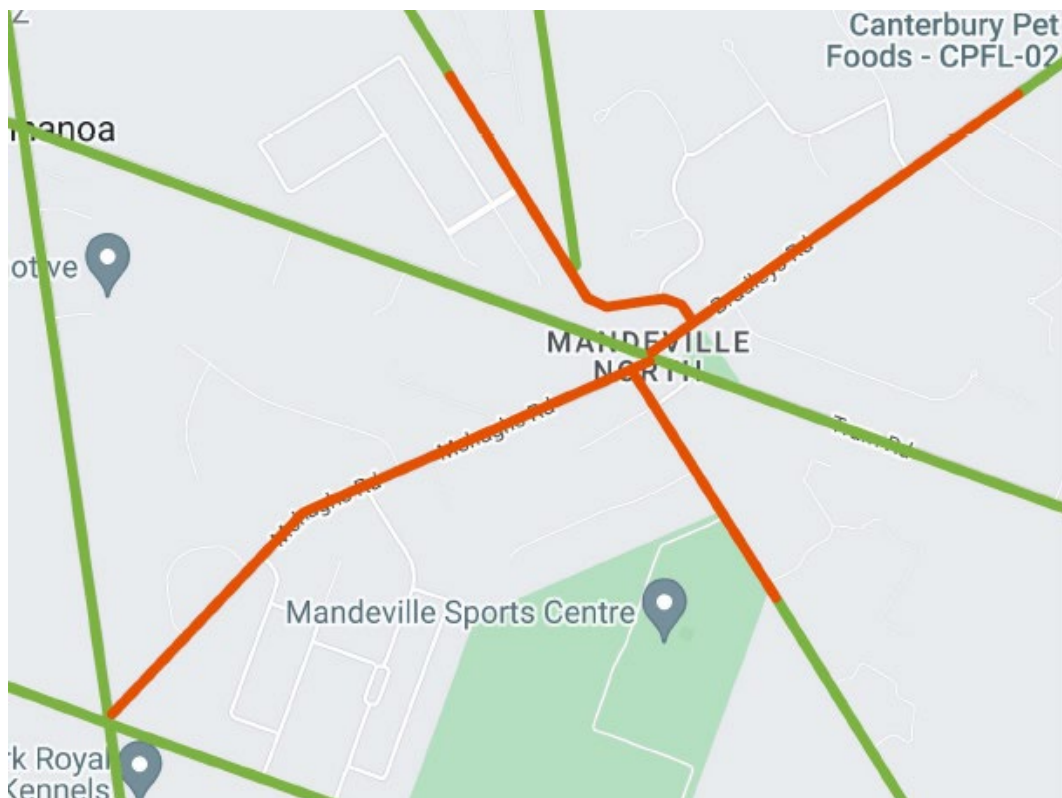


Figure 11. Mandeville peri-urban area (Table 14).

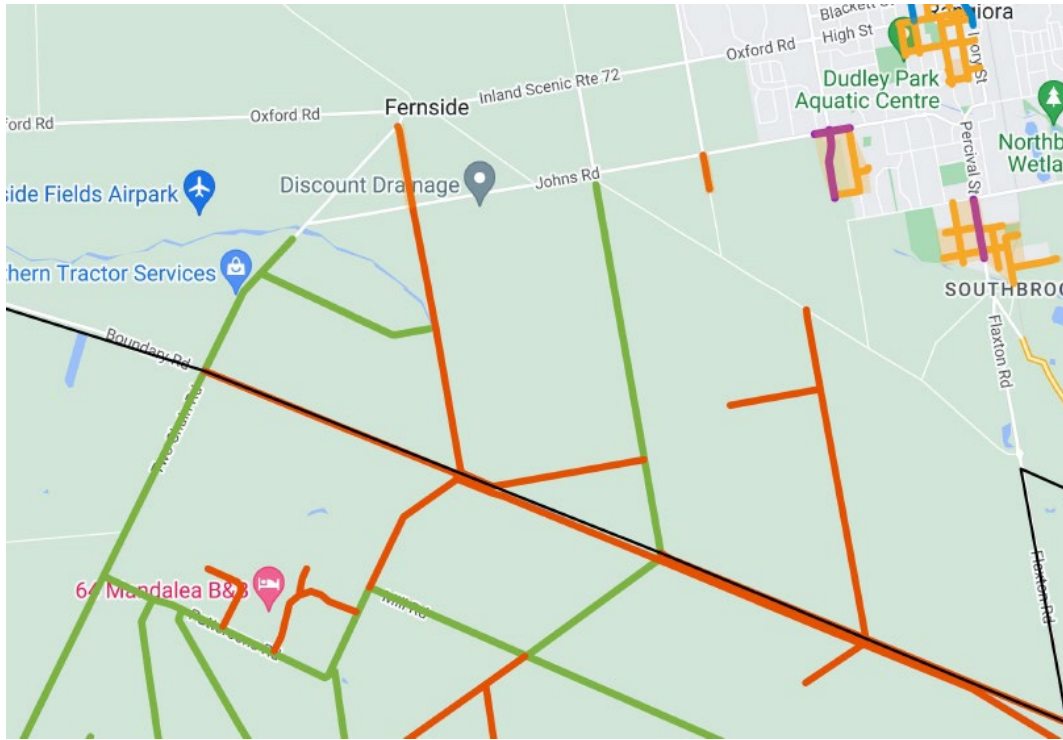


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

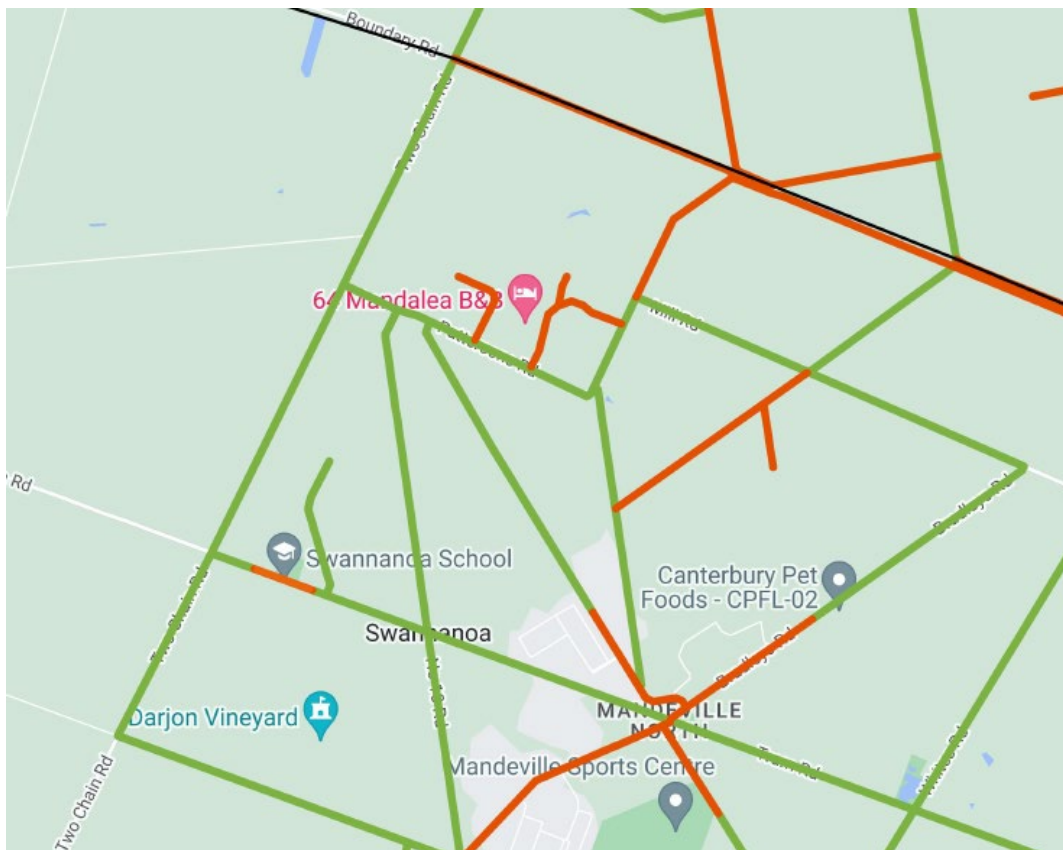


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



Figure 14. North of Tram Road/Ohoka area, including Ohoka School (Table 17 and Table 29).

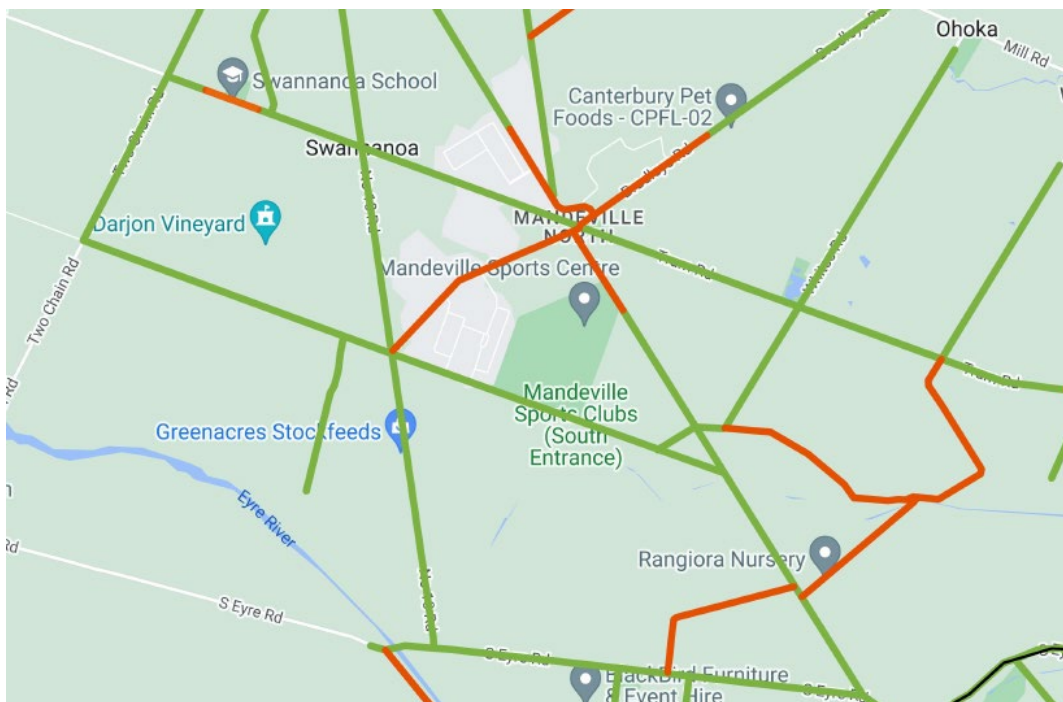


Figure 15. South of Tram Road/Mandeville area (Table 18).

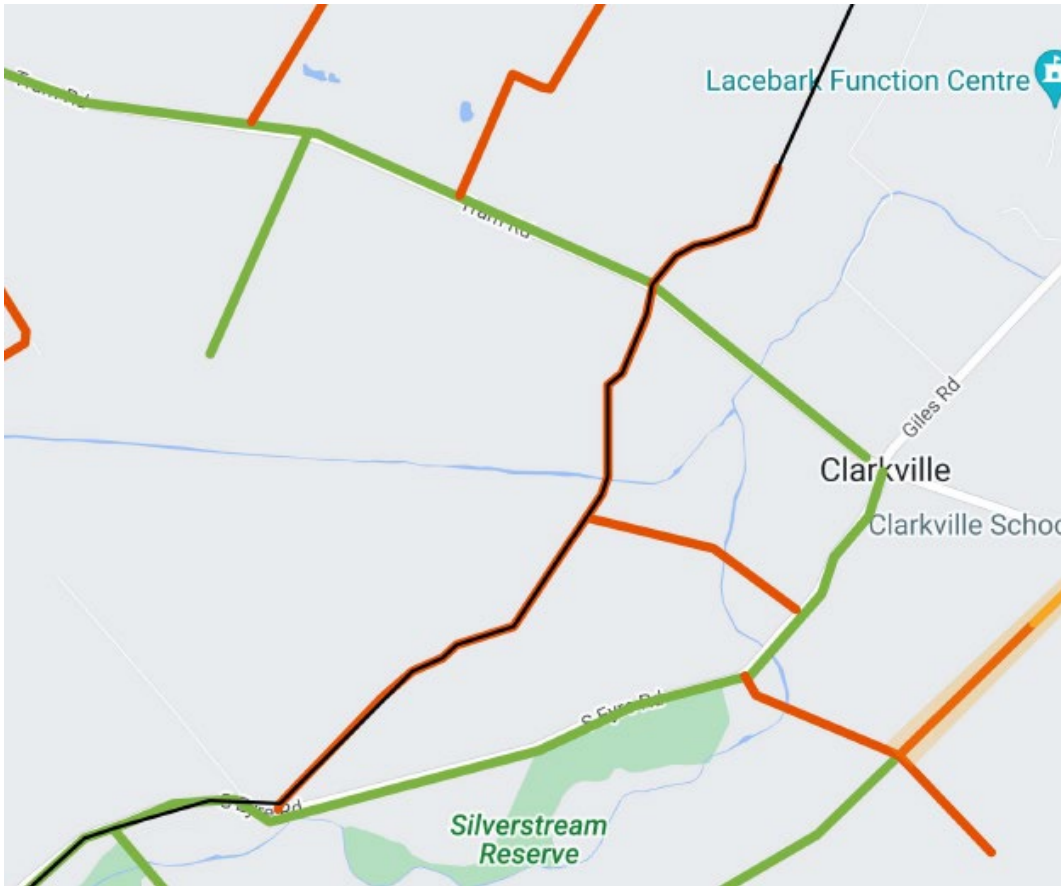


Figure 16. South of Tram Road area (Table 19).



Figure 17. South of South Eyre Road area, including Clarkville School (Table 20, Table 21, and Table 29).

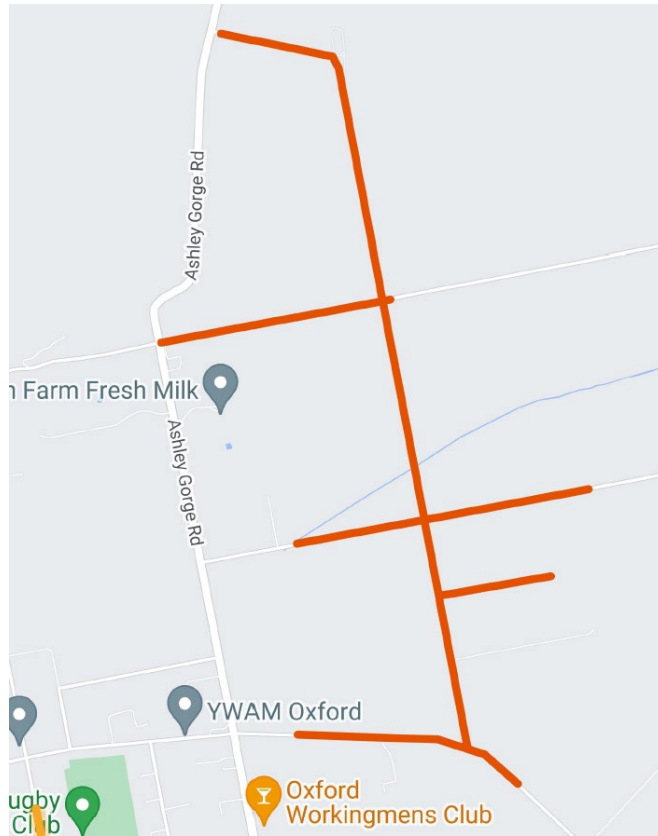


Figure 18. Oxford rural area (Table 22).

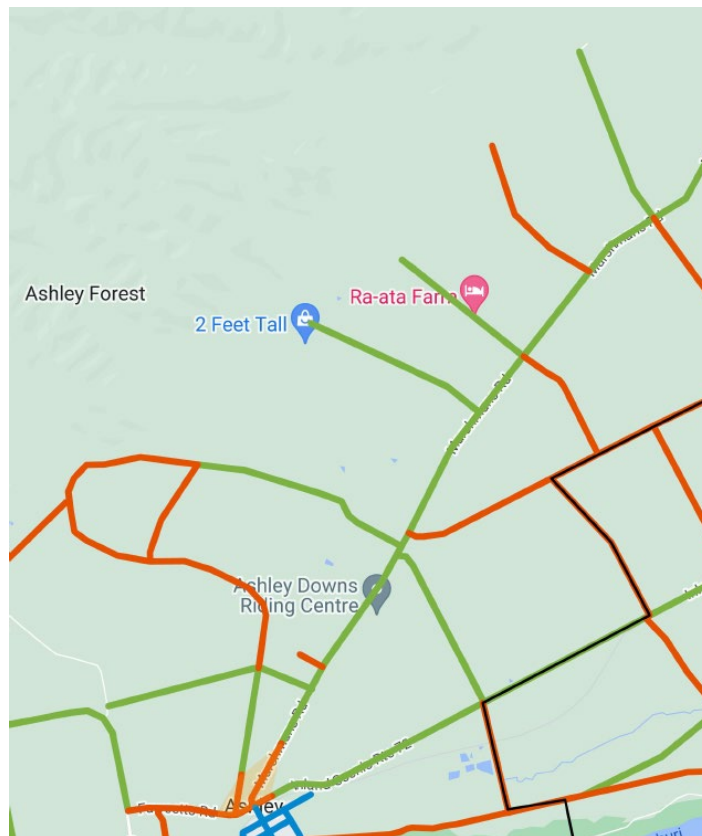


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).

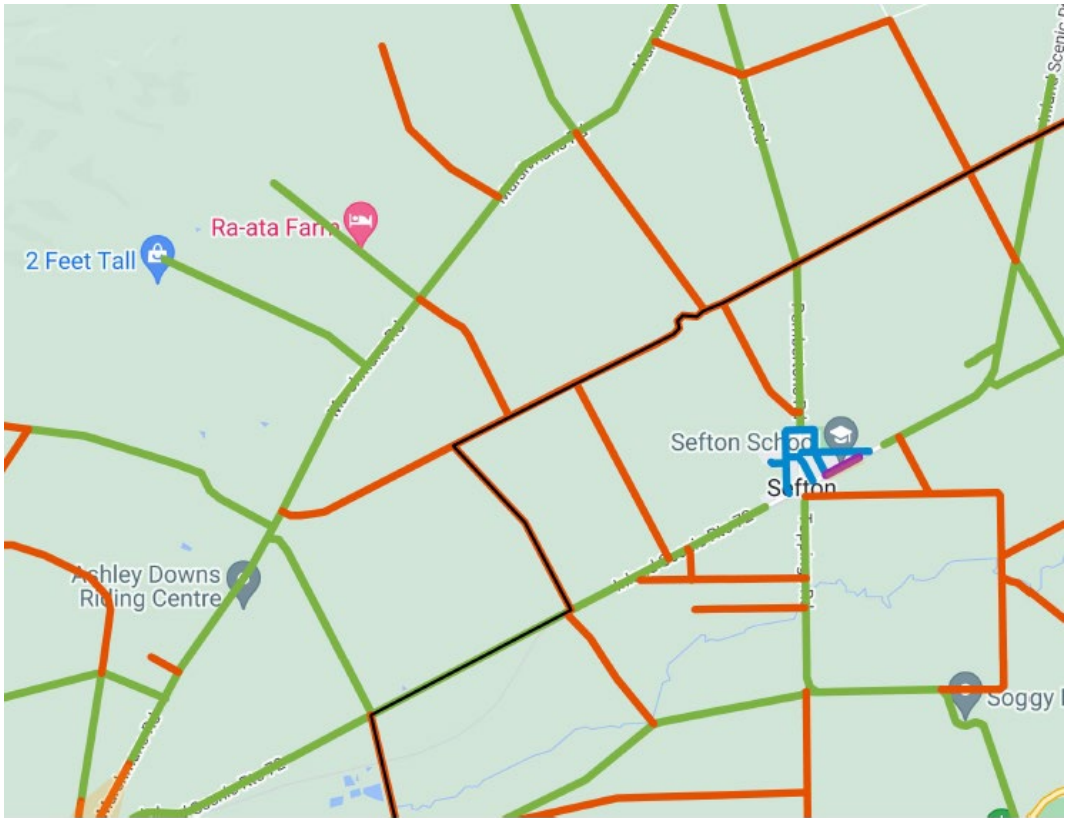


Figure 20. North of Upper Sefton Road area (Table 24).

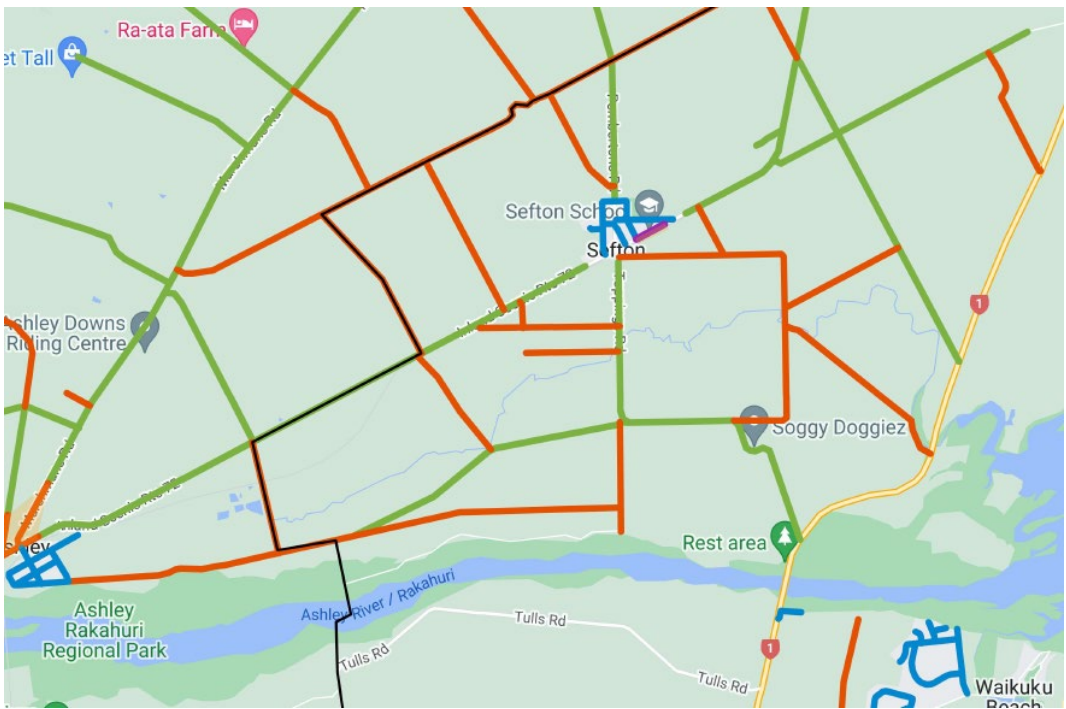


Figure 21. South of Upper Sefton Road area (Table 25).

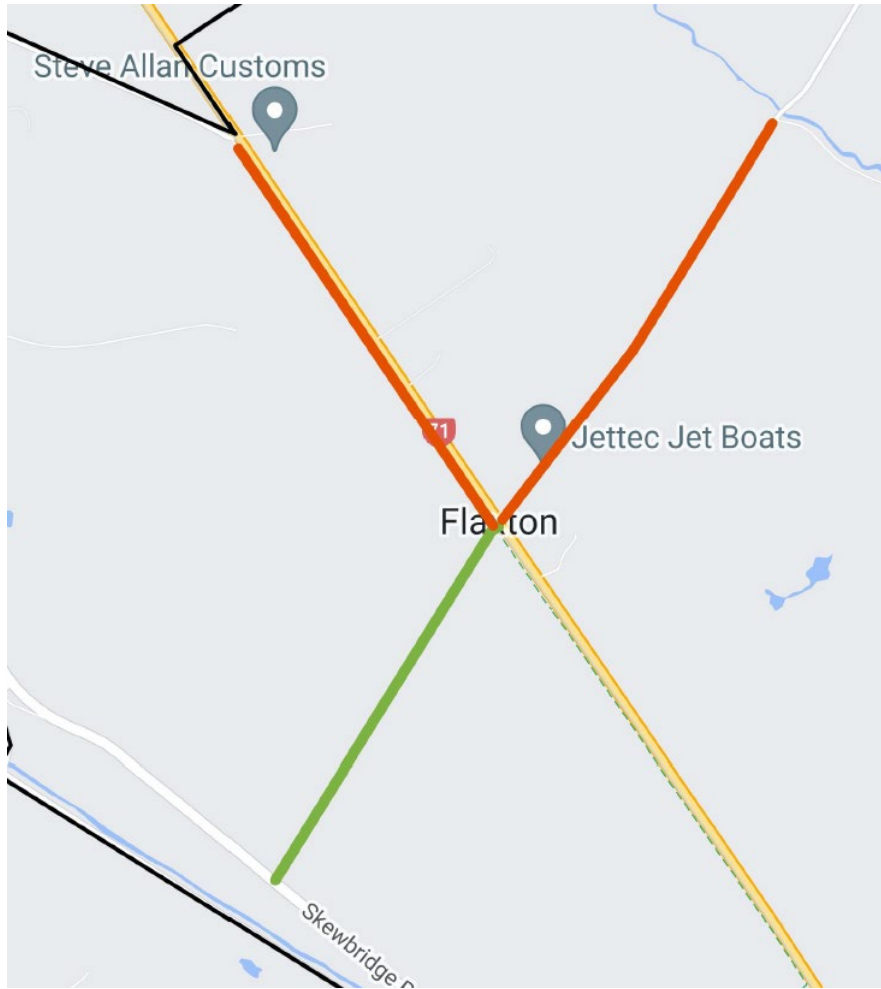


Figure 22. Flaxton rural area (Table 26).

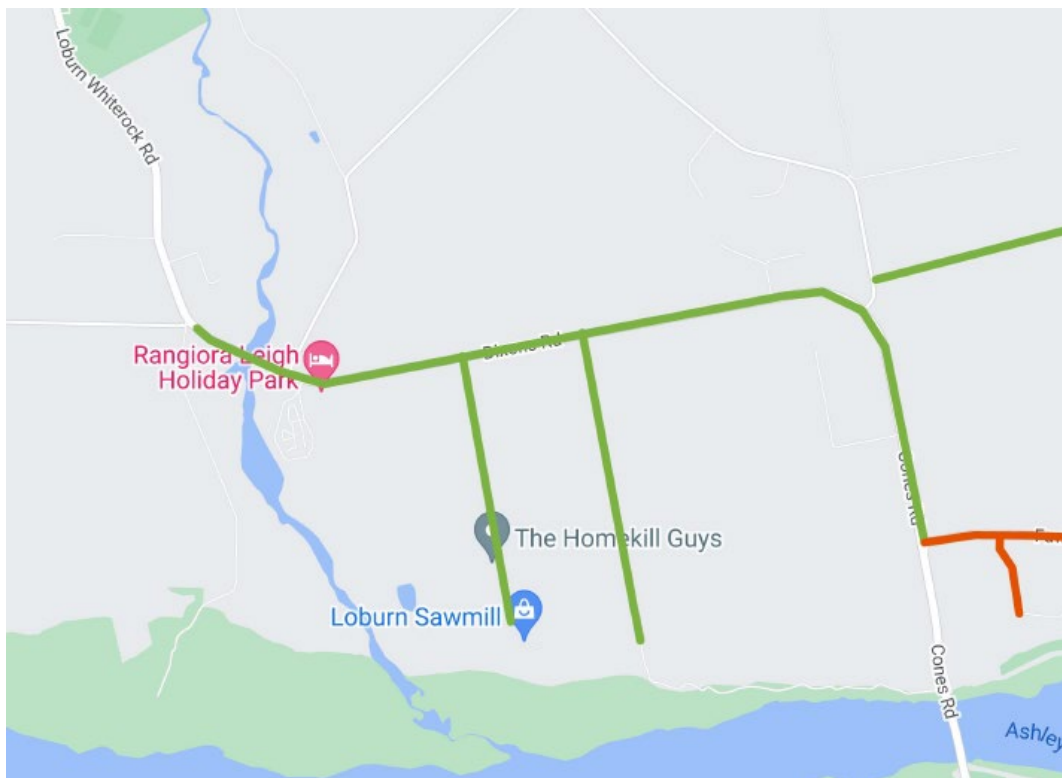


Figure 23. Loburn rural area (Table 26).



Figure 24. Cust peri-urban area (Table 28).

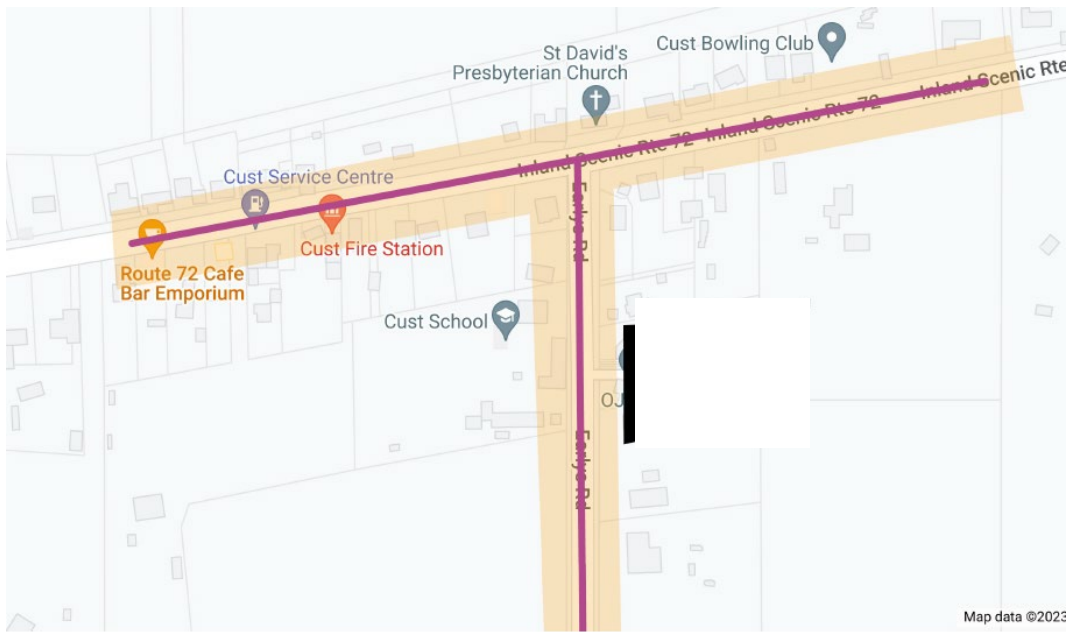


Figure 25. Cust School area (Table 28).

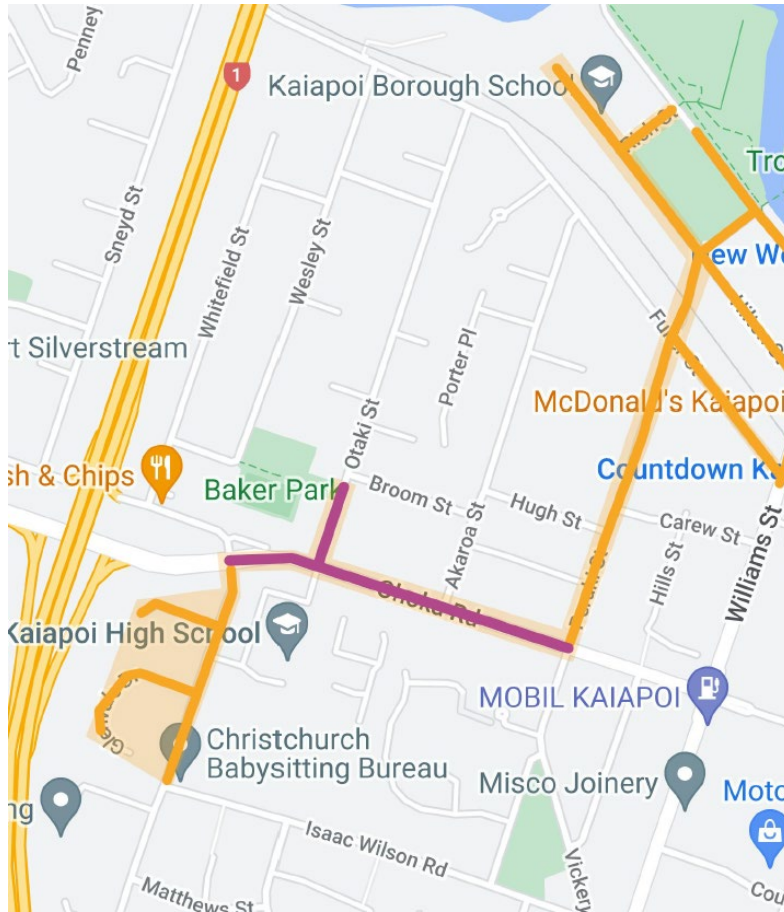


Figure 26. Kaiapoi school areas (Table 28).

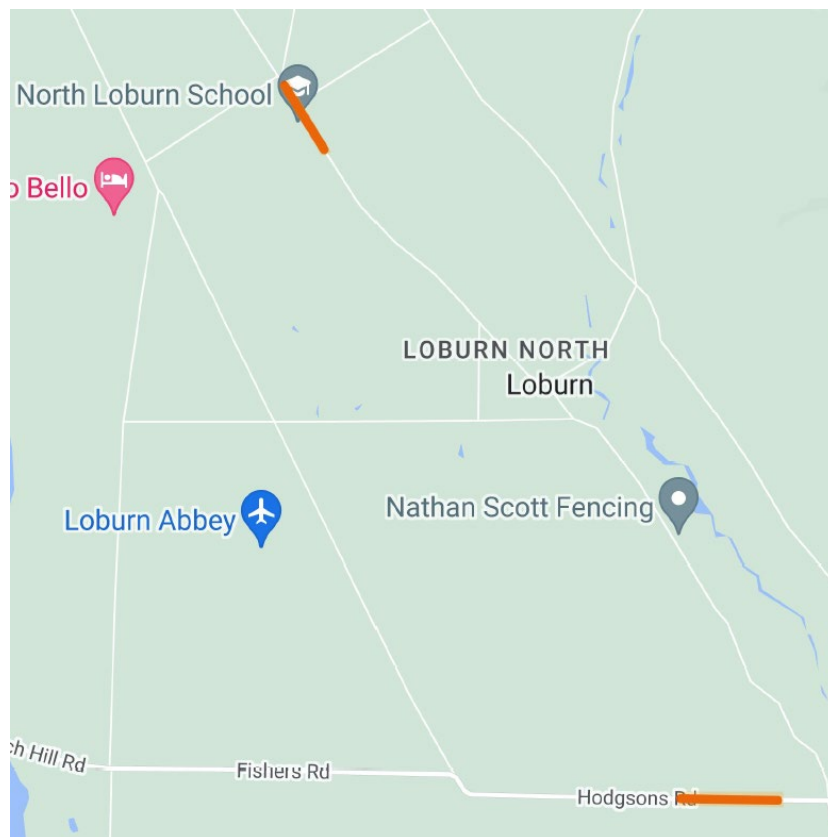


Figure 27. Loburn school areas (Table 30).

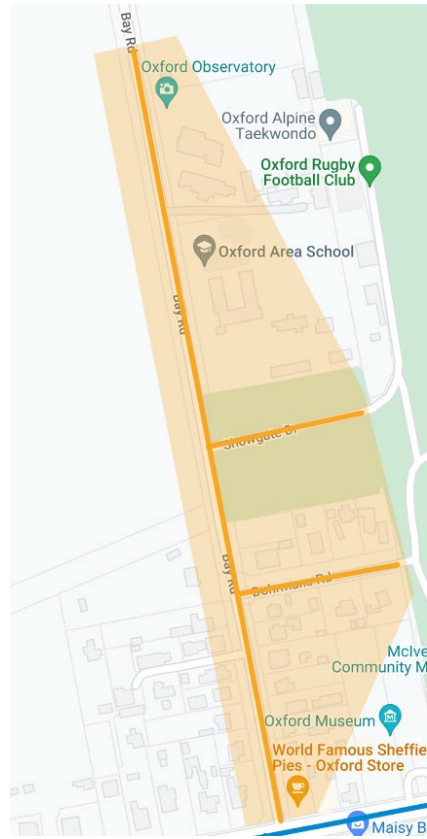


Figure 28. Oxford Area School zone (Table 28).

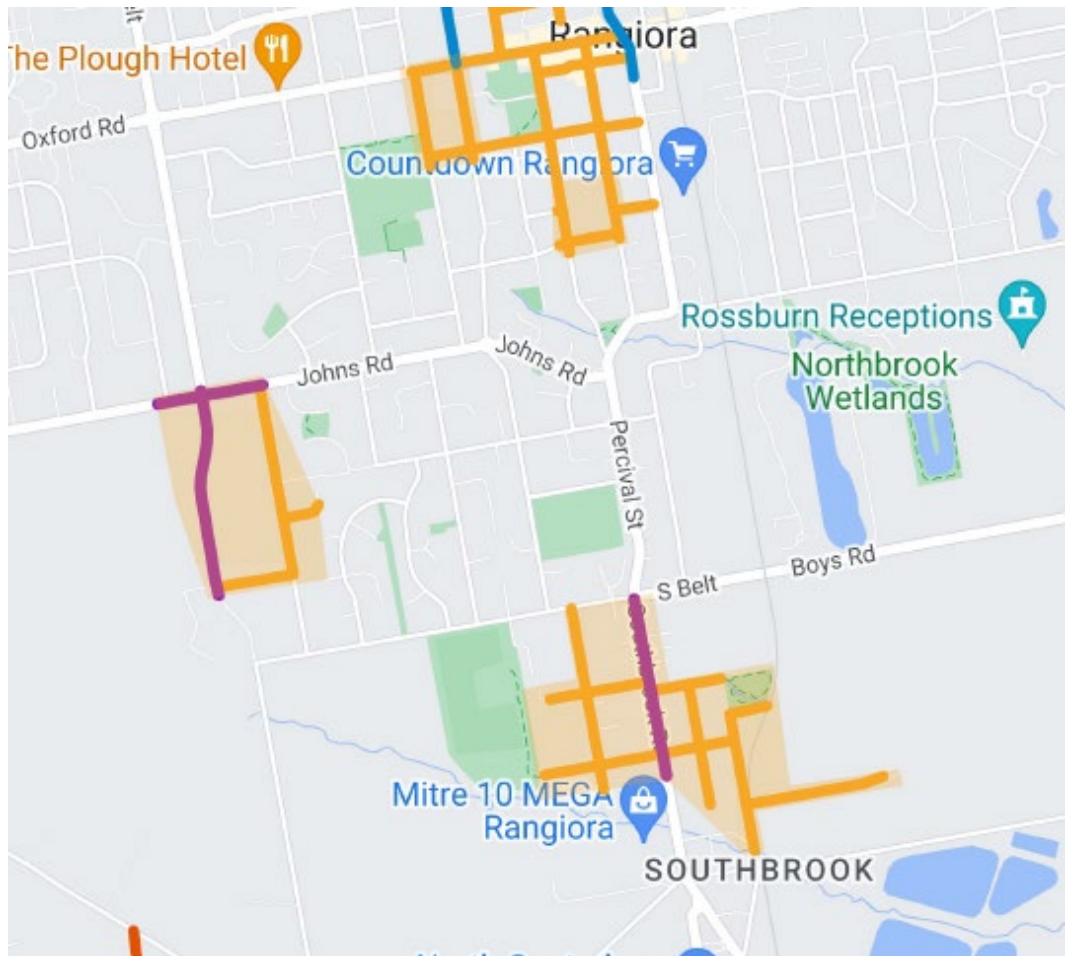


Figure 29. Rangiora south school areas (Table 28).

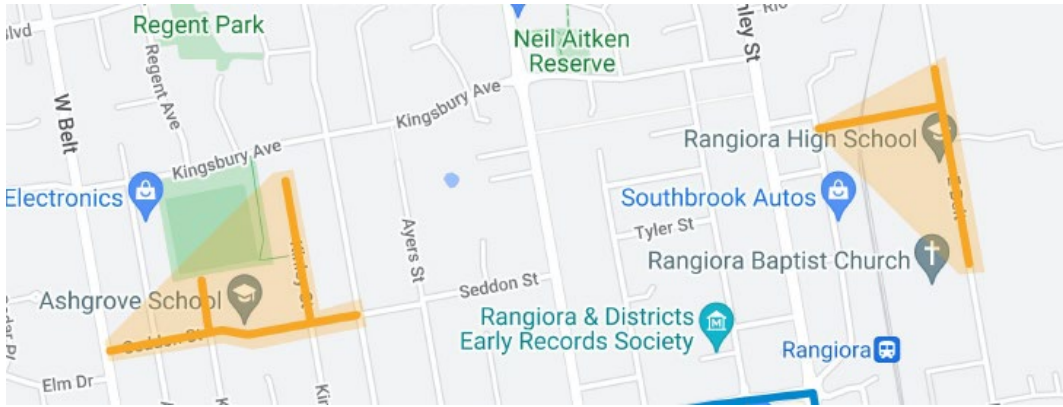


Figure 30. Rangiora north school areas (Table 28).



Figure 31. View Hill School zone (Table 30).

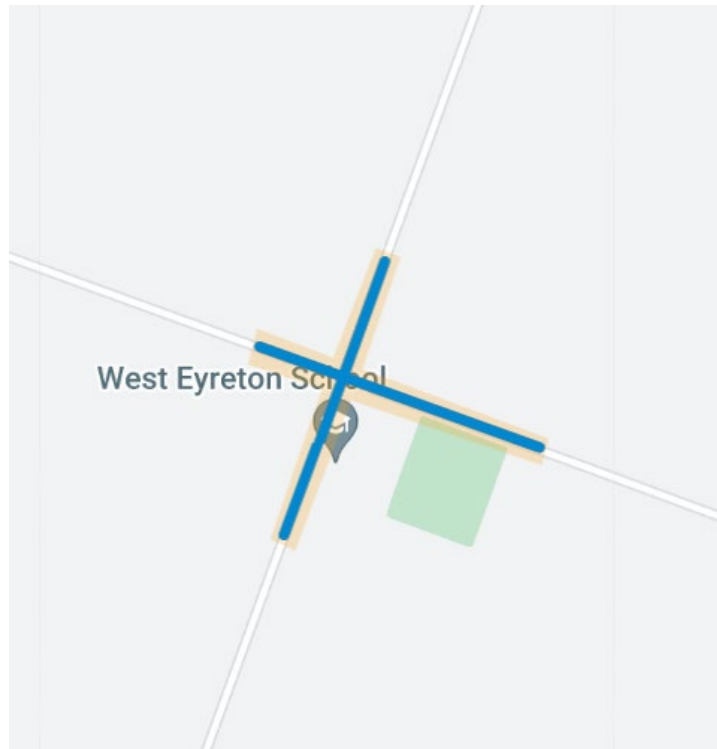


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

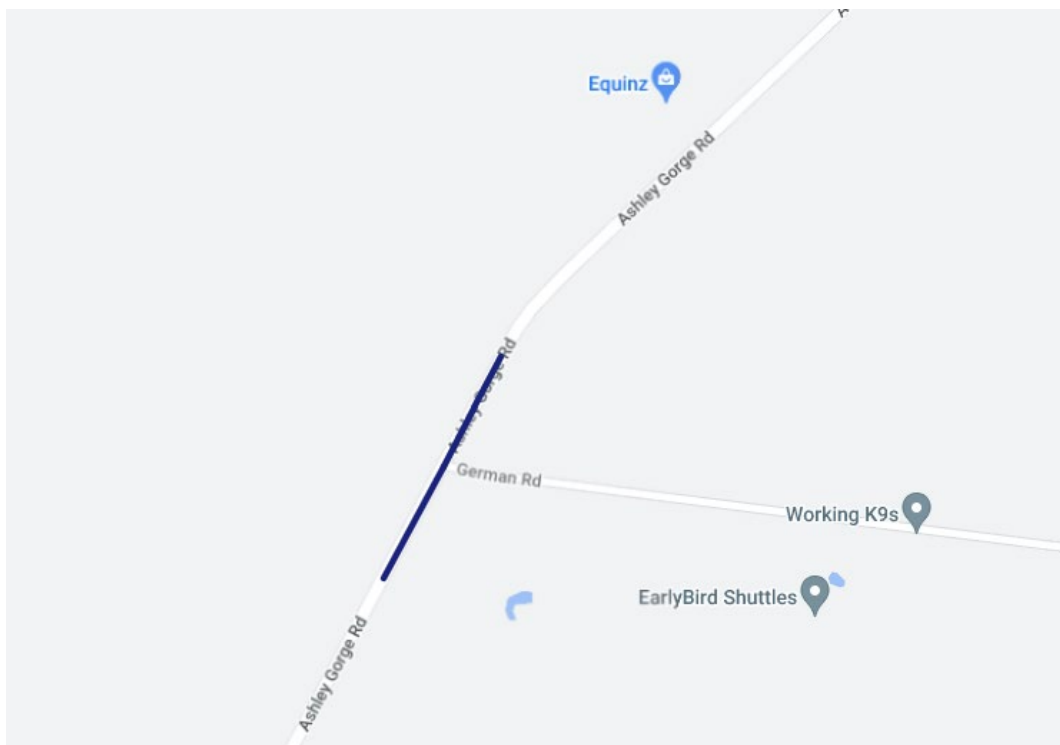


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



Figure 35. Oxford Road and Tram Road Intersection Speed Zone (Table 27).

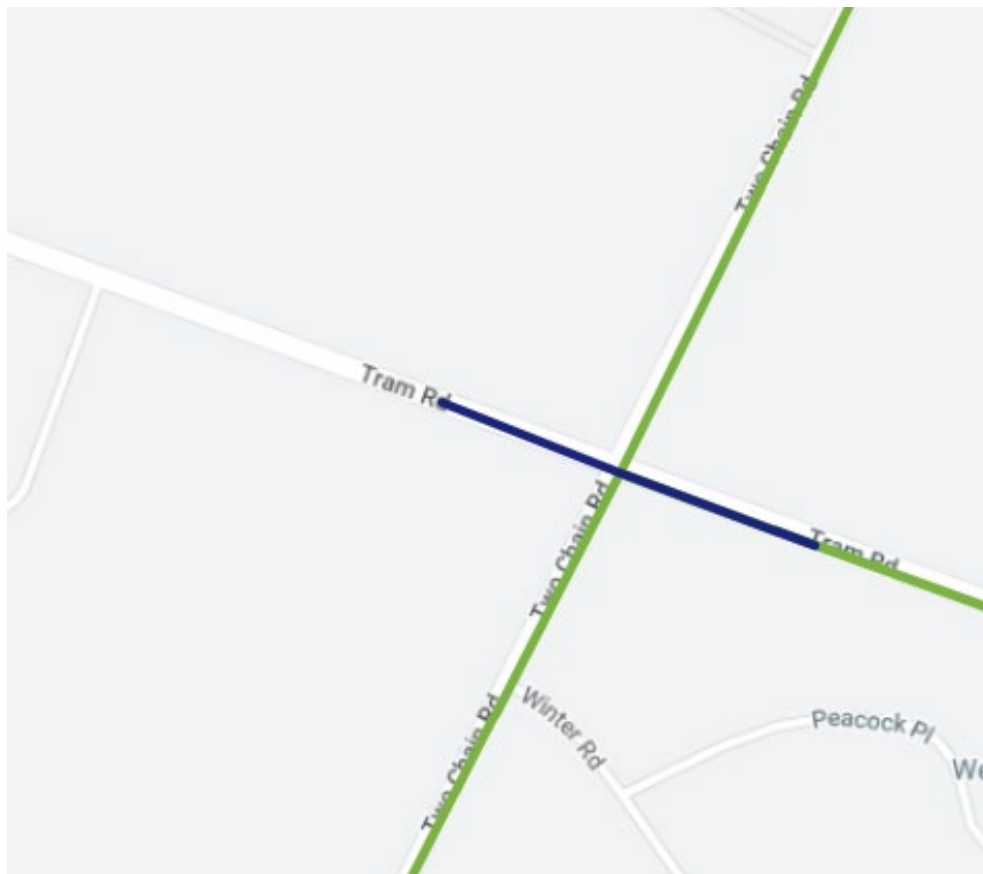


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).

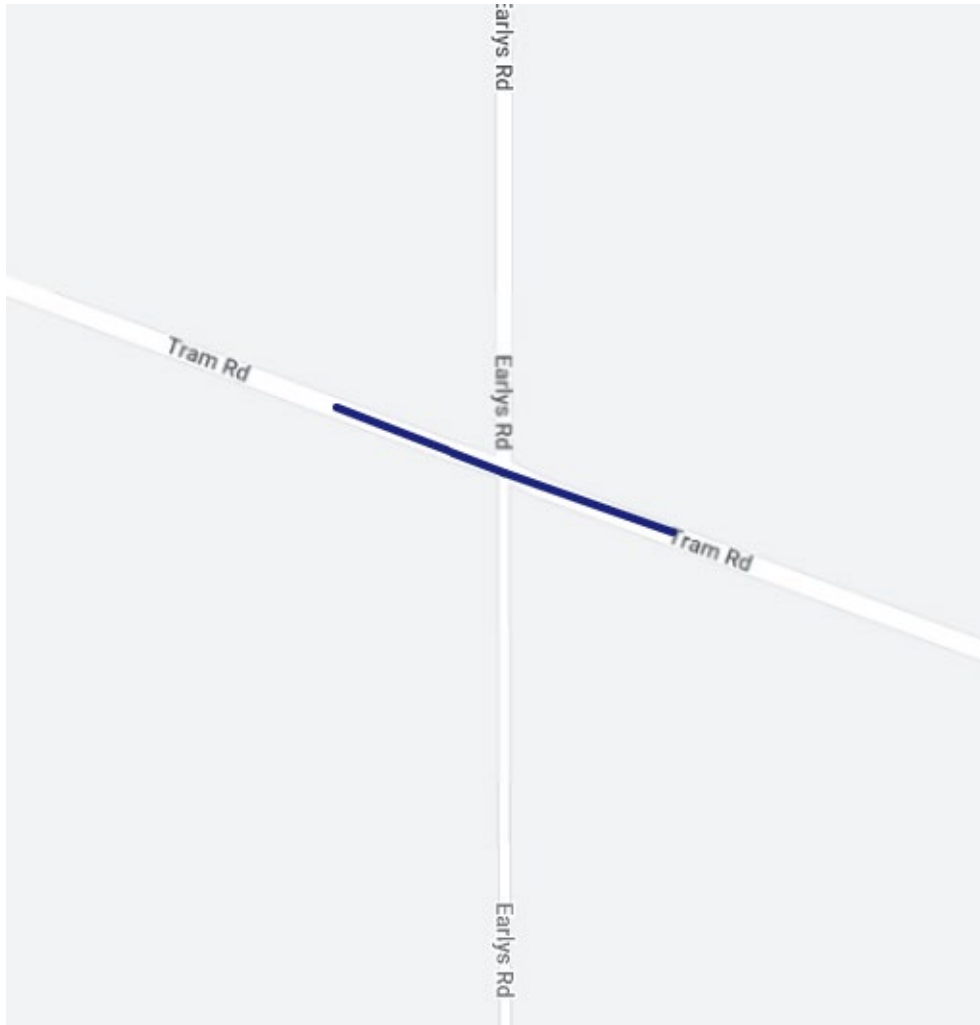


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

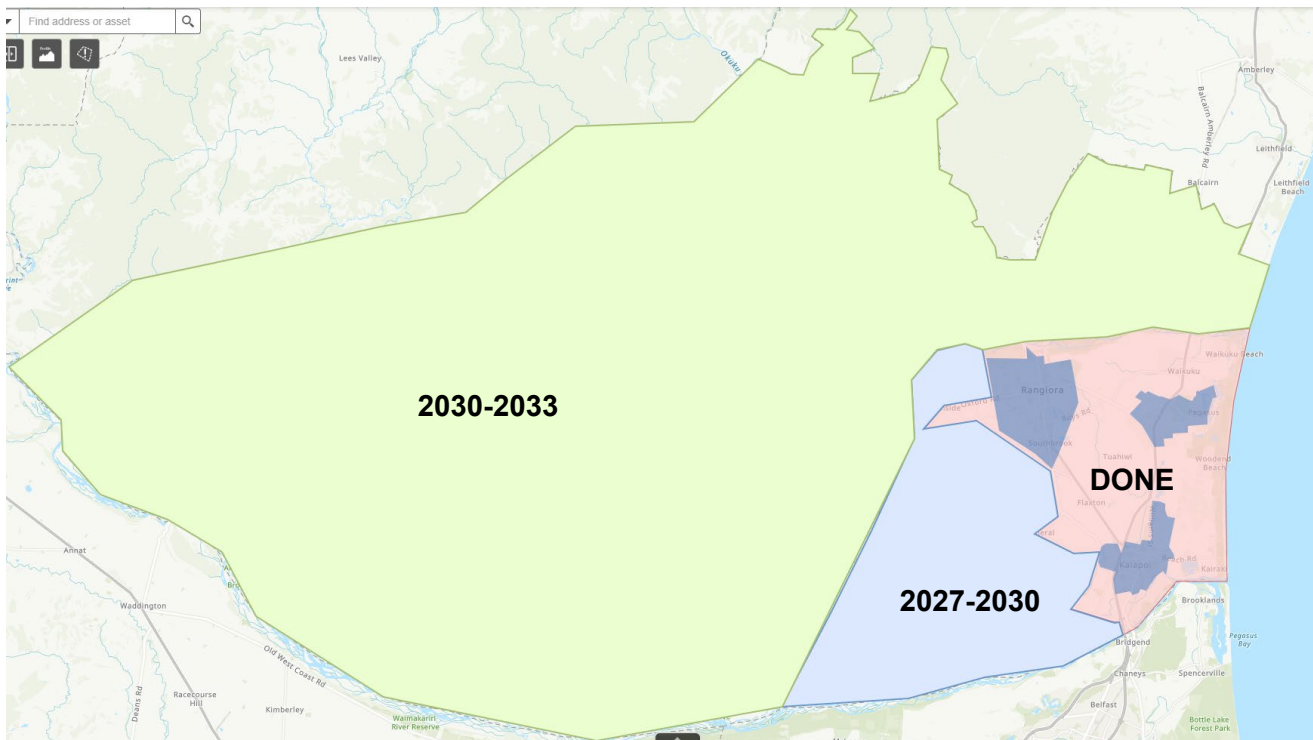


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed 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 (noting that each Council is working to its own timeframe). 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 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.

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 Table 4. Table 5 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, Table 6 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.

Table 4. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).¹²⁴

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)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
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)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			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)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			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 5. 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)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
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

Table 6. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).¹²⁷

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	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
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)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 15. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 15. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

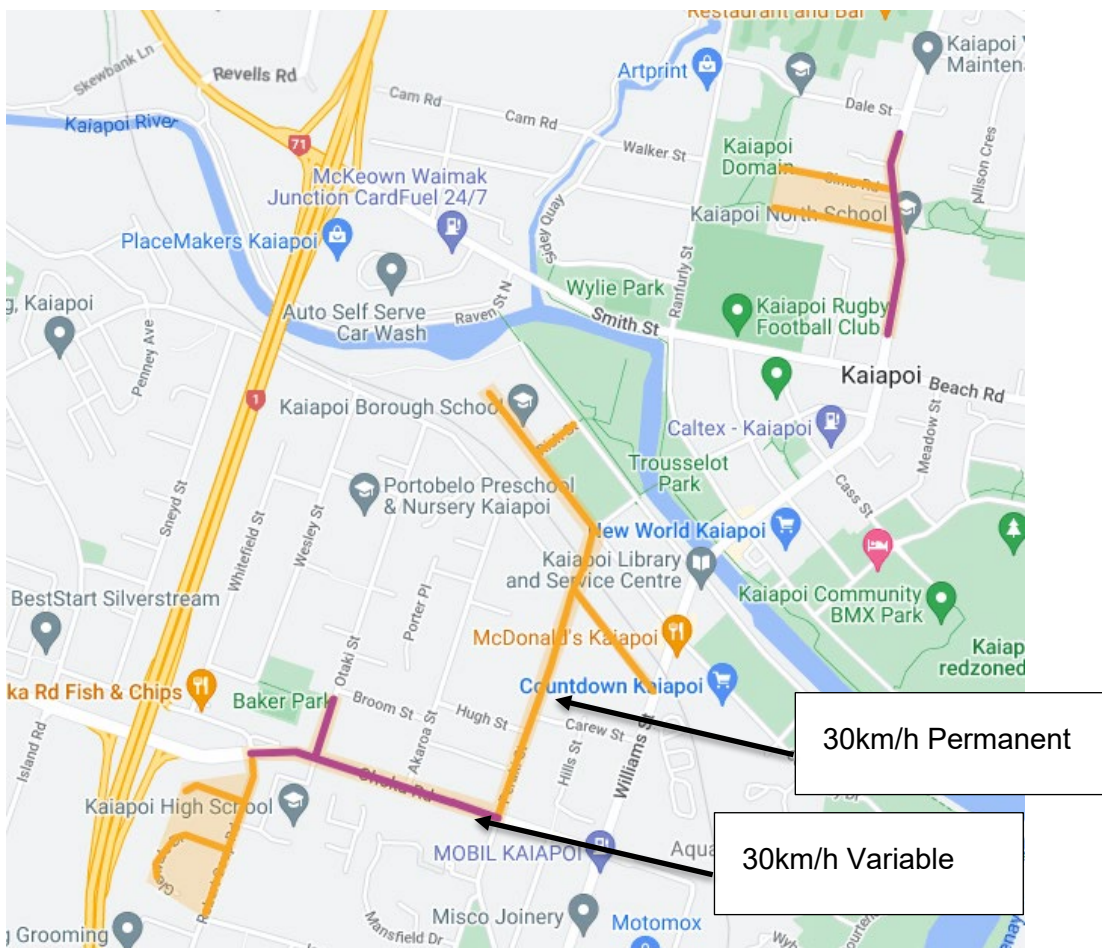


Figure 24. Kaiapoi schools (Table 4).

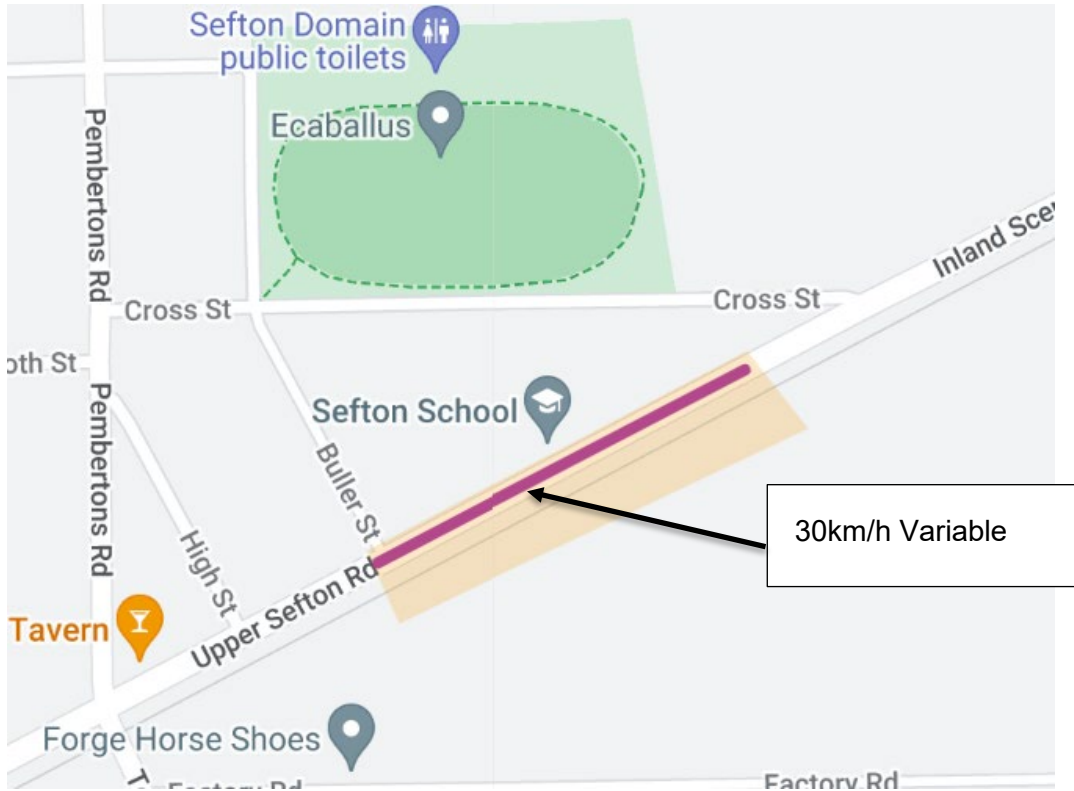


Figure 35. Sefton School (Table 5).

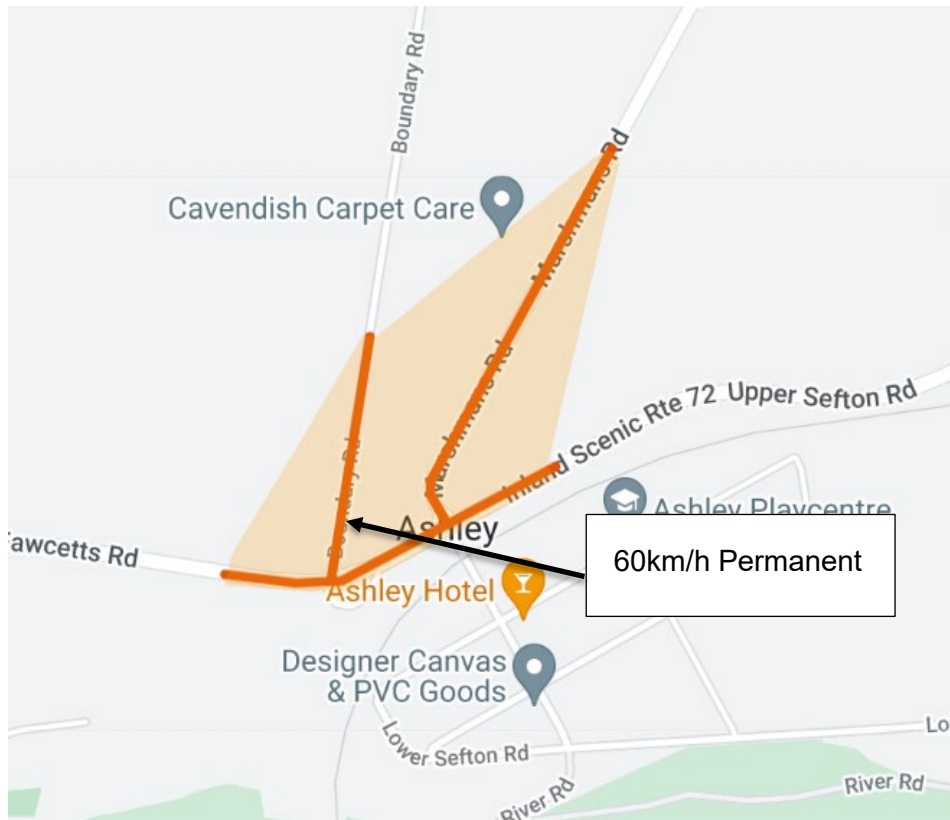


Figure 46. Ashley Rakahuri School (Table 6).

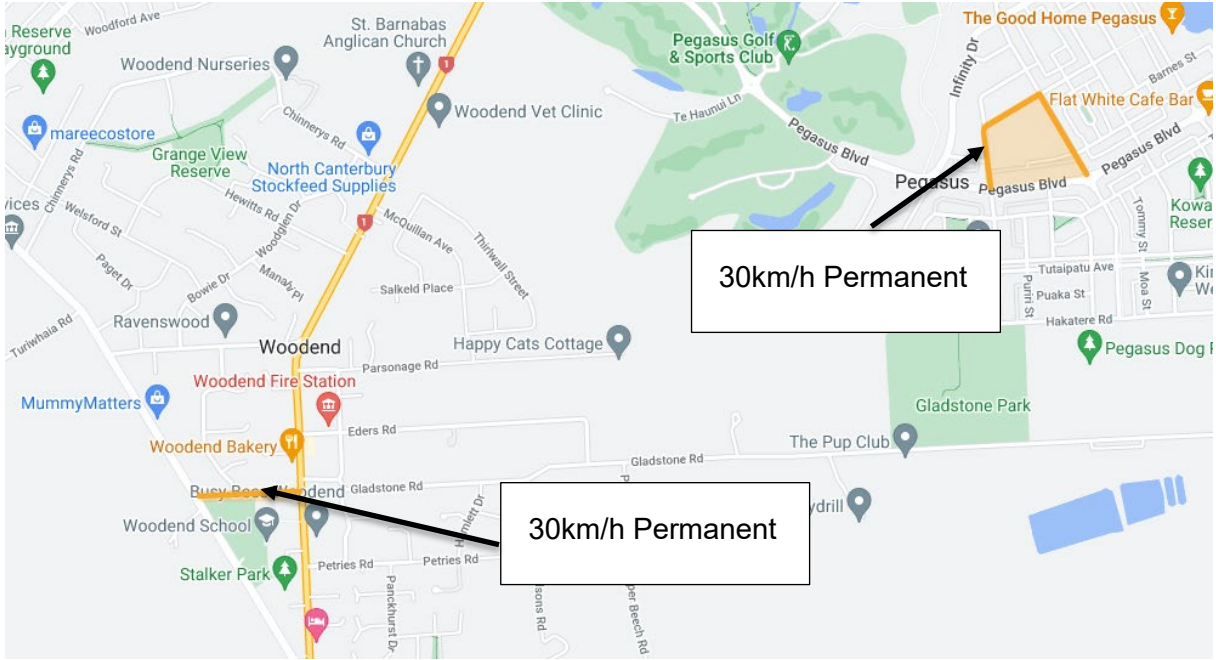


Figure 17. Woodend School and Pegasus Bay School (Table 4).

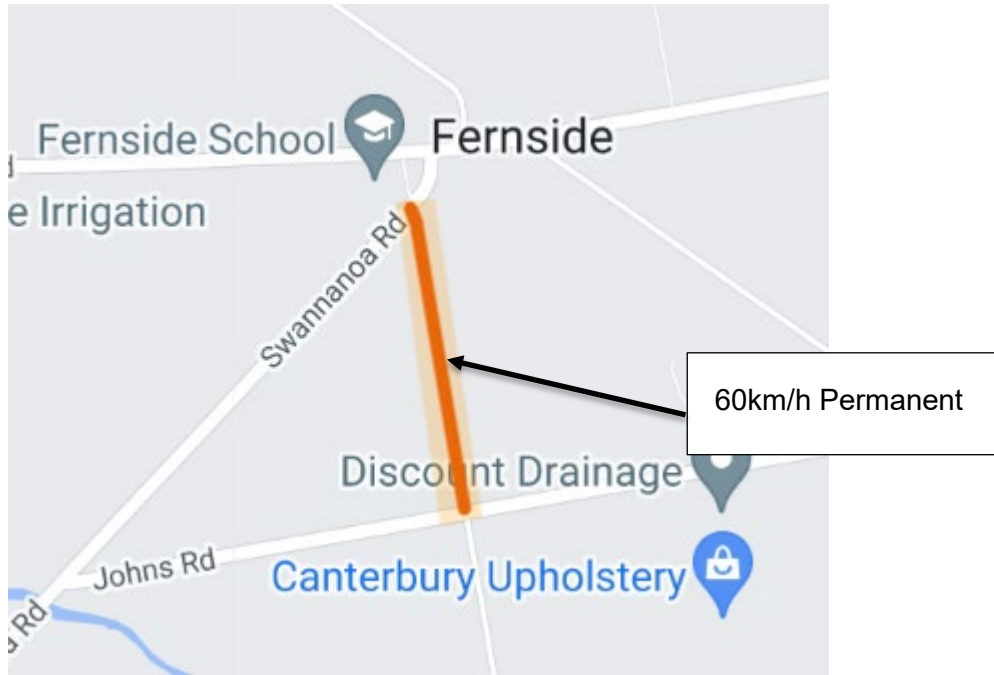


Figure 18. Fernside School (Table 6).



Figure 19. Ohoka School (Table 5).

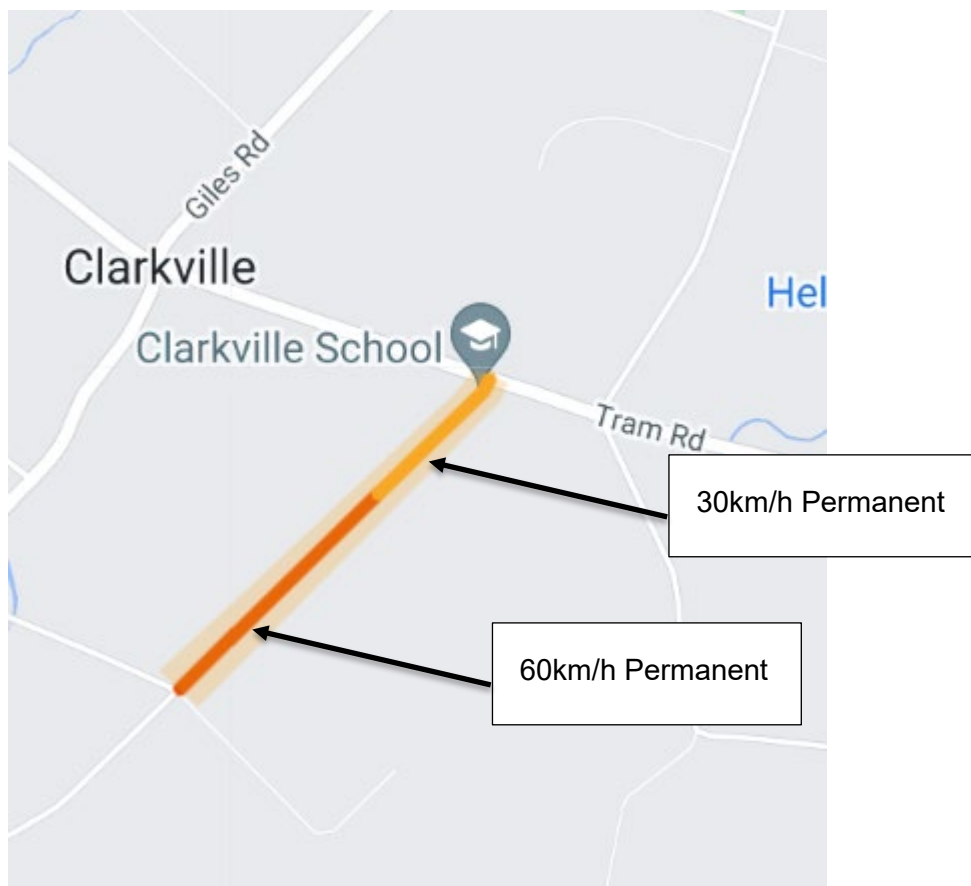


Figure 50. Clarkville School (Table 5).

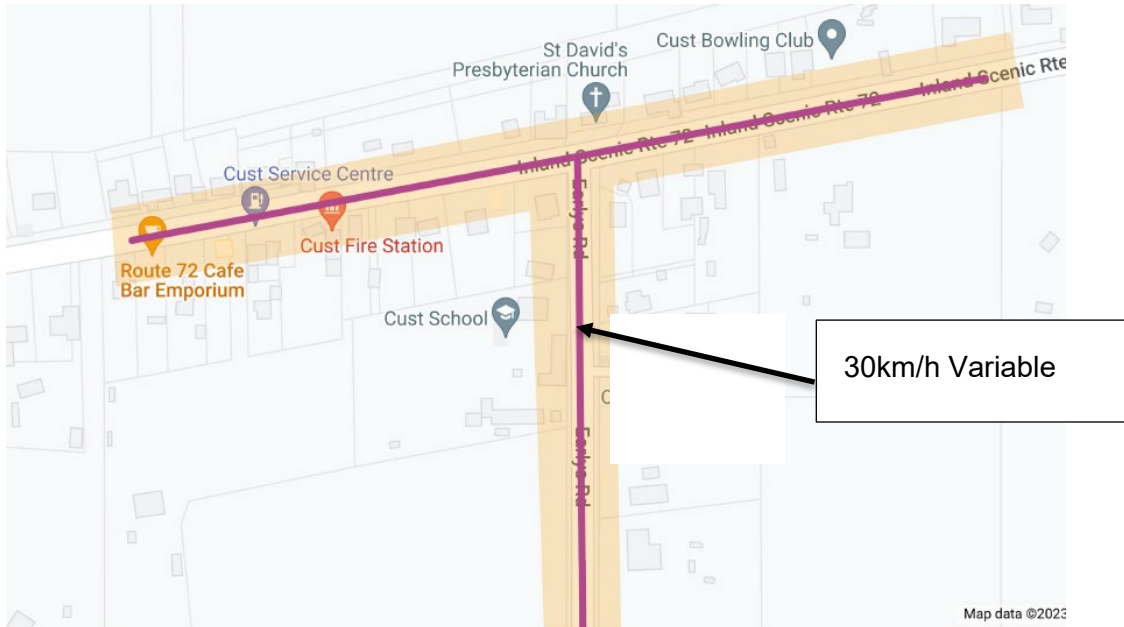


Figure 61. Cust School area (Table 4).

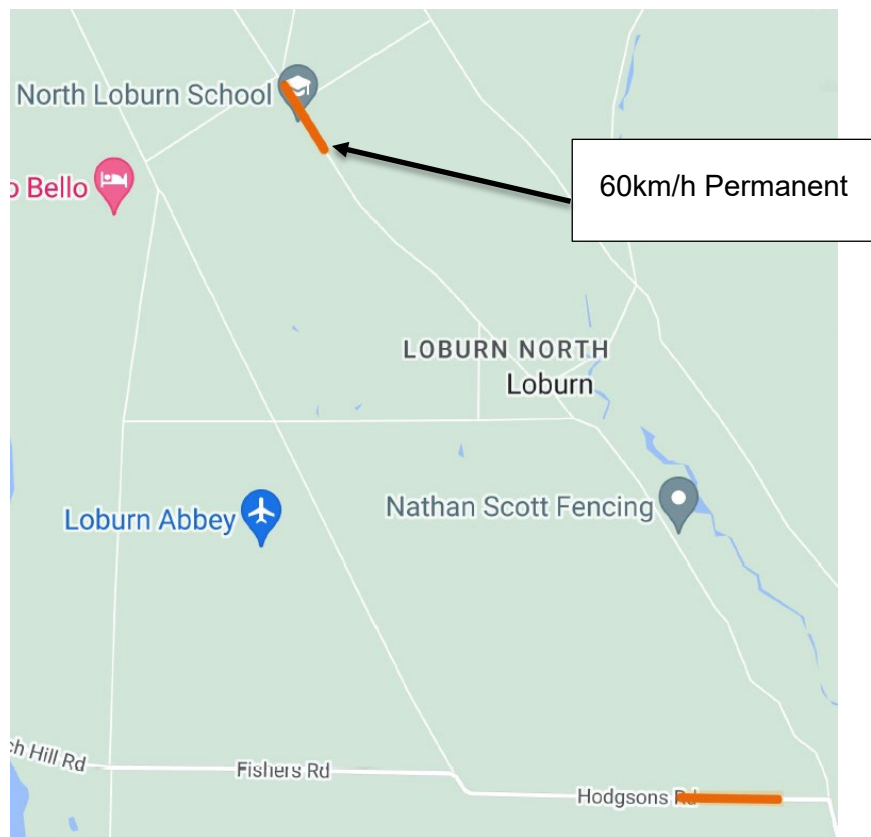


Figure 72. Loburn school areas (Table 6).

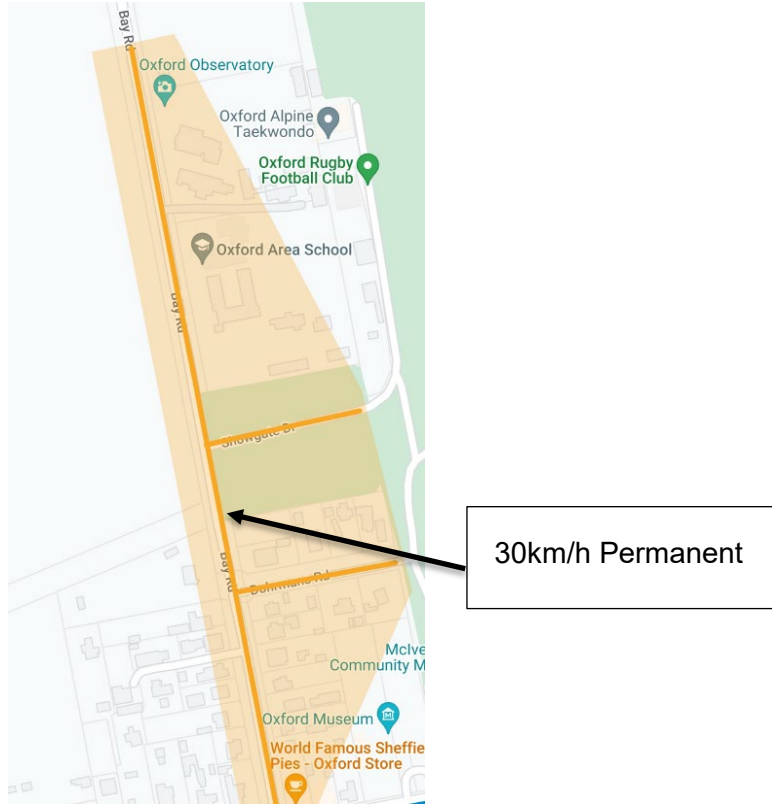


Figure 23. Oxford Area School zone (Table 4).

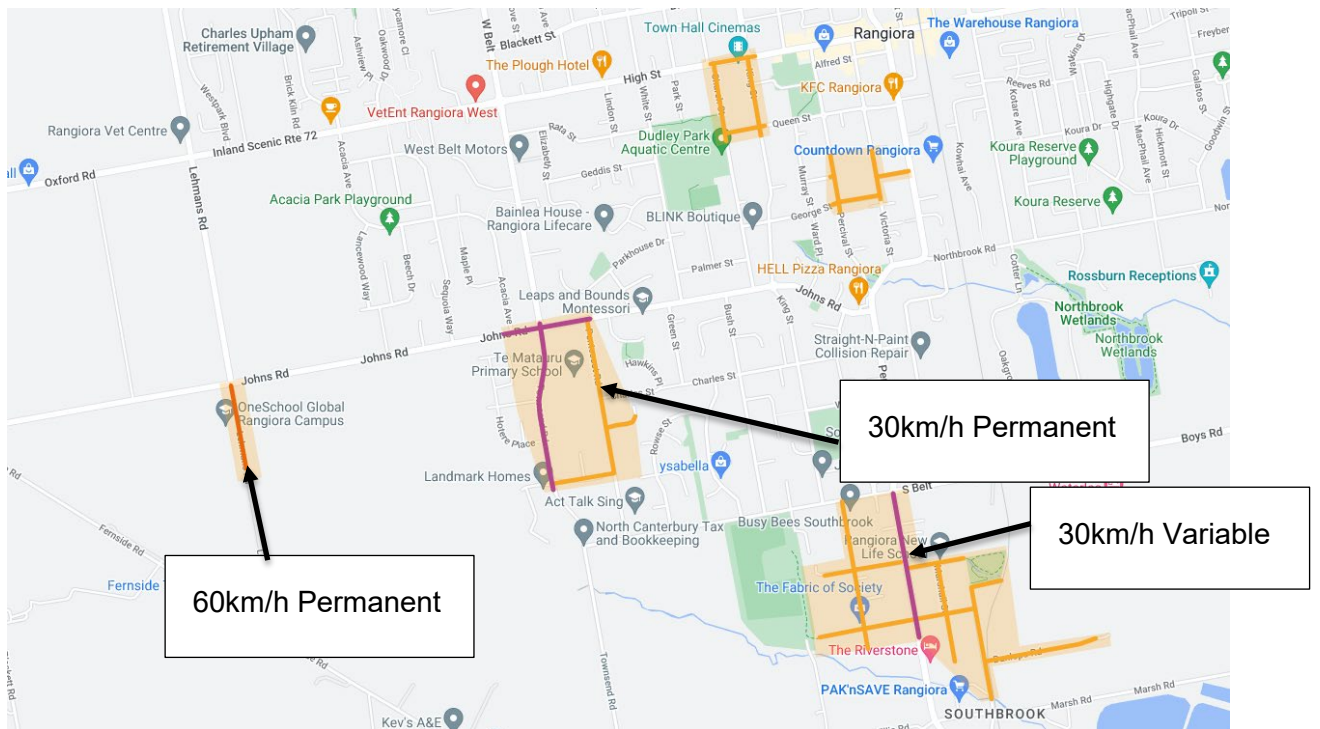


Figure 24. Rangiora south school areas (Table 4 and Table 6).

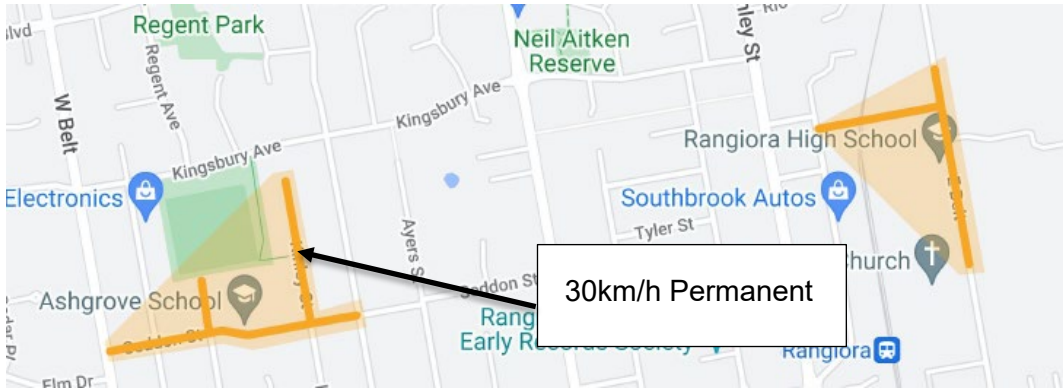


Figure 25. Rangiora north school areas (Table 4).



Figure 26. View Hill School zone (Table 6).



Figure 27. West Eyreton School zone (Table 6).

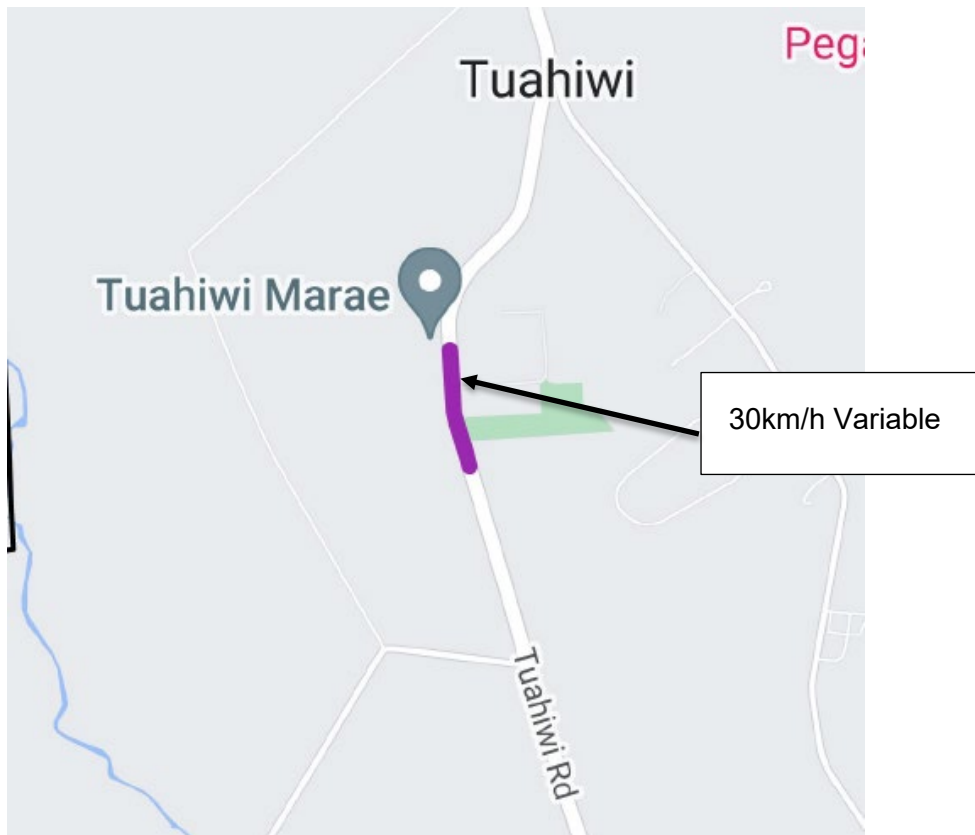


Figure 28. Tuahiwi School zone (Table 4).

Victoria Street, McJarrows Road and Powells Road Intersection - Oxford

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1 February 2023

Road Safety Coordinator
Waimakariri District Council
215 High Street, Rangiora 7400
roading@wmk.govt.nz

We, the residents of McJarrows Road, Powells Road and Victoria Street, Oxford, have great concern regarding the lack of signage and current speed limits of the Victoria Street/McJarrows/Powells Road intersection.

Our key concerns are;

- People frequently drive through the intersection not realising there is a Give Way sign on Powells Road, therefore increasing the risk of an accident occurring.
- The speed at which traffic moves along Powells Road (north and south direction) and McJarrows Road/Victoria Street (east and west direction); the current speed limit is 100 km approaching the intersection.
- The school bus goes through McJarrows Road each day from east/west directions meaning a potential accident from the traffic that fails to give way from the north/south direction on Powells Road.
- The intersection is the main route people travel (when following GPS) from Rangiora or Christchurch when travelling to Ashley Gorge, over the summer holidays the number of people using this road increases.
- Local residents, including families with children regularly use these roads for recreational activities e.g. walking, dog walking, bike riding, horse riding etc.
- Residents are concerned that if the issues with the intersection along with speed limits along McJarrows/Powells Rd and Victoria Street are not addressed, there will be a serious accident/fatality before long. Addressing this for us would mean;
 - a reduction in the speed limit from 100 km to 60km (on the named roads)
 - Stop signs being erected on Powells Road intersection (north and south)
 - Plenty of signage to increase awareness of the upcoming intersection
- 'Vision Zero' is part of the Waimakariri District Council Road Safety action plan, it highlights 7 areas of concern that feature highly in our area. *The first 3 are young drivers, rural road loss of control/head on (including speed) and intersections - rural and urban.* These 3 areas of concern are strongly linked to our concerns above.

We have an interest in signing and supporting this petition because of the concerns outlined above and that our homes are located within close proximity of this intersection that we regularly use in a variety of ways (vehicle, walking, biking, horse riding).

We request the immediate consideration of a reduction in speed on McJarrows Road, Powells Road and Victoria Street from 100km to 60 km along with negotiations with residents to where it might be appropriate along the east side of McJarrows for the speed limit to increase. We also

request that stop signs be placed on Powells Road so that ALL vehicles have to stop and check the way is clear (currently it is a poorly marked Give Way). We believe this (along with a speed reduction) will contribute significantly to reducing the likelihood of an accident/fatality.

The contact person for this petition is:

Tash Hinds
 479 McJarrows Road
 Oxford 7430
 tashhinds@gmail.com

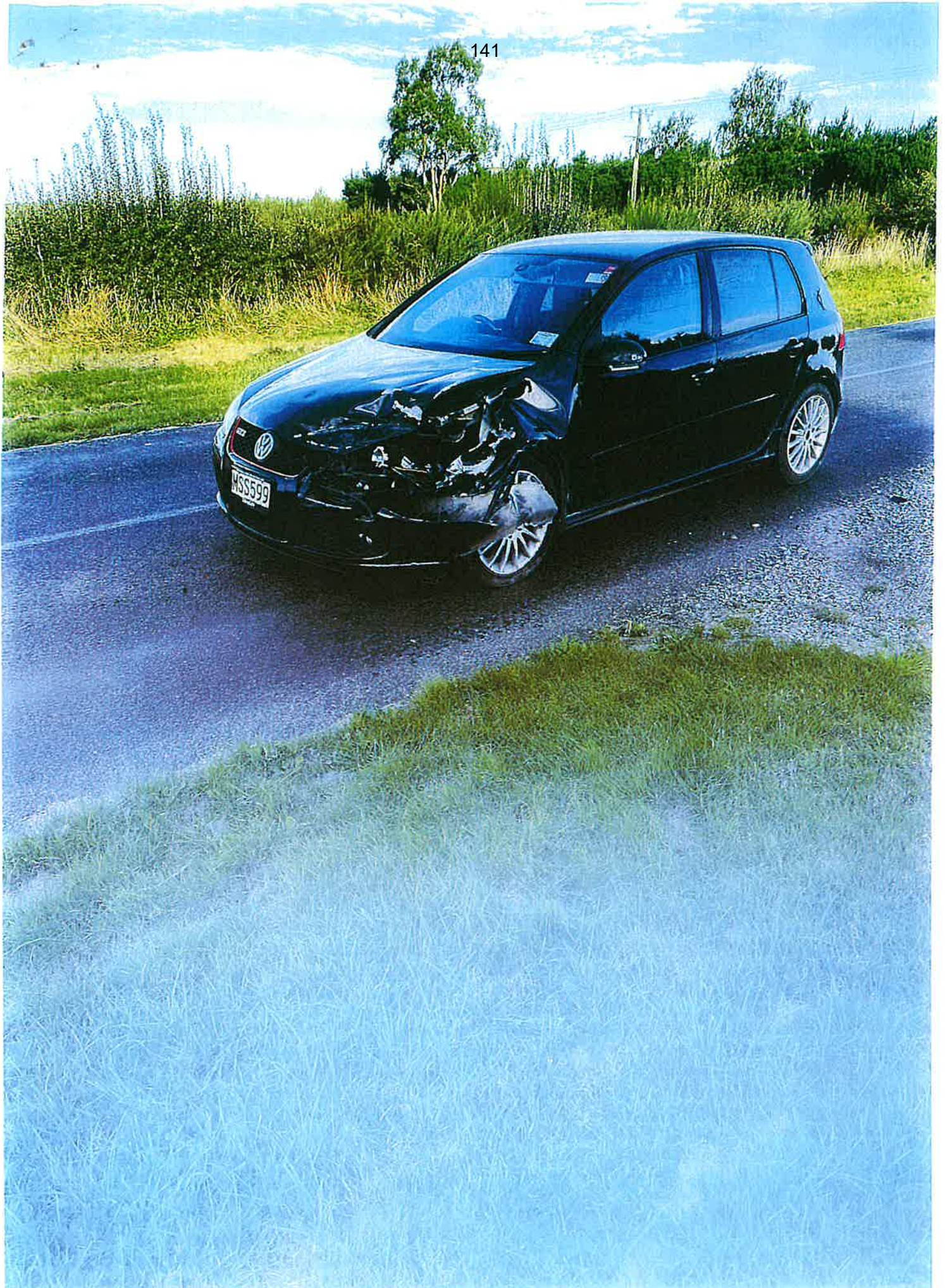
Objectors (please print clearly)

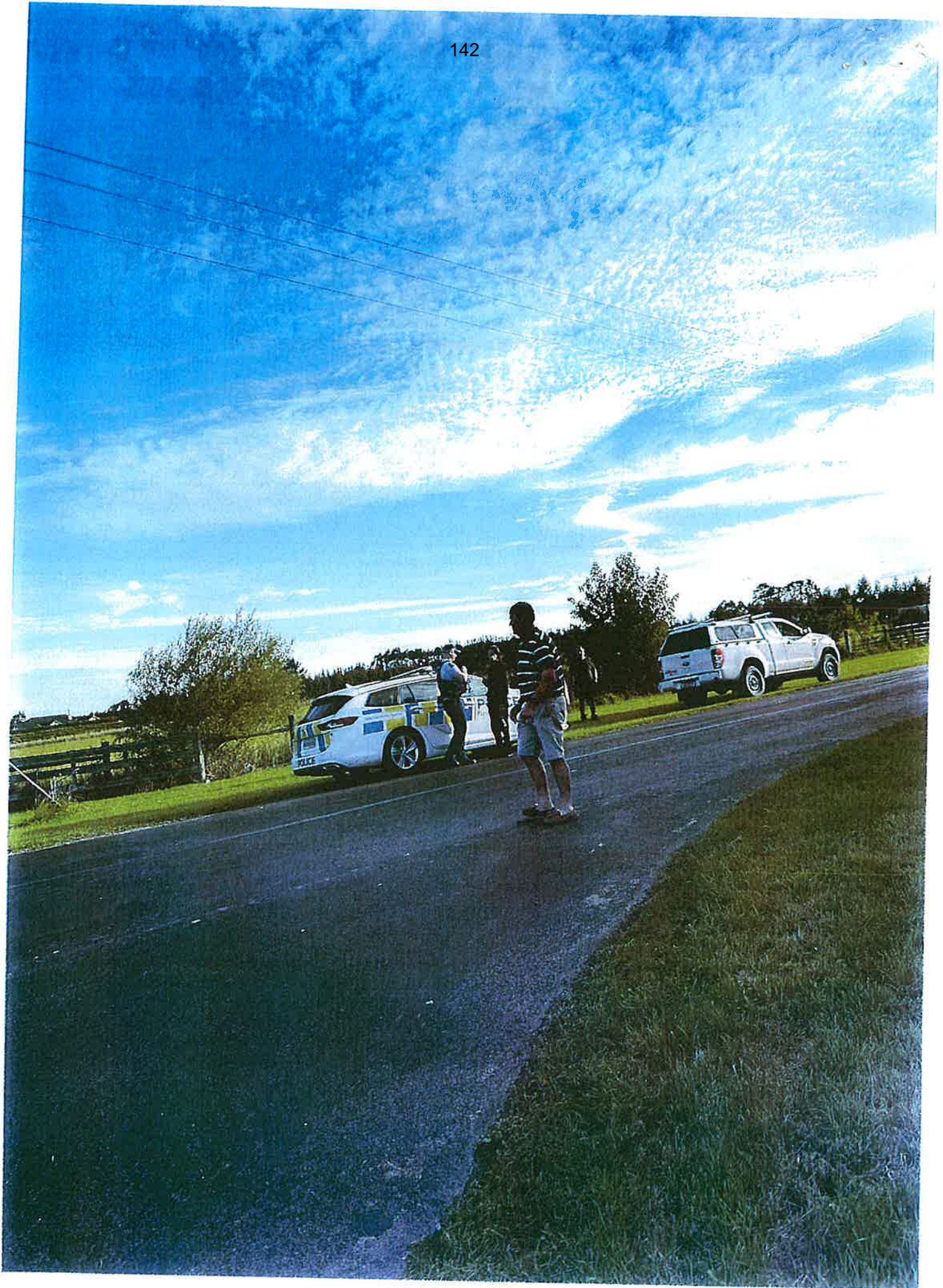
	Date	Name	Address	Signature
1	1/2/23	Tash Hinds	479 McJarrows Rd Oxford	
2	1/2/23	Dean Witt	479 McJarrows Road Oxford	
3	04/02/23	T. Leung	470 McJarrows Rd OXFORD	
4	04/02/23	A M Leung	470 McJarrows Rd OXFORD	
5	04/02/23	Kieran Clifford	95 Powells Road, Oxford	
6	04/02/2023	Tanya Kenwick	95 Powells Road, Oxford	
7	04/02/2023	PHIL HANSON	15 VICTORIA ST, OXFORD	
8	04/02/2023	Wiesel Hanson	15 Victoria St. Oxford	
9	04/02/23	Aaron Hanson	15 Victoria St, Oxford	
10	19/02/23	Alex Mason	415 McJarrows Rd	
12	19.2.23	Jo Bailey	415 McJarrows Rd	
3	19.2.23	Hollie Mason	415 McJarrows Rd Oxford	
4	19/2	Nikki Johns	407 McJarrows Rd Oxford	
5	19/2	Dave Johns	407 McJarrows Rd Oxford	

Oxford

Date	Name	Address	Signature
19/2/23	Hannah Ferguson	139 376 Meadows RD 1 Oxford	
19/2/23	Rima Peri	31 Victoria St	
19/2/23	Rebekah Peri	31 Victoria St	
19/2/23	Ailsa Nash	45 Victoria St	
19/2/23	Gienna Bird	211 Ashley Gorge Road	
19/2/23	Kate Rendel	34 Powell Powells rd, Oxford	
19/2/23	Uw Start	61 Powells Rd, Oxford	
19-2-23	Wajae Schenk	61 Powells rd, Oxford	
20-2-23	Dawn Thompson	78 Powells Rd, Oxf.	
20-2-23	Brian Thompson	78 Powells Road member of Oxford Volunteer Fire	
8-3-23	Peyton Myall	95 Powells road	
8-3-23	Harley Tasker	95 Powells road	
8-3-23	Sam Beardsley - Knox	95 Powells road	









Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 30 August 2023

Project Sponsor	Joanne McBride, Roading Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Roading Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2’s Public Participation Spectrum, the level of public engagement to be used is ‘Inform’ and ‘Consult’.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>“We will keep you informed”</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>“We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals”</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
<p>Backlash from members of the public who disagree with the speed management proposals, particularly on social media.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
<p>Community views are polarised between wanting change, and status quo.</p>	<p>Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
<p>People feel that their view is not taken into account because something different to what they want is implemented.</p>	<p>The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.</p>
<p>Residents are not willing to engage with Council to discuss solutions.</p>	<p>Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.</p>
<p>Media portray the speed management planning process in a negative light.</p>	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 230728114450

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 6 September 2023

AUTHOR(S): Kay Rabe, Governance Advisor

SUBJECT: Application to the Board's Discretionary Grant Fund 2023/24

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



General Manager

Chief Executive

1. SUMMARY

The purpose of this report is to consider five applications for funding received from:

Name of Organisation	Purpose	Amount requested
Waimakariri Dog Training Club	To purchase two measuring wheels.	\$500
Oxford Dark Sky Group	To purchase a lighting passport metre	\$500
West Eyreton Friends of the School	Towards the purchase of shade sails	\$1,000
Waimakariri Access Group	Towards seeding costs to hold an inclusive sports day	\$500
Standardbred Stable to Stirrup Charitable Trust	Towards monogrammed patches for clothing and horse gear	\$470
Total		\$2,970

Attachments:

- i. An application from Waimakariri Dog Training Club (Trim Ref: 230727114404).
- ii. An application from the Oxford Dark Sky Group (Trim Ref: 230728114480).
- iii. An application from the West Eyreton Friends of the School (Trim Ref: 230505064185).
- iv. An application from the Waimakariri Access Group (Trim Ref: 230807119508).
- v. An application from the Standardbred Stable to Stirrup Charitable Trust (Trim Ref: 230822129272).
- iii. Spreadsheet showing the previous two years' grants.
- iv. Board funding criteria 2022/23 (Trim: 210603089866).

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230728114450.
- (b) **Approves** a grant of \$..... to the Waimakariri Dog Training Club towards the purchase of two measuring wheels.
OR
- (c) **Declines** the application from the Waimakariri Dog Training Club.

- (d) **Approves** a grant of \$..... to the Oxford Dark Sky Group towards the purchase of a lighting passport metre.
OR
- (e) **Declines** the application from the Oxford Dark Sky Group.
- (f) **Approves** a grant of \$..... to West Eyreton Friends of the School towards the purchase of shade sails.
OR
- (g) **Declines** the application from the West Eyreton Friends of the School.
- (h) **Approves** a grant of \$..... to the Waimakariri Access Group towards seeding costs to hold an inclusive sports day to occur.
OR
- (i) **Declines** the application from the North Canterbury Inclusive Sports Festival.
- (j) **Approves** a grant of \$..... to the Standardbred Stable to Stirrup Charitable Trust towards the purchase of monogrammed patches for clothing and horse gear.
OR
- (k) **Declines** the application from the Standardbred Stable to Stirrup Charitable Trust.

3. **BACKGROUND**

- 3.1 The **Waimakariri Dog Training Club** is seeking funds to purchase two measuring wheels.
- 3.2 The **Oxford Dark Sky Group** is seeking funding to purchase a lighting passport metre which measures correlated colour temperature.
- 3.3 The **West Eyreton Friends of the School** are seeking funding towards shade sails.
- 3.4 The **Waimakariri Access Group** is requesting seeding funding on behalf of the North Canterbury Inclusive Sports Group to hold an inclusive sports day to occur.
- 3.5 The **Standardbred Stable to Stirrup Charitable Trust** is seeking funding for monogram patches for clothing and horse gear.
- 3.6 The current balance of the Oxford-Ohoka Community Board's Discretionary Grant Fund for 2023/24 is \$4,715.

4. **ISSUES AND OPTIONS**

The Waimakariri Dog Training Club Inc. (the Club)

- 4.1 The Club is one of the South Island's leading dog agility training clubs which hosts its classes at the Mandeville Sports Club. Dog agility training creates a stronger bond and a partnership between owners and their dogs. The Club attracts members from all age groups with a common interest in dogs. The Club hosts five competitions a year. Although the Club has 40 members, competitions attract dogs and owners from all over the South Island and are open to all demographics.
- 4.2 The Club wishes to purchase two measuring wheels which will be used when hosting competitions to measure the courses of different events. There are rules which govern distances between obstacles which needs to be accurate as it determines the time set for completing each obstacle and accumulates to the overall length of the final course. The Clubs current measuring wheels are no longer fit for use.

- 4.3 The benefits of the sport include gaining more knowledge of dogs and their psychology, encouraging people to exercise in the open air and creating long-lasting friendships and understanding between owners. This sport has the added benefit of family participation, and all family members can get involved to some degree.
- 4.4 If this application is unsuccessful, the Club will still purchase the required measuring wheels, however, funds tagged for completing its equipment shed will have to be used thereby delaying the fitout of the shed. No specific fund raising has been undertaken to purchase the measuring wheels, however, the Club constantly hosts fund raising for gear maintenance and other ongoing operational expenses. The Club has received the following funding from the Board, and all Accountability Forms were received:

Date	Project	Funding
July 2022	To purchase a BBQ	\$500
February 2023	To purchase two gazebos	\$500

Oxford Dark Sky Group (the Group)

- 4.5 The Oxford Dark Sky Group was recently formed with the aim to achieve dark sky accreditation for the Oxford area. The Group includes representatives from the Department of Conservation, the Waimakariri District Council, the Oxford-Ohoka Community Board, the local medical clinic, and local schools among others. Oxford is fortunate to be located in an area which is relatively sparsely populated and far from large cities. It is therefore possible to see the Milky Way and the Magellanic Clouds with an unaided eye which makes this area perfect for a dark sky initiative.
- 4.6 The Group is seeking funding to purchase a lighting passport metre to measure correlated colour temperature. This would become an asset and would enable the Group to measure sky darkness. There is another metre that the Group would like to purchase which would assist in this endeavour.
- 4.7 It is anticipated that many people will benefit from the Oxford Dark Sky initiative in the future, however, the main benefit would be for Oxford and its surrounds from the expected future tourism in the area. Residents, fauna and flora is expected to achieve a better quality life with improvements to human health, preservation of wildlife and ecosystems and give greater connectivity to New Zealand's cultural identity.
- 4.8 The total cost for the two metres is approximately \$5,100, with the lighting passport metre costing \$4,800. These purchases will proceed even if this application is unsuccessful, however, it may take longer to raise the funds required. The Group have received support from the Oxford Area school, Enterprise North Canterbury and Oxford Promotions Action Committee. This is the first time that the Group has requested funding from the Board.

West Eyreton Friends of the School (the Group)

- 4.13 The School was established in 1872 and is a rural co-educational, full primary state school with 200 students. School buildings have been added to as the roll has grown. As well as the classrooms there is an administration block/staffroom, a library, a hall, a swimming pool, junior and senior adventure playground, a tennis/netball court, junior sandpit and a large creative play area and extensive playing fields. Two senior classrooms were built in 2015 forming a modern learning senior block environment consisting of four classroom spaces and in 2021 the School began the modernisation of the original two classroom block which has been transformed into a modern learning environment with natural lighting, improved acoustics and fully double glazed windows and doors. The community has embraced the school and this has become a focal point for the community with a lot of community involvement.
- 4.14 The Group are requesting funding to purchase shade sails for outside the senior area of the school and over the junior creative play/sand pit area to ensure the children have adequate cover from the sun during the summer months.

- 4.15 Providing shade sails to outside areas of the school will allow the children safe shade areas to play and learn during break times and outside learning times. Although there are approximately 200 students all sectors of the community will benefit from the additional shade when visiting the grounds outside school times. This addition will improve facilities for future students as well as the current role.
- 4.16 The project will proceed if this application is unsuccessful, however raising sufficient funds may mean that the sails are not available for the 2023 summer months and possibly delayed for another year. Various fundraising initiatives have already been undertaken and an application to the Harcourts Foundation and the Lotteries Grant Board have been completed.
- 4.17 This is the first time this Group has requested funding however the West Eyerton School has applied previously, the most recent being in May 2023 for Literacy kits for students and their families.

Waimakariri Access Group (WAG)

- 4.25 The Waimakariri Access Group (WAG) were approached by one of its members, Zack Lappin, who is also the co-chair of the Youth Council to assist in planning and running an Inclusive Sports Day at Mainpower Stadium aimed primarily at disabled youth. This is the first time this event will be held, however the intention is to make this an annual event. The aim is to allow youth with disabilities to try out and participate in a number of parasports free of charge. Sports will include wheelchair basketball, boccia, wheelchair rugby, adaptive football, adaptive PRAMA and adaptive REVL GT. The day will also allow other people without disabilities if they would like to get involved.
- 4.26 Young people with disabilities often find it difficult to be part of sports for a variety of reasons, which can include cost and lack of opportunities nearby, therefore the impact of this opportunity could be lifechanging for both the participants and their families. This event aims to overcome barriers and give the participants a chance to try a variety of sports. It is hoped that local teams could be established for ongoing opportunities for participants to enjoy the physical and mental challenges that sport can provide and teaching them skills that are not easily available by other means.
- 4.27 Several programmes and groups have shown interest in this event with the intention of including students and young people attending their programmes to enjoy the day. These groups include the Lighthouse Programme, the Chris Ruth Centre in Kaiapoi and the IHC North Canterbury. The goal for these groups is to involve, promote and support inclusivity and participation in the days activities. The Organising Committee has representatives from Parafed Canterbury, Halberg Trust, each of the sports being offered and WAG. Locally it will raise the profile of sports and active opportunities for the disabled.
- 4.28 WAG is not a Trust or registered charity. The organiser, Zack Lappin is a member of WAG and the group is supporting this initiative as it promotes inclusivity and participation for young people with disabilities. Therefore WAG has agreed to submit this application for funding on behalf of the Organising Committee. While Zack is a Youth Council member and a member of WAG, which are both funded by the Council, he is acting independently of both groups in organising this event, however both the Youth Council and WAG have supported his initiative as it aligns with the goals and aspirations of both groups. Please note that neither the Youth Council nor WAG are funding this event therefore there is no question of other Council based funding being utilised i.e. "double dipping".
- 4.29 Although the Organising Committee have received donations of equipment and room hire fees there are still expenses to be met which include snack foods and drinks, an adaptive trainer to ensure that the Revl GT and Prama sessions are safe and fun, a sports photographer to get great action shots, certificates and spot prizes and advertising. While WAG does have some funds in the bank these are earmarked for the development of its own projects which include a checklist for event organisers to ensure events are access friendly and to purchase simulation glasses for locally run workshops to make people aware of the barriers disabled people face on a daily basis.

- 4.30 The event is scheduled for 29 September 2023 from 10.30am to 2.30pm at the Mainpower Stadium. The overall cost is estimated at \$3,300 and if this application is unsuccessful the event will proceed however some of the extras may have to be reconsidered. The aim is that there will be no cost to participants other than transport to and from the event. It is WAG's intention to apply to all of the other community boards i.e Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards for \$750 and \$500 from the Woodend-Sefton Community Board.

Standardbred Stable to Stirrup Charitable Trust (the Trust)

- 4.31 The Trust is a registered charity founded by a group of Cantabrians who wanted to alleviate the unnecessary suffering of Standardbred racehorses when they retire from their racing career. Every year over 100 retired Standardbred racehorses are taken in for training and rehoming by a group of volunteers in Canterbury. Often horses have to undergo rehabilitation before they can enter the retraining programme. The Trust aims to maintain a rehoming facility so that more horses can be taken in. This requires hay, rugs, pasture, farrier and veterinary care. Horses are retrained, and videos are made of the training offered from a virtual library to educate and assist new owners.
- 4.31 The Eyreton Pony Club provides the Trust with a family membership to allow the Trust's use of the facility. Thereby adding another dimension to the training of the horses to better enable them to find a new home as riding horses, benefiting both trainers, new owners and horses. The Pony Club also provides a venue for the Trust to produce its educational videos to assist new owners of rescued horses with discipline and horse care.
- 4.32 The Trust is seeking funding to purchase monogrammed patches for use on clothing and horse gear to assist in identifying the Trust at training and educational events within the community. This initiative will benefit all sectors of the community and will benefit the participants by being able to wear practical clothing and both horses and riders be easily recognized as belonging to the Trust. This recognition is important to ensure that the Trust's continued educational work and receive ongoing support and training via the social media as well as in person. This public recognition of the standardbred horse's abilities and characteristics will ensure they are appreciated and will assist in homing them appropriately.
- 4.33 No other fundraising has been undertaken towards this particular project. The Board has granted funding to the Trust twice before once in April 2022 for \$400 towards ground membership renewal at the Eyreton Pony Club and again in May 2022 for \$500 toward the purchase of uniforms for trainers and riders. Both accountability forms have been received.
- 4.31 The Board may approve or decline grants per the grant guidelines.
- 4.32 **Implications for Community Wellbeing:**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report which affect all sectors of society.
- 4.33 The Management Team has reviewed this report.

5. COMMUNITY VIEWS

5.1 Mana whenua

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū may be affected by or have an interest in the subject matter of this report, especially in relation to the Oxford Dark Sky initiative which will assist in educating locals and visitors on the culture and story of the Māori.

5.2 Groups and Organisations

No other groups and organisations other than those which applied are likely to be affected by or to have an interest in the subject matter of this report.

5.3 **Wider Community**

The wider community are likely be affected by or interested in the report's subject matter of this report as all the Groups applying offer physical and/or mental wellbeing to the community and offer opportunities for people to interact at all levels.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1 **Financial Implications**

The 2023/24 Annual Plan includes budget provision for the Oxford-Ohoka Community Board to approve grants to community groups up to \$6,120. An amount of \$39 is expected to be carried forward from the 2022/23 financial year, bringing the Discretionary Grant Fund to a total of \$6,159 for this financial year.

The current balance of the Oxford-Ohoka Community Board's Discretionary Grant Fund for 2023/24 is \$4,715 and if all the applications in this report are approved the balance would be \$1,745.

The application criteria specify that grants are customarily limited to \$750 per application with a maximum of \$1,000 in any one financial year (July to June). However, a group may apply twice in a financial, providing the applications are for different projects. Where applicable, GST values are calculated and added to appropriately registered groups if decided benefits exceed Board resolved values.

6.2 **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts as the increase in severe weather events increases the need to rescues during flooding and storms.

6.3 **Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report.

6.4 **Health and Safety**

All health and safety related issues would fall under the auspices of the groups applying for funding.

7. **CONTEXT**

7.1 **Consistency with Policy**

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

7.2 **Authorising Legislation**

Not applicable.

7.3 **Consistency with Community Outcomes**

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 **Authorising Delegations**

Community Boards have delegated authority to approve Discretionary Grant Funding.

Name of Group: Wainakariri Dog Training Club 162

Address: Cl- Mandeville Sports Club, 431 Mandeville Rd, Mandeville.

Contact Person within Organisation: [Redacted]

Position within Organisation: President

Contact phone number: [Redacted] Email: [Redacted]

Describe what the project is and what the grant funding be used for? (Use additional pages if needed)

We wish to purchase 2x measuring wheels. These are used at our competitions by the judges to measure the courses as they set them up and also to measure the overall length. Obstacles in our sport have minimum distances that they need to be apart and also the judges have to set a minimum + maximum course time that competitors have to complete the course. This is worked out from the overall length.

What is the timeframe of the project/event date? 2nd/3rd September 2023.

Overall Cost of Project: \$538.00 Amount Requested: \$500.00

How many people will directly benefit from this project? approx 130 people at each of our competitions.

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)
- Cultural/ethnic minorities
- District
- Preschool
- School/youth
- Older adults
- Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 60 % Rangiora-Ashley 25 % Woodend-Sefton 5 % Kaiapoi-Tuahiwi 10 %

Other (please specify): We also have competitors from the entire South Island at our competitions.

If this application is declined, will this event/project still occur? Yes No

If No, what are the consequences to the community/organisation?
[Redacted]

What are the direct benefit(s) to the participants?
All our courses are measured correctly and accurately.

our current measuring wheels taped together with Duct tape. So to be able to hand our judges a wheel in good condition is a much better look for our club. It also means if we are successful, we can put more of our

What are the benefit(s) to the Oxford-Ohoka community or wider district?

own fundraising towards completing the interior of our equipment shed. Anything we do we hope benefits the community by having better trained and behaved dogs. And people out in the fresh air exercising

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?) Yes No

If yes, name of parent group: _____

What is the relationship between your group and the parent group?

[Empty box for relationship details]

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

N/A for this particular project but as a club we are constantly fundraising for gear maintenance and other ongoing expenses.

Have you applied to the Oxford-Ohoka Community Board or any other Waimakariri Community Board for other project funding in the past 18 months? Yes No


If yes, please supply details:

In January 2023 we applied for a grant for 2x gazebos for our officials at our competitions.

- Enclosed Financial Balance Sheet and Income & Expenditure Statement (compulsory - your application cannot be processed without financial statements)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

Please note: If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed:  Date: 27 July 2023.



Komelon Measuring Wheel W:360mm

SKU: 306109 MODEL: TAMK45M

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Account Transactions

Waimakariri Dog Training Club (Inc)

For the period 1 May 2023 to 30 June 2023

Opening Balance 1 May 2023

\$ 13,968.51

Date	Description	Debit	Credit
	Income		
	June CS entries		5,672.00
	Sept CS entries		201.50
14 Jun 2023	Daysheet - Unused prize money		5.00
14 Jun 2023	Daysheet - June CS catering		1,029.50
14 Jun 2023	Daysheet - June CS raffle		255.00
14 Jun 2023	Daysheet - June CS camping		40.00
31 May 2023	Oxford A & P - display donation		250.00
25 Jun 2023	NZKC Agility Committee - Dogs NZ display grant		200.00
31 May 2023	CREDIT INTEREST		31.05
30 Jun 2023	CREDIT INTEREST		24.96
14 Jun 2023	FITZGERALD TERESA - 1 wooden wing jump		50.00
14 Jun 2023	Calypso White - 1 wooden wing jump		50.00
16 Jun 2023	Rebecca Hall - 1 wooden wing jump		50.00
19 Jun 2023	Lisa Thrower - 1 wooden wing jump		50.00
	Total Income		7,909.01
	Outgoing		
13 Jun 2023	Anne Godfrey - Judges June CS	150.00	
13 Jun 2023	Mia Beswick - Judges gifts June CS	131.94	
13 Jun 2023	Carl Ranford - June 2023 CS judge expense	191.00	
04 Jun 2023	NZKC Agility Committee - June 23 levies	1,293.23	
24 May 2023	J M Van Dijk - Pipe for bump jumps	165.00	
11 Jun 2023	Chris Campbell - June CS catering expense:	278.84	
13 Jun 2023	Mia Beswick - Toilet paper	15.99	
23 Jun 2023	Airforce cadets - Cadet help for June CS	500.00	
13 Jun 2023	Anne Godfrey - June CS prize money	1,435.00	
04 Jun 2023	Nicki Buist - June refund	36.00	
04 Jun 2023	Quality Presentation - June CS ribbons	1,187.67	
25 May 2023	Dogs New Zealand - Sept 23 CS schedule	103.50	
25 May 2023	Chch NZ R D A - RDA June CS	500.00	
23 Jun 2023	Chch NZ R D A - RDA June CS	930.00	
24 May 2023	Chris Campbell - Travel subsidy	100.00	
04 Jun 2023	FMG Insurance - FMG Insurance	318.27	
24 May 2023	J M Van Dijk - Printer ink	64.00	
13 Jun 2023	Anne Godfrey - Envelopes	17.00	
13 Jun 2023	S Cole - timer batteries	46.76	
13 Jun 2023	Mia Beswick - Mini oven for catering	162.61	
24 May 2023	Adrian Bell - Repair timing gear	335.20	
	Total Outgoing	7,962.01	

Closing Balance 30 June 2023

\$ 13,915.51

September Champ Show Profit and Loss

Entries		\$ 8,118.00
Catering		\$ 750.66
Raffle		\$ 255.00
		<u>\$ 9,123.66</u>
Venue Hire	\$ 1,430.00	
Judges Expenses	\$ 1,236.94	
Prize Money	\$ 1,430.00	
Bin Hire (bill not received yet)	\$ 250.00	
Levies	\$ 1,293.23	
Cadets	\$ 500.00	
Ribbons	\$ 1,187.67	
Refunds (more to come)	\$ 36.00	
Schedule	\$ 172.50	
	<u>\$ 7,536.34</u>	
Profit		<u>\$ 1,587.32</u>

Groups applying for Board Discretionary Grants 2022/2023Name of Group: Oxford Dark Sky GroupAddress: Oxford Area School, 52-60 Bay Road, Oxford 7495Contact Person within Organisation: [REDACTED]Position within Organisation: Committee MemberContact phone number: [REDACTED] Email: oxford.darksky@gmail.com**Describe what the project is and what the grant funding be used for?** *(Use additional pages if needed)*

Better Living through Better Lighting - the preservation and restoration of the Oxford night sky.

What is the timeframe of the project/event date? Target completion by end of calendar year 2023Overall Cost of Project: \$2000 Amount Requested: \$500How many people will directly benefit from this project? 3,600Who are the range of people benefiting from this project? *(You can tick more than one box)*

- People with disabilities (mental or physical) Cultural/ethnic minorities District
 Preschool School/youth Older adults Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 80 % Rangiora-Ashley 33 % Woodend-Sefton 10 % Kaiapoi-Tuahiwi 10 %

Other (please specify): _____

If this application is declined, will this event/project still occur? Yes No

If No, what are the consequences to the community/organisation?

What are the direct benefit(s) to the participants?

As residents of Oxford, we would benefit from a higher quality life.

What is the benefit(s) to your organisation?

As a member of the Oxford Observatory, we would benefit from better telescope and stargazing.

What are the benefit(s) to the Oxford-Ohoka community or wider district?

Human health, preserve wildlife and ecosystems, connection to our cultural identity, improve lighting for sports & recreation, use energy responsibly, bring \$4.6M tourist revenue and 24FTE

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?) Yes No

If yes, name of parent group: _____

What is the relationship between your group and the parent group?

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

Oxford Area School, Enterprise North Canterbury, OPAC

Have you applied to the Oxford-Ohoka Community Board or any other Waimakariri Community Board for other project funding in the past 18 months? Yes No

If yes, please supply details:

- Enclosed Financial Balance Sheet and Income & Expenditure Statement
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

Please note: If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: RESP

Date: 25-07-2023

Dark Sky - Better Living through Better Lighting Transactions

Oxford Area School

For the period 1 July 2023 to 31 July 2023

DATE	SOURCE	DESCRIPTION	REFERENCE	DEBIT	CREDIT	RUNNING BALANCE	GROSS	GST
Dark Sky - Better Living through Better Lighting								
27 Jul 2023	Manual Journal	Dark Sky - SQM-L Light Metre	#48112	275.00	-	275.00	275.00	-
27 Jul 2023	Manual Journal	Dark Sky - Admin and photocopy costs	#48112	175.00	-	450.00	175.00	-
Total Dark Sky - Better Living through Better Lighting				450.00	-	450.00	450.00	-
Total				450.00	-	450.00	450.00	-

Groups applying for Board Discretionary Grants ¹⁶⁹ 2022/2023

Name of Group: West Eyreton Friends of the School

Address: West Eyreton School, 1651 North Eyre Road, RD5, Rangiora, 7475

Contact Person within Organisation: [REDACTED]

Position within Organisation: Chairperson

Contact phone number: [REDACTED] Email: [REDACTED]

Describe what the project is and what the grant funding be used for? (Use additional pages if needed)

To help fund shade sails outside the senior area of the school and over junior creative play/sand pit area helping to ensure the school's tamariki have adequate cover from the sun during the summer months.

What is the timeframe of the project/event date? 4-6 weeks from acceptance of the supplier's quote

Overall Cost of Project: \$15,900 Amount Requested: \$1,000

How many people will directly benefit from this project? 200+

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)
- Cultural/ethnic minorities
- District
- Preschool
- School/youth
- Older adults
- Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 100 % Rangiora-Ashley _____% Woodend-Sefton _____% Kaiapoi-Tuahiwi _____%

Other (please specify): _____

If this application is declined, will this event/project still occur? Yes No

If No, what are the consequences to the community/organisation?

We would like to raise the funds needed before the start of next summer however if we are only able to rely on funds we raise through events etc then the start of the project will be potentially delayed until 2024/2025.

What are the direct benefit(s) to the participants?

Providing shade sails to the outside areas of the school which will allow the tamariki safe shaded areas for them to play and learn in during break times and outside learning time.

What is the benefit(s) to your organisation?

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Improving the facilities of West Eyreton School for the benefit of our children and future generations.

What are the benefit(s) to the Oxford-Ohoka community or wider district?

The shade sails will provide the greater community with shaded spaces for play when visiting the grounds outside of school hours.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?) Yes No

If yes, name of parent group: _____

What is the relationship between your group and the parent group?

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

Various fundraising initiatives have already been undertaken, application to the Harcourts Foundation submitted and application to the Lotteries Grant Board to be completed.

Have you applied to the Oxford-Ohoka Community Board or any other Waimakariri Community Board for other project funding in the past 18 months? Yes No

If yes, please supply details:

- Enclosed Financial Balance Sheet and Income & Expenditure Statement
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

Please note: If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: [REDACTED] _____Date: 05/05/2023



513 Wairakei Rd, PO Box 39143
Harewood, Christchurch
Telephone: (03) 338 3355
sales@shadeplus.co.nz
www.shadeplus.co.nz

To: West Eyreton School
1651 North Eyre Road
West Eyreton

Date: 4-May-2023

We have pleasure in submitting our quotation in accordance with our "Warranty Terms" and "Terms & Conditions" as per attached.

<u>Supply and Install Shade Sail System over sandpit</u>	\$4,200.00	INC GST
2 x 100mm Galv. Posts, 2 Building Points Z16 Shade Sail		
<u>Supply and Install Classroom Shade Sail Systems</u>	\$11,700.00	INC GST
Total 4 125mm Galv. Posts, 10 Roof Points 4 x Z16 Shade Sails (Co-joined)		

Any questions regarding this quotation. Please contact
Quotation is Valid for 30 Days from Above Date

Dion Radburnd

Fabric Choice:

Price can vary dependant on fabric choice, if applicable.

The proposal:

This quotation is based on our discussions with you on site and as per our concept drawing (if applicable). All efforts will be made to follow this concept, but fixing locations may need to change during installation. This proposal, including any attachments is confidential between you and us and may be subject to legal privilege. Any misuse, dissemination or disclosure may lead to legal action.

Delivery:

Please allow 4-6 weeks, from quote acceptance, for job completion. Completion time will be greater during peak times.

Payment Terms:

Payment is due seven (7) days from completion of job. A deposit of up to 50% may be required before any work begins.

Payment methods are direct credit, cheque or cash. We do not accept credit cards.

Warranty:

Please see attached.

A proud member of



IFAI | INDUSTRIAL FABRICS
Association International



WARRANTY

We are pleased to offer the following warranties:

- All posts, supports and components are guaranteed against manufacturing and design defects for three years from the date of installation.
- Most Shade Sail Cloths are guaranteed for ten years against UV breakdown.
- Minimal colour fading can occur after three to five years. However bright colours can fade sooner. We can advise on this.
- Most PVC's are guaranteed for three to five years against UV breakdown.
- Most Canvas is guaranteed for five years.
- Screen systems (e.g. Ziptrak) are guaranteed for two years. Manual screens are guaranteed for one year.
- Zips are guaranteed for one year.
- All Manufacturer's warranties and guarantees are passed through (a copy of these are available on request).

Exclusions:

- Damage caused by the weight of snow or hail is excluded. We recommend that the sails be taken down if these conditions are likely.
- Damage caused to any building by leaks, water penetration, moisture, fungi, mould or similar.
- Damage caused by any act of misuse, vandalism, abrasion, fire, rodent damage, fireworks, application of abrasives or chemicals, or any unreasonable or unacceptable act
- Damage caused by any extreme weather conditions, including strong winds.
- Warranty is void if product is not installed or reinstalled by Shade Plus.
- The above warranties constitute the entire agreement between Shade plus and the buyer and supersede any other expressed or implied conditions, representations or warranties previously given to the buyer.

Remedies:

- The buyer's remedies will be limited to either the replacement or repair of the goods, or damages equivalent to the total invoice.

TERMS & CONDITIONS

The attached quotation is subject to the following terms and conditions:

- It is the property owner's responsibility to obtain any building or resource consents, if required.
 - Any customer instigated changes in design or layout after work has commenced may result in additional charges.
 - Anchor locations can differ from the concept drawing, in order for Shade Plus to secure good anchorage points.
 - Our staff or contractors require unrestricted site access. If we encounter any delays then additional time charges may apply.
 - You are responsible for identifying any underground services. Any damage or costs arising from unidentified or wrongly identified underground services shall be your responsibility.
 - Shade Plus is responsible for leaving the site tidy, This includes removing anything surplus brought onto site by us. This includes any surplus concrete, materials and products. The removal of surplus soil is the client's responsibility, although we can arrange for this for an additional fee.
 - Upon acceptance of this quote a deposit may be required. The balance is due within 7 days of installation.
- Our bank account details are Kiwibank, Wellington Branch, account number 389005 0458767 00.
- We do not accept credit cards nor do we have EFTPOS facilities.
- The customer will insure the property from the date of installation against risk of insurable damage.
 - The ownership and property of the goods delivered and installed remains with Shade Plus until payment has been made in full. Shade plus retains the right to enter upon the property to remove any materials or products not fully paid for.
 - The quotation is valid for 30 days from the above date.

Shade Plus is a trading division of Trade Signs LTD

Balance Sheet

West Eyreton Friends of the School As at 31 December 2022

31 DEC 2022

Assets

Bank

Now-00 (Cheque)	379.03
Saver - 01	6,803.95
Total Bank	7,182.98

Current Assets

Withholding tax paid	2.11
Total Current Assets	2.11

Fixed Assets

Equipment	656.99
Total Fixed Assets	656.99

Total Assets

7,842.08

Liabilities

Current Liabilities

Accounts Payable	491.71
Rounding	(0.01)
Total Current Liabilities	491.70

Total Liabilities

491.70

Net Assets

7,350.38

Equity

Current Year Earnings	2,230.96
Retained Earnings	5,119.42
Total Equity	7,350.38

Profit and Loss

West Eyreton Friends of the School For the year ended 31 December 2022

	2022	TOTAL
Trading Income		
2nd Hand Uniforms	10.00	10.00
Apple Sales	373.50	373.50
Card Bingo	502.00	502.00
Family Photo Fundraiser	930.00	930.00
Garden Stall	16.00	16.00
Hot Cross Buns	2,479.50	2,479.50
Interest Income	12.62	12.62
Lion's - Catering	1,225.00	1,225.00
Lunch Online Commissions	296.83	296.83
Matariki	1,539.32	1,539.32
Oxman	2,250.00	2,250.00
Pepper & Me Fundraiser	820.00	820.00
Pet Day/ Agricultural Day	3,313.99	3,313.99
Pie Fundraiser	4,462.50	4,462.50
Quiz nights	(60.00)	(60.00)
Sausage Sizzles	387.39	387.39
Triathlons	448.00	448.00
Total Trading Income	19,006.65	19,006.65
Cost of Sales		
Fundraising costs	9,312.58	9,312.58
Total Cost of Sales	9,312.58	9,312.58
Gross Profit	9,694.07	9,694.07
Operating Expenses		
150th Jubilee Donations	3,786.52	3,786.52
Bank Fees	10.00	10.00
Community Directory Costs	137.86	137.86
Consulting & Accounting	221.53	221.53
Donations made to West Eyreton School	3,076.20	3,076.20
Entertainment	222.00	222.00
Freight & Courier	9.00	9.00
Total Operating Expenses	7,463.11	7,463.11
Net Profit	2,230.96	2,230.96

Groups applying for Board Discretionary Grants ¹⁷⁵ 2023/2024

Name of group: North Canterbury Inclusive Sports Festival

Address: c/- Waimakariri Access Group, WDC, High Street, Rangiora

Contact person within organisation: [REDACTED]

Position within organisation: Chair Organising Committee, North Canterbury Inclusive Sports Festival

Contact phone number: [REDACTED] Email: northcanterburyinclusivesports@gmail.com

Describe what the project is and what the grant funding will be used for? (Use additional pages if needed)

The aim is to allow youth with disabilities to try out and participate in a number of parasports locally, free of charge. Sports will include wheelchair basketball, boccia, wheelchair rugby, adaptive football, adaptive PRAMA and adaptive Revl GT. It is also for other people without disabilities if they would like to get involved. The grant will be used to get this festival off the ground for this first year for costs in running the event including snacks and drink for participants, spot prizes, photographer, koha for the adaptive trainer who will work with local trainers to upskill them, advertising, hire fees not otherwise met, and certificates. It is hoped that this will become an annual event. This event is free of charge to participants as the additional costs families face for everyday living could restrict participation.

What is the timeframe of the project/event date? 29 September 2023, Mainpower Stadium, 10.30-2.30

Overall cost of project: \$3,300 Amount requested: \$500

How many people will directly benefit from this project? 150-200

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical) Cultural/ethnic minorities District
 Preschool School/youth Older adults Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 15 % Rangiora-Ashley 35 % Woodend-Sefton 15 % Kaiapoi-Tuahiwi 25 %

Other (please specify): 10% outside District - Christchurch, Hurunui and perhaps further afield

If this application is declined, will this event/project still occur? Yes No

If No, what are the consequences to the community/organisation?

What are the direct benefit(s) to the participants?

The opportunity to try out a variety of modified sports locally. For many this may be the first time they have had this chance. They will learn some skills and take part in sports which can be difficult for them in a school environment. Hopefully this will lead to formation of local team/s as travelling into Chch regularly for training can be prohibitive.

What is the benefit(s) to your organisation?

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The aim of all of the groups involved is to promote and support inclusivity and participation and that is what this event is about. We have an organising committee with representatives from Parafed Canterbury, Halberg Trust, each sport, and the Waimakariri Access Group. Locally it will raise the profile of sports and active opportunities for the disabled

What are the benefit(s) to the Oxford-Ohoka community or wider district?

To give young disabled people the opportunity close to home to try out modified sports. Latest study says 11% of young New Zealanders have a disability. They live in this area and also in the wider district. It will promote the district and the community as being inclusive and supportive of youth, particularly the disabled.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered)? Yes No

If yes, name of parent group: Waimakariri Access Group

What is the relationship between your group and the parent group?

WAG is not a Trust or registered charity. The organiser, Zack Lappin is a member of the Waimakariri Access Group and the Group is supporting this initiative as it promotes inclusivity and participation for young people with disabilities.

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied to, or intend to apply to for funding this project and the amount applied for, including applications to other Community Boards.

Parafed Canterbury are lending their wheelchair trailer and sports chairs. North Canterbury Sport and Recreation Trust have donated the use of the Revl GT room and use of general equipment. The court hire has also been donated. Will be applying to all community boards - Kaiapoi-Tuahiwi \$750, Woodend-Sefton \$500, Rangiora-Ashley \$1,000.

Have you applied to the Oxford-Ohoka Community Board or any other Waimakariri Community Board for other project funding in the past 18 months? Yes No

If yes, please supply details:

- Enclosed Financial Balance Sheet and Income & Expenditure Statement
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

Please note: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: 

Date: 4 August 2023



4 August 2023

Oxford-Ohoka Community Board
com.board@wmk.govt.nz

Approximately 11% of young people in NZ have a disability

(Growing Up in New Zealand study - <https://www.growingup.co.nz>)

The Waimakariri Access Group (WAG) was approached by member, Zack Lappin with his plan to run an Inclusive Sports Day at Mainpower Stadium aimed primarily at disabled youth. Zack is also co-chair of the Waimakariri Youth Council. An Organising Committee for the Festival now includes representatives from Parafed Canterbury, Halberg Trust, each sport, the Council community team, and Waimakariri Access Group.

Aside from individual registrations, the Lighthouse Programme at Rangiora High School have indicated students will be taking part in the Festival. The Chris Ruth Centre in Kaiapoi and IHC North Canterbury have also indicated some of the people they support will be attending.

The positive impact on the participants, aiming at 150-200, cannot be stressed enough. These young disabled people can find it difficult to be part of sports for a variety of reasons, which can include cost and lack of opportunities nearby. This event aims to overcome these and give them a chance to try a variety of sports. The best outcome would be if some local teams were established that could train close to home. This event is not just about the youth as it will give their families the chance to see them taking an active part in sports.

This is the first time this event will be held, and the aim is to have it annually. A grant to assist in running this year's Festival would allow the benefits from it to be highlighted and gain publicity, which makes it easier to seek funding from other sources in the future.

E-mail: waimakaccess@wmk.govt.nz

facebook.com/WaimakaririAccess



As you can see from the application donations of equipment and court and room hire fees have been provided which is great. But there are still expenses to be met. These include:

- to enable the young disabled people to take part and for their families to be there to be part of it the decision was made to provide snack food and drink meaning that the only cost to families would be time and travel as the event is free of charge as well.
- the adaptive trainer is necessary to ensure that the Revl GT and Prama sessions are safe and fun. Another benefit is that local trainers from Mainpower Stadium will also be alongside learning new skills which will assist them in helping local disabled people use these facilities in the future.
- a sports photographer is included in the costs to allow great action shots to be taken.
- certificates and spot prizes will help make the day more special for those attending.
- advertising is an expense which will depend on the number of registrations received and. Paid advertising may need to be undertaken to reach the optimal number of registrations.

The Access Group do have some funds in the bank account but have some upcoming expenses. A few years ago, the Access Group put together a brochure for businesses about what they could do to make their business more accessible for the disabled. WAG is working on doing the same for event organisers to give them a checklist for accessibility. We are also looking at buying some simulation glasses for workshops we run locally which will have to come from overseas and are quite costly.

We would appreciate it if you could publicise this event and can send you a tile that can be shared on social media. After the event we will also send through photos so that you can post on social media.

Thank you for considering our application and please contact myself or Zack if you have any questions.

Regards



Shona Powell
Chair – Waimakariri Access Group

Attachments:

- application form
- budget for the festival
- a North Canterbury News article about the festival
- the flyer that is being distributed
- Waimakariri Access Group financial statements 2022- 2023 (to be presented at AGM on 10 August)
- Waimakariri Access Group bank statement as at 30 June 2023

Budget for North Canterbury Inclusive Sports Festival	
to be held on Friday 29th September 2023, Mainpower Stadium. 10.30am – 2.30pm	
Donations	\$
North Canterbury Sports Trust - Revl GT room hire donated	\$ 300
Court hire donated	\$ 500
Parafed Canterbury - loan of wheelchair trailer and sports chairs	\$ -
Total Donations	\$ 800
Expenses	\$
Adaptive Trainer Koha	\$ 300
Snacks and drinks using Mainpower Stadium catering	\$ 750
Photographer	\$ 500
Certificates	\$ 150
Spot prizes	\$ 200
Advertising	\$ 600
Total Expenses	\$ 2,500

Two of the sports may be unfamiliar. They are:

PRAMA is an interactive sports alternative with touch-sensitive wall and floor panels and a wide range of games and activities designed to improve coordination, body awareness and control, as well as overall strength and fitness.

Revl GT is interval training and is adaptable to all skill levels.

32 SPORT & CLASSIFIED

The North Canterbury News, July 13, 2023

NC Inclusive Sports Festival planned

By JOHN COSGROVE

A day of sporting fun is planned at a North Canterbury Inclusive Sports Festival on Friday, September 29, 2023.

Organiser Zack Lappin says the festival, for young people with or without disabilities, is being held from 10.30am to 2.30pm at MainPower Stadium, Rangiora.

He is inviting young people with disabilities in the Waimakariri and Hurunui districts to come along and try out a range of sports.

Late last year Zack spoke to Martin Pugh, the community development facilitator with the Community Team at the Waimakariri District Council, about a festival.

Martin says they discussed the adaptive sporting options available in Christchurch.

"But we were conscious that a regular trip to Christchurch for our residents with impairment limits how frequently people can engage with these opportunities," says Martin.

"Zack had the idea to create an inclusive sports festival here in Rangiora, for our local community.

"Through his contacts at The Halberg Foundation, Boccia New Zealand, Parafed Canterbury, Waimakariri Access Group, North Canterbury Sport and Recreation Trust and Waimakariri District Council, he pulled together a working group to make this happen."

Preparations are going well for the event with many competitors having signed up already.

Zack, aged 17, is a Year 13 student at Rangiora New Life School and the co-chair of the Waimakariri Youth Council.

He joined the council in March 2022 because he wanted to do something for the community and to also develop his skills as a leader.

"I wanted to see how things were run, and I wanted my voice to be heard as a young person."

The one-day event offers a range of sports including: adaptive Prama, Adaptive Revl



Zack Lappin

GT - both forms of cross fit, Boccia, Adaptive football, Wheelchair rugby and

Wheelchair Basketball.

"Even Waimakariri Mayor Dan Gordon said he will come along and get involved with some of the sports on the day," says Zack.

He is expecting 150 - 200 athletes for a great day of sporting fun.

Zack has a strong passion for sports and is the senior national champion in discus and javelin in the Para-Senior division.

He is keen to meet the Minimum Entry Standard (MES) for the World Para Athletics Championships in Kobe Japan, in May 2024, with his strongest discipline - discus.

Zack says he's now deciding which university to go to next year to study and continue with his discus and javelin training.

Martin Pugh says people can register online by emailing northcanterburyinclusivesports@gmail.com, or phoning him on 021 567 544.

"If people or organisations are interested in helping or sponsoring spot prizes, we would love to hear from you also."

North Canterbury

Inclusive Sports

Festival

29 SEPTEMBER 2023

10:30am - 2:30pm

**MAINPOWER STADIUM
289 COLDSTREAM RD
RANGIORA**



Register now to join in the North Canterbury Inclusive Sports Festival.

This is an awesome opportunity for all young people with disabilities in the area to try out a range of modified sports like wheelchair rugby, boccia, and adaptive prama.

REGISTER NOW:
<https://bit.ly/3MMsnjS>



SPORTS

- * Adaptive Prama
- * Adaptive Revl GT
- * Boccia
- * Adaptive Football
- * Wheelchair Rugby
- * Wheelchair Basketball

Supported by:

Contact:
northcanterburyinclusivesports@gmail.com
or Martin on 021567544



Supported by |



Financial Statement for 1 July 2022 to 30 June 2023

Waimakariri Access Group

Opening Balance 1 July 2022		<u>\$ 3,342.08</u>
Plus Deposits		
Gross Interest	\$ 54.52	<u> </u>
Total Income		<u>\$ 54.52</u>
Less Expenses		
Withholding Tax	\$ 24.53	
AGM 2022	\$ 68.55	
Total Expenses		<u>\$ 93.08</u>
Closing Balance 30 June 2023		<u><u>\$ 3,303.52</u></u>



Statement of Accounts

Your accounts at a glance as at 30 June 2023

WAIMAKARIRI ACCESS GROUP
18 DOUGLAS ST
RANGIORA 7400

0877

Today's statements

Account type	Account number	Balance
Business Premium Current Account	[REDACTED]	3,303.52

Business Premium Current Account

Account name WAIMAKARIRI ACCESS GROUP
Account number [REDACTED]
Statement number 00241
• Statement period 01 Jun 2023 - 30 Jun 2023

Date	Transaction type and details	Withdrawals	Deposits	Balance
01 Jun	Opening balance			3,299.98
30 Jun	GROSS CREDIT INTEREST PAID		6.43	3,306.41
30 Jun	WITHHOLDING TAX PAID	2.89		3,303.52
Totals at end of page		\$2.89	\$6.43	\$3,303.52
Totals at end of period		\$2.89	\$6.43	\$3,303.52

Your available credit is \$3,303.52 as at the closing date of this statement.

AP Automatic Payment BP Bill Payment DC Direct Credit ED Electronic Dishour FX Foreign Exchange IP International EFTPOS Transaction IF International Payment
 AT Automatic Teller Machine CQ Cheque Withdrawal DD Direct Debit EP EFTPOS Transaction IA International Money Machine VT Visa Transaction

Groups applying for Board Discretionary Grants ¹⁸⁴ 2023/2024

Name of group: Standardbred Stable to Stirrup Charitable Trust

Address: 761C Two Chain Road, Swannanoa

Contact person within organisation: [REDACTED]

Position within organisation: Trust Administrator

Contact phone number: [REDACTED] Email: @hello@stabletostirrup.org

Describe what the project is and what the grant funding will be used for? (Use additional pages if needed)

To purchase 30 monogrammed patches for use on clothing & horse gear from Kaiapoi Monograms. The patches help identify our organisation at training and educational events within the community.

What is the timeframe of the project/event date? By 20 September 2023

Overall cost of project: \$470.35 Amount requested: \$470.35

How many people will directly benefit from this project? 100

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)
- Cultural/ethnic minorities
- District
- Preschool
- School/youth
- Older adults
- Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 40 % Rangiora-Ashley 35 % Woodend-Sefton 15 % Kaiapoi-Tuahwi 10 %

Other (please specify): _____

If this application is declined, will this event/project still occur? Yes No

If No, what are the consequences to the community/organisation?

[REDACTED]

What are the direct benefit(s) to the participants?

The direct benefit to the participants is practical clothing for the job, a recognised uniform for people to easily see that the horses and riders are associated with our organisation.

What is the benefit(s) to your organisation?

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Continued support from the public in regards to the work that we do for Standardbred horses through recognition of our organisation.

What are the benefit(s) to the Oxford-Ohoka community or wider district?

An opportunity to continue to provide educational experience for all horse owners and an opportunity to receive ongoing support & training via our social media as well as in person.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered)? Yes No

If yes, name of parent group: _____

What is the relationship between your group and the parent group?

N/A

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied to, or intend to apply to for funding this project and the amount applied for, including applications to other Community Boards.

No other fundraising has been undertaken in regards to this particular project.

Have you applied to the Oxford-Ohoka Community Board or any other Waimakariri Community Board for other project funding in the past 18 months? Yes No

If yes, please supply details:

In April 2022 for ground membership renewal at Eyreton Pony Club in the amount of \$400 - successful
In May 2022 for uniforms for trainers & riders in the amount of \$500 - successful

Enclosed Financial Balance Sheet and Income & Expenditure Statement
(*compulsory – your application cannot be processed without financial statements*)

Supporting costs/quotes

Other supporting information

I am authorised to sign on behalf of the group/organisation making this application.

I declare that all details contained in this application form are true and correct to the best of my knowledge.

I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.

I accept that information provided in this application may be used in an official Council report available to the public.

Please note: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: _____

Date: 22 August 2023



STANDARD BRED STABLE TO STIRRUP
CHARITABLE TRUST
C/O PRESTON RUSSELL LAW
45 YARROW ST
INVERCARGILL 9810
CUSTOMER NUMBER 00000083424721

16/06/2020 1:21:23 PM

<u>RELATIONSHIP</u>	<u>PRODUCT</u>	<u>ACCOUNT NUMBER</u>	<u>BALANCE</u>	<u>LIMIT</u>
PRI IND	NON PROFIT ORG CURRENT ACCOUNT	01-0804-00212551-00		0

I certify this is true copy of
the original

Jessica Jones

ANZ Northlands Mall
Banking Consultant

[Signature] 883578



Profit and Loss

Standardbred Stable to Stirrup Charitable Trust For the year ended 31 March 2023

	2023	2022
Event Income		
Events Income	21,045.86	8,047.88
Less Event Expenses		
Event Expenses	(7,237.26)	(800.00)
Total Less Event Expenses	(7,237.26)	(800.00)
Total Event Income	13,808.60	7,247.88
Merch Income		
Merchandise	-	1,280.80
Less Cost of Good Sold		
Purchases	-	(299.35)
Total Less Cost of Good Sold	-	(299.35)
Total Merch Income	-	981.45
Re-homing Income		
Rehoming Fees	37,760.00	21,590.00
Lesson Income	-	300.00
Less Re-homing Expenses		
Animal Health	(4,918.36)	(4,711.82)
Contract Trainers Fees	(20,364.90)	(237.50)
Contractors	(206.54)	(65.00)
Farrier	(6,105.00)	(4,548.25)
Feed & Grazing	(21,161.34)	(30,341.76)
Freight	(6,953.00)	(9,217.91)
Operational Wages	(35,048.20)	(83,001.10)
Less Wage Subsidies	959.00	30,456.64
Teeth	(7,328.42)	(10,195.29)
Total Less Re-homing Expenses	(101,126.76)	(111,861.99)
Total Re-homing Income	(63,366.76)	(89,971.99)
Horses Helping Humans		
Horses Helping Humans Income	18,800.00	-
Horses Helping Humans Expenses	(15,746.37)	-
Total Horses Helping Humans	3,053.63	-
Gross Profit	(46,504.53)	(81,742.66)
Other Income		
Trust Income		
COVID-19 Government Support	4,560.00	44,000.00
Donation Income	46,188.00	28,344.20
Givealittle	2,632.55	5,899.00
Grant Income with Conditions	24,722.50	21,976.88

	2023	2022
Subscription Income	1,339.67	395.00
Interest Income	18.19	9.30
Total Trust Income	79,460.91	100,624.38
Total Other Income	79,460.91	100,624.38
Operating Expenses		
ACC	1,530.72	227.15
Accounting	165.60	216.71
Admin Wages	7,071.34	7,111.36
Advertising	2,203.00	3,390.30
Bank Fees	30.29	-
Commissions	-	261.95
Computer Expenses	250.95	-
Entertainment	124.50	-
General Expenses	1,047.44	653.48
Ground Hire	-	400.00
Insurance	1,253.41	1,278.72
Lease of Facility	14,160.00	11,980.00
Minor Asset Purchases <\$500	387.00	1,094.75
Printing & Stationery	170.37	127.09
Repairs and Maintenance	3,189.15	1,102.78
Rubbish Removal	420.94	271.44
Staff Expenses	-	514.32
Subscriptions	400.00	141.55
Telephone & Internet	1,195.81	-
Travel - National	185.00	-
Uniforms	687.66	312.70
Operations Manager	5,181.00	-
Total Operating Expenses	39,654.18	29,084.30
Net Profit	(6,697.80)	(10,202.58)

	2023	2022
1. Cash Available for use		
Current Account	913.97	4,913.98
Government Loan	(11,480.00)	(11,800.00)
Total Cash Available for use	(10,566.03)	(6,886.02)

	2023	2022
2. Debtors/Creditors		
Debtors	3,000.00	-
Creditors	(3,500.00)	-
Total Debtors/Creditors	(500.00)	-



QUOTE

Stable To Stirrup

Date
8 Aug 2023

Kaiapoi Monograms (2004)
Limited
55 Hilton Street
PO Box 343
Kaiapoi
Ph/Fax 03-327-7058
kaiapoimonograms@xtra.co.
nz
www.monograms.net.nz

GST Number
087-348-016

Description	Quantity	Unit Price	Amount NZD
To monogram Stable To Stirrup Large Patches	20.00	16.70	334.00
To monogram Stable To Stirrup Patch Small	10.00	7.50	75.00
		Subtotal	409.00
		TOTAL GST 15%	61.35
		TOTAL NZD	470.35

Due Date: 20 Sep 2023

****PLEASE NOTE THAT CHEQUES ARE NO LONGER ACCEPTED****

For any orders under 6, a surcharge will apply of \$20.00 + gst.

Payment is due on pick up of your goods.

Bank account details for Direct Credit Payments:
Westpac - 03-1592-0381023-00 Please quote the invoice number as the reference.

If you have an account with us and do not pay your overdue accounts, we will a 10% Admin fee and Penalty Interest Fee of 2.5% every month until your account is paid in full or an arrangement has been made. If the account remains unpaid after 3 months, it will be forwarded to our debt collection agency where all collection and additional costs will be at your expense.



PAYMENT ADVICE

To: Kaiapoi Monograms (2004) Limited
55 Hilton Street
PO Box 343
Kaiapoi
Ph/Fax 03-327-7058
kaiapoimonograms@xtra.co.nz
www.monograms.net.nz

Customer Stable To Stirrup

Invoice Number

Amount Due **470.35**

Due Date 20 Sep 2023

Amount Enclosed

Enter the amount you are paying above

GOVERNANCE

Oxford-Ohoka Community Board

Discretionary Grant Application

Information to assist groups with their application

The purpose of the Board discretionary grants is to assist projects that enhance community group capacity and/or increase participation in activities.

When assessing grant applications the Board considers a number of factors in its decision making. These include, but are not limited to; type of project, time frame, benefits to the community and costs being contributed. The more information you as a group can provide on the project and benefits to participants the better informed the Board is. You are welcome to include a cover letter as part of your application. The decision to grant funds is the sole discretion of the Board.

The Board cannot accept applications from individuals. All funding is paid to community-based project groups, non-profit community organisations, registered charities or incorporated societies. Council funding is publicly accountable therefore the Board needs to demonstrate to the community where funding is going and what it is being spent on. Staff cannot process your application without financial information.

The Board encourages applicants, where practically possible, to consider using local businesses or suppliers for any services or goods they require in their application. The Board acknowledges that this may result in a higher quote.

It would be helpful to the Board to receive an expense summary for projects that cost more than the grant being requested to show the areas where funds are being spent and a paragraph on what fund raising the group has undertaken towards the project, or other sources considered (ie voluntary labour, businesses for supplies).

Examples (but not limited to) of what the Board cannot fund:	Examples (but not limited to) of what the Board can fund:
✗ Wages	✓ New equipment/materials
✗ Debt servicing	✓ Toys/educational aids
✗ Payment for volunteers (including arrangements in kind eg petrol vouchers)	✓ Sporting equipment
✗ Stock or capital market investment	✓ Safety equipment
✗ Gambling or prize money	✓ Costs associated with events
✗ Funding of individuals (only non-profit organisations)	✓ Community training
✗ Payment of any legal expenditure or associated costs	
✗ Purchase of land and buildings	
✗ Activities or initiatives where the primary purpose is to promote, commercial or profit-oriented interests	
✗ Payment of fines, court costs or mediation costs, IRD penalties	

Criteria for application

- The Board supports a wide range of community activities but the application will only be considered if it is deemed of the nature listed in the table of examples of what the Board can fund (see previous page).
- Applications will only be accepted from community-based project groups, not for profit organisations, registered charities or incorporated societies.
- Applications from Funding Committees and/or similar community-based groups associated with schools will be considered provided there is proof that the activity is not funded by the Ministry of Education. However, schools themselves are not considered non-profit community-based organisations.
- Grant funding will not be allocated for events/projects that have already occurred i.e retrospectively.
- The grant funding is limited to projects primarily within the Board area or benefiting the residents of the ward.
- Grants are generally limited up to \$750 with a maximum of \$1,000 in any financial year (July to June), but the group can apply twice a year, providing it is for different projects. The Board will consider granting more than \$750 in exceptional circumstances provided that detailed reasons for exceeding the present limit are provided.
- The application should clearly state the purpose for which the money is to be used.
- The applicant should submit relevant financial information to prove they can deliver the project. Applications will only be processed once the financial information is received. The Community Board reserves the right to request additional financial information on any application if deemed necessary.
- Organisations that are predominately funded by Central Government must provide supporting evidence that the requested grant will not be spent on projects that should be funded by Central Government.
- Applicants must declare other sources from which funding has been applied for, or granted from, for the project being applied to the Oxford-Ohoka Community Board, including information on applications to other Community Boards.
- Grant applications will be considered every month by the Oxford-Ohoka Community Board. Applications are recommended to be received three weeks prior to Board meeting dates so they can be processed in time.
- An Accountability Form must be provided to the Council within 20 working days after the event, completion of the project or when the funds were spent outlining how the funds were applied. Relevant proof of purchase such as receipts, banks statements or invoices must be included with the Accountability Form and photos of the event or purchase is encouraged.
- Where possible Boards request permission to utilise these photos on its Facebook page, the Council website or other social media, to encourage other community groups' participation.
- In the event that funds are not spent on the project or activity applied for within 12 months of the date of the event/project, the recipient will be required to return the grant funding to the Council.
- If the activity/event for which funds have been granted does not take place or if the group does not provide the information to enable the grant to be paid within six months of approval of the grant being notified, then in both cases the application will be regarded as closed and funds released for reallocation by the Board.
- No new application will be accepted until the Board receives the Accountability Form and relevant documentation for previous funding granted.

What happens now?

Return your completed application form (with financial records and any supporting information which you believe is relevant to this application) by posting to Private Bag 1005, Rangiora 7440, New Zealand, or hand delivering to your local Service Centre, or emailing to: IM@wmk.govt.nz

What happens next?

- Your application will be processed and presented to the Board at the next appropriate meeting.
- Following the meeting a letter will be sent to notify you of the Board's decision and if successful an invoice and your organisation's bank account details will be requested.
- On receipt of this information payment will be processed to your organisation's bank account.

202/23 FINANCIAL YEAR

Meeting considered	Group	Project	Application Trim Ref	Amount Granted	Running Balance
		2022/23 \$5,990 + Carryover \$ = \$			\$5,990 + \$549 = 6539
Jul	Swannanoa Volunteer fire brigade	Purchase a BBQ	220427063953	\$500	\$ 6,039.00
Jul	Waimakariri Dog Training Club Inc.	Towards the cost of purchasing a new BBQ.	220519080727	\$500	\$ 5,539.00
Jul	Oxford Senior Citizens Club	Towards the cost of hiring transport during the year.	220526086291	\$500	\$ 5,039.00
Jul	Declined Tasman Young Farmers Region	Towards the cost of hosting a Hauora Health and Wellbeing Event	220617103349	Declined	
Aug	Oxford Football Club	Towards the cost of uniforms for junior teams	220628109169	\$500	\$ 4,539.00
Sep	Oxford Arts Trust	Sensor Flood Lights for Oxford Gallery	220804133392	\$500	\$ 4,039.00
Sep	Oxford IFG Adventure	Towards running ICONZ for girls programme	220721124500	\$500	\$ 3,539.00
Sep	Canterbury Endurance & Trail Riding Club	Towards hosting an endurance and trail riding event	220826147270	\$500	\$ 3,039.00
Dec	West Eyreton School	Towards purchase of bark for junior play area	221114197554	Declined	\$ 3,039.00
Feb	Tasman Young Farmers	Towards hosting the Young Farmers Tournament	230123007671	Declined as no financial info supplied	\$ 3,039.00
15-Feb	Clarkville Playcentre	First Aid Courses	230124008347	\$500	\$ 2,539.00
15-Feb	Waimakariri Dog Training Club Inc.	Purchase of gazebos	230124008535	\$500	\$ 2,039.00
6-Apr	Waimakariri Kennel Association Inc	Repainting the Club rooms	230309032906	\$500	\$ 1,539.00
1-May	North Canterbury Adventure Club Home School Club	Sporting Equipment	230331045359	Declined	
1-May	Oxford Football Club	Footballs	230411049351	\$500	\$ 1,039.00
1-May	Oxford Community Garden	gravel	230329044202	Declined	
1-May	West Eyerton School	Literacy kits	230330044757	\$ 500.00	\$ 539.00
1-May	Oxford Promotions Action Committee	Advertising Matariki Winter Lights Festival	230328042546	\$ 500.00	\$ 39.00

Oxford-Ohoka
Community Board
10.139.100.2410

2023/24 FINANCIAL YEAR

			2023/24 \$6,120 + Carryover \$ 39 = \$6,159		\$ 6,159.00
2-Aug	Oxford Land Search and Rescue	Radio handset, protective case and charger	230623093569	\$540	\$ 5,619.00
2-Aug	Coastguard North Canterbury	towards upgrading the swift water rescue vessel	230629097853	\$500	\$ 5,119.00
2-Aug	Mandeville Bowling Club	purchase of office credenza	230711104150	\$404	\$ 4,715.00
6-Sep	Waimakariri Dog Club	Purchase of two measuring wheels	23072714404		
6-Sep	Oxford Dark Sky Group	purchase light metre	230728114480		
6-Sep	West Eyreton Friends of the school	shade sail	230505064185		
6-Sep	Waimakariri Access Group	Towards running an Inclusive Sports Event	230807119508		
6-Sep	Standardbred Stable to Stirrup Charitable Trust	Towards monogrammed patches for clothing and horse gear	230822129272		
Oxford-Ohoka Community Board 10.139.100.2410					

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: GOV-26-10-06 / 230810121863

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 6 September 2023

AUTHOR(S): Kay Rabe, Governance Adviser

SUBJECT: Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023

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



Department Manager

Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to update the Oxford-Ohoka Community Board on the Board's Discretionary Grant applications for the 2022/23 financial year, including the Accountability Forms received to date.

Attachments:

- i. Accountability Forms for the 2022/23 Financial year (Trim Ref: 230830133984).

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230810121863.
- (b) **Notes** that of the \$6,539 allocated to the Board for the 2022/23 financial year, \$6,500 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$39 was carried forward to the 2023/24 financial and added to the 2023/24 allocation of \$6,120, bringing the current financial year's total to \$6,159.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

3. BACKGROUND

- 3.1. The Council allocates the Oxford-Ohoka Community Board a set amount of funds to distribute, by application, to non-profit groups, registered charities and incorporated societies that have strong links to and benefit the communities of the Oxford-Ohoka Ward.
- 3.2. In keeping with the Council's Sustainability Policy, the attachments have been uploaded to the web and can be accessed through the Community Board page.

4. **ISSUES AND OPTIONS**

4.1. By 30 June 2023, the Board had considered 18 applications, of which 13 were approved and four declined and two grants not uplifted.

4.2. The applications were as follows:

Group	Project	Amount granted	Month funds granted	Comments
Swannanoa Volunteer Fire Brigade	Purchase of a BBQ	\$500	July 2022	Invoice paid: 28 July 2022 Accountability received 7 February 2023
Waimakariri Dog Training Club Inc	Purchase of a BBQ	\$500	July 2022	Invoice paid: 28 July 2022 Accountability received 29 August 2022
Oxford Senior Citizens Club	Hire of Transport	\$500	July 2022	Invoice paid: 28 August 2023 Accountability received: 5 January 2023
Tasman Young Farmers Region	Cost of hosting a Hauora Health and Wellbeing Event	Declined	July 2022	Financial information not submitted.
Oxford Football Club	Cost of Junior Team uniforms	\$500	August 2022	Invoice paid: 31 August 2022 Accountability received 1 November 2022
Oxford Arts Trust	Sensor Flood Lights for Oxford Gallery	\$500	September 2022	Invoice paid: 23 February 2023 Accountability received: 4 April 2023
Oxford IFG Adventure	Towards running ICONZ for girl's programme	\$500	September 2022	Invoice paid: 3 October 2022 Awaiting Accountability
Canterbury Endurance and Trail Riding Club	Towards hosting an endurance and trail riding event	\$500	September 2022	Invoice paid: 24 November 2022 Accountability received: 23 August 2023
West Eyreton School	Towards purchase of bark for play area	Declined	December 2022	Retrospective application
Tasman Young Farmers	Towards hosting the Young Farmers Tournament	\$500	February 2023	Grant not uplifted due to required financial records not provided.

Group	Project	Amount granted	Month funds granted	Comments
Clarkville Playcentre	Towards first aid courses	\$500	February 2023	Invoice paid: 2 March 2023 Accountability received: 12 June 2023
Waimakariri Dog Training Club Inc	Purchase of gazebos	\$500	February 2023	Invoice paid: 2 March 2023 Accountability received: 12 June 2023
Waimakariri Kennel Association Inc	Repainting club rooms	\$500	April 2023	Invoice paid: 10 July 2023 Awaiting Accountability
North Canterbury Adventure Club Home School Club	Towards sporting equipment	Declined	May 2023	Competing applications which had more merit and benefit for more residents.
Oxford Football Club	Purchase of footballs	\$500	May 2023	Invoice paid: 18 May 2023 Awaiting Accountability
Oxford Community Garden	Purchase of gravel	Declined	May 2023	Competing applications which had more merit and benefit for more residents.
West Eyerton School	Home literacy kits	\$500	May 2023	Invoice paid: 22 June 2023 Awaiting Accountability
Oxford Promotions Action Committee	Advertising for Matariki Winter Lights Festival	\$500	May 2023	Invoice paid: 26 June 2023 Awaiting Accountability

4.3. As of 1 August 2023, eight Accountability Forms had been received. Reminder letters were sent to the groups in March 2023 and August 2023. Five Accountability Forms are outstanding, however, three applications were only granted in May 2023, and groups have six months to return their Accountability Forms from the date of the event/purchase occurring. Two applications were not uplifted, one due to the conditions of approval not being met and the second not being invoiced for payment.

4.4. The Swannanoa Volunteer Fire Brigade requested funding to purchase a BBQ to be kept at the fire station to be used for both internal and wider community events, such as the community open day. A six burner BBQ was purchased from Mitre 10 and has been an appreciated addition to the fire station.

4.5. The Waimakariri Dog Training Club Inc requested funding twice during the 2022/23 Financial year. The first was to purchase a replacement BBQ for the club's social functions and to provide catering during shows and club training days. The replacement BBQ has been a huge success and assisted in feeding those who attend the clubs shows. The second was for the purchase of gazabos for sheltering show officials during competitions. Both Accountability forms have been received.

- 4.6. The Oxford Senior Citizens Club requested funding towards transport costs for outings for members. The Club went on three trips during the summer months to Springfield, Waikuku and Sumner which members thoroughly enjoyed.
- 4.7. The Oxford Football Club requested funding twice during the 2022/23 financial year. Once for uniforms for their junior teams and the second for new footballs. This club is offering free coaching, and this has meant an increase in numbers joining the club. As numbers increase so does the need for uniforms and equipment. Accountability has been received for the purchase of 100 new Nike Shirts and club branding and we are still awaiting accountability for the footballs.
- 4.8. Oxford Arts Trust requested funding towards sensor flood lighting for the Oxford Gallery carpark. This was deemed a health and safety requirement and security for the carpark especially for participants of night classes. New lights were installed early in 2023 and the health and safety and security issues have now been addressed for classes held during the winter months.
- 4.9. Canterbury Endurance and Trail Riding Club requested funding towards hosting an endurance and trail riding event which attracted 61 riders of all ages. The event was held around the country roads of View Hill / Oxford with the View Hill Domain as the ride base. The funding was used for traffic management and vet fees.
- 4.10. The Clarkville Playcentre requested funding for first aid courses for parents who attend the centre with their children. The Playcentre encourages parents to attend the centre with their children to interact, play and learn with their children. Having parents as first aiders helps the centre to meet its licensing requirements as well as giving parents essential knowledge that they can use at home and in the wider community if needed. The Playcentre was able to put six of their parents through the course.
- 4.10 **Implications for Community Wellbeing**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report, as the funding allocated to community groups and for community events increase the general feeling of wellbeing within various communities.
- 4.11 The Management Team has reviewed this report and supports the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2. Groups and Organisations

No groups and organisations are likely to be affected by or have an interest in the subject matter of this report. However, it should be noted that the Board's Discretionary Grant fund assisted community groups and organisations in achieving community-based programmes.

5.3. Wider Community

The wider community is not likely to be affected by or be interested in this report's subject matter. However, the funding allocated to community groups and for community events increased the general feeling of wellbeing within the Board's community.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

The 2021/31 Long Term Plan includes budgetary provision for the Oxford-Ohoka Community Board to approve grants to community groups up to \$5,990 in the 2022/23 financial year. An unspent amount of \$549 was carried forward from the 2021/22 financial year, thereby bringing the Discretionary Grant Fund to \$6,539 for the 2022/23 financial year.

The Board allocated \$6,500 of this funding to community groups and organisations during the 2022/23 financial year, with the remaining \$39 being carried forward to the 2023/24 financial year and added to the 2023/24 allocation of \$5,990, bringing the current financial year's a total to \$6,539.

Groups must complete and return an Accountability Form to be eligible for future funding.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3. Risk Management

There are no risks arising from adopting the recommendations in this report.

6.4. Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Not applicable.

7.3. Consistency with Community Outcomes

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

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4. Authorising Delegations

It is a delegation of the Board to distribute this fund as per clause 12 of the delegations to Community Boards, S-DM 1041.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 230823129674

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 6 September 2023

FROM: Kay Rabe, Governance Adviser

SUBJECT: Ratification of the Oxford-Ohoka Community Board's submission to Environmental Canterbury's What's our Future, Canterbury

SIGNED BY:



 Department Manager

 Chief Executive
1 SUMMARY

The purpose of this report is to retrospectively ratify the Oxford-Ohoka Community Board's (the Board) submission to Environmental Canterbury's (ECan) What's our Future Canterbury.

Attachments:

- i. The Oxford-Ohoka Community Board Submission to Environmental Canterbury's What's our Future Canterbury (Trim Ref: 230727114138).

2 RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230823129674.
- (b) **Retrospectively ratifies** its submission to Environmental Canterbury's What's our Future Canterbury (Trim Ref: 230727114138).

3 BACKGROUND

- 3.1 At the Board's meeting in July 2023, ECan's Councillor C McKay provided an overview of the proposed review of ECan's Regional Policy Statement to meet current and future expectations of the community and government and takes into account a climate action plan to build resilience to climate change risks in Canterbury.
- 3.2 Subsequently, the Board held a workshop via Teams to discuss the content of its submissions on Tuesday 25 July 2023. After that, various drafts, based on members' views, were circulated to Board members for review and comment.
- 3.3 The finalised submission to ECan was approved by the Chairperson on Thursday 24 August 2023 and was lodged on the same day.

4 **ISSUES AND OPTIONS**

- 4.1 The Board's goal is to actively participate in ECan submission processes to ensure the communities views are captured in What's our Future Canterbury, especially around underground water/aquifers, resurgence and the lack of viable data to enable ECan to manage flooding issues in the ward's area.
- 4.2 The Board is now requested to ratify the attached submission retrospectively.
- 4.3 **Implications for Community Wellbeing:**
There are no social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.4 The Management Team have reviewed this report.

5 **COMMUNITY VIEWS**

5.1 **Mana Whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report, as all communities will be affected by future provision around land use, pollution and water management.

5.2 **Groups and Organisations**

No other groups and organisations are likely to be affected by or have an interest in the subject matter of this report. However, Board members welcomed feedback from its community at its meetings to enable them to gauge the community's feelings regarding flooding, resurgence, water allocations and land use.

5.2 **Wider Community**

The wider community is likely to be affected by or have an interest in the subject matter of this report. Note the previous two paragraphs.

6 **IMPLICATIONS AND RISKS**

6.1 **Financial Implications**

Should ECan decide to implement some of the Board submission points, there may be budget implications for the region.

6.2 **Sustainability and Climate Change Impacts**

The recommendations in this report have sustainability or climate change impacts.

6.3 **Risk Management**

There are no risks arising from the adoption of the recommendations in this report.

6.4 **Health and Safety**

There are no health and safety-related issues from the adoption of the recommendations in this report.

7 **CONTEXT**

7.1 **Consistency with Policy**

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

7.2 Authorising Legislation

The Local Government Act (2002) states that the role of a Community Board is to represent and advocate for the interests of its community.

7.3 Consistency with Community Outcomes

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 Authorising Delegations

The Board is required to advocate on behalf of the Community to ECan on key issues and priorities for the community area.

TRIM Ref: 230727114138

25 August 2023

The Chairperson
Environmental Canterbury Council
200 Tuam Street
CHRISTCHURCH, 8011

E-mail: mailroom@ecan.govt.nz

To whom it may concern

SUBMISSION ON ENVIRONMENTAL CANTERBURY'S 'WHAT'S OUR FUTURE, CANTERBURY'

The Oxford-Ohoka Community Board (the Board) thank you for the opportunity to comment on 'What's our Future, Canterbury'.

Introduction

In essence the Board is supportive of the goals and objectives stated in the engagement documentation provided on the website. It applauds Environment Canterbury (ECan) for doing a major review of its regional plan rather than just amending its current version to take into account the changes made by Government.

Prior to the Board responding to the specific questions asked by ECan it would like to request that ECan reviews its funding mechanisms, including the scope and geographical extent of river rating, so that the Waimakariri District Council (WDC) are able to do river and catchment works more effectively and comprehensively across the district.

Currently there are potentially dangerous gaps in unrated or insufficiently rated areas where no gravel extractions or weed control is being carried out. Any new or modified rating system should align with the district council's rating for drains, in particular, for additional assurance that all the gaps are filled.

In conclusion, the Board has a strong desire to see ECan marry up structure, works and rating to achieve a more cohesive, effective and efficient future for Canterbury. The Board believes that ECan needs to educate itself on what initiatives other groups are achieving and work with them rather than in isolation i.e. 'Look out rather than in', and work in partnership to achieve a better future for all.

'WHAT'S OUR FUTURE, CANTERBURY'

Please note the Board's comments as follows:

WATER

- **Improving water quality.**

Water quality is of utmost importance to the Board. It is an essential resource and one we believe should take precedence over economy for the good of all living things and the future of the resource.

We would support any initiatives that helps farmers achieve better outcomes for waterways. This needs to be achievable so that they have the support of the industry but also makes a marked difference to our water quality.

There needs to be serious intervention on the overallocation of water. Criteria for resource consents for water take from both surface and groundwater need to be tightened. Water take should not be able to be used as a commodity, and it should not be allocated in such quantities that any one person has such an excess.

WATER

- **Improving water quantity.**

We support ECan's vision for phasing out the overallocation of water. We would encourage ECan to be active in advocating for the districts water resources by driving for change. Criteria for resource consents for water take from both surface and groundwater need to be tightened. Historically consents have given away too much water, these quantities are an obvious place to start. The amount of water that is allocated to a consent holder should be limited and based on what is needed verses what is available from the catchment to give. The ultimate baseline should be what the river, stream, groundwater resources can sustain throughout varying conditions, not what is wanted from a consent holder.

Water take should not be able to be used as a commodity. The Board would encourage ECan to be advocates for change in this legislation so that if there is excess water then it should be given back to ECan to distribute as needed and should not be available to be sold by individual consent holders. We would also support any restrictions that saw water resources only being used within New Zealand with only restricted access given to water going offshore.

- **Preserving the special qualities of rivers, lakes streams, wetlands and aquifers and support the needs of our communities.**

The Board would support actions from ECan to ensure the district meets targets in our waterways as sustainably and as balanced as possible. Subdivisions need to remain around already built environments where possible and enough surrounding land available for development and/or infilling so developers are not tempted to convert greenfield areas. Productive land that is suitable for farming must be protected and farmers supported so that they can continue to farm these areas profitably whilst minimising their environmental impacts. We appreciate the balance to achieving this is a difficult one to find but do believe that the future of our water is not a compromise that should be taken.

While the Board is very supportive of the 'Source to Sea' concept and congratulates ECan on this initiative, it would like to see further research prioritised in relation to groundwater and resurgence channels.

The Board has concern at the lack of knowledge regarding the groundwater systems, resurgence issues and aquifers. There needs to be a much more robust and intimate knowledge of our ground water systems, the connectivity and impacts of land use, groundwater flows and aquifers if we are to have any chance of maintaining this essential water source, minimising flooding and planning for future development.

A combined effort with the Councils should be implemented to collect valuable and real-life data on our groundwater systems. Drainage, resurgence flows and increased water tables are particular issues in the Swannanoa/ Mandeville/Ohoka areas. We need to gain a better understanding of these and what parameters are influencing them. If you speak to locals you will hear that resurgence and groundwater infiltration are becoming a far more frequent occurrence. Flows are popping up where they have not before and the quantity of water is increasing. We need to get to know this system better so that we are better equipped to predict and mitigate effects.

Influences and trends in aquifer water quality is of particular importance for our private well owners. Should the depth of new wells be reconsidered for future well developments so that quality supply is more future proof. We would support any dual initiative between councils to better educate private well owners on the importance of water testing and a form of subsidy given to those who need to install filters due to contamination. A system that utilises the data from these water tests would also be supported so that a more robust knowledge of trends and influences on water quality is obtained.

- **Preventing loss of indigenous biodiversity and managing invasive species.**

Encouragement of biodiversity by incentivising appropriate plantings both rurally and in urban areas should be a priority. Education is key in ensuring the right native plants are utilised in the right areas. There needs to be some guidelines/planting suggestions given to those who are wanting to plant in areas on their land so that any plantings undertaken take hold and are successful. This should be readily available to rural and lifestyle land owners. Any initiatives to combine resources (e.g. ECan, Fontera, local schools) to provide appropriate native seedlings would be encouraged and supported by the Board.

LAND

- **Managing and preventing land contamination**

The Board acknowledges the work farmers are carrying out to mitigate water pollution with plantings along riverbanks and on their land to encourage native wildlife back to the district. More should be done to promote this work and incentivise suitable native plantings alongside industry and farmlands creating green corridors. There should be ongoing education on what plants would thrive in which areas, thereby mitigating losing plants which have been planted in the incorrect environment.

- **Protecting the health of our soil.**

Diversity should be encouraged to ensure the soil is enriched. The Board strongly believes that farm and food producing land should be protected from development and urbanisation.

- **Improving our waste management**

The Board believes there is a need for publicity of the cost to ratepayers and the environmental impact associated with people dumping rubbish in riverbeds. Regular realistic data should be provided to ratepayers, which may assist in educating and informing the public of the extent of the problem.

The Board also believes that if the cost to dump goods legally was reviewed and subsidised then less dumping in riverbeds would occur, especially of the items that are difficult to get rid of such as electrical equipment, tyres and furniture.

- **Identification and management of landscapes and features.**

The Board supports ECans initiatives in this area. We would also support importance being put on the rural character villages, lifestyle and rural land through appropriate zoning. This would help direct urbanisation to appropriate areas, creating well-functioning urban environments and reducing the encroachment of lifestyle blocks into rural land.

- **Preventing loss of indigenous biodiversity and managing invasive species.**

Encouragement of biodiversity by incentivising appropriate plantings both rurally and in urban areas should be a priority. Education is key in ensuring the right native plants are utilised in the right areas. There needs to be some guidelines/planting suggestions given to those who are wanting to plant in areas on their land so that any plantings undertaken take hold and are successful. This should be readily available to rural and lifestyle land owners. Any initiatives to combine resources (e.g. ECan, Fontera, local schools) to provide appropriate native seedlings would be encouraged and supported by the Board.

CLIMATE CHANGE

- **Climate action**

The Board believes that water flow gauges should be installed further downstream in the Eyre and other rivers to monitor river flows during high flows and data collection be carried out regularly. For example, a suggested point in the Eyre River would be slightly upstream of Swannanoa. The current gauges are located at the head of the river, which has significantly different topography and flow to downstream as is the case for most rivers. As climate change will inevitably impact river flows, the collection of this data seems imperative in order to look at changes and trends.

- **Increasing threat of natural hazards**

The Board would like assurance that appropriate river maintenance will be carried out to a high standard to ensure the community's and infrastructure's safety during heavy weather events. It was noted that after tree maintenance on the Ashley and Eyre River banks was recently completed, the 'slash' (trees and branches removed) was left on the banks and riverbeds. This is dangerous during flooding, damaging current infrastructure and leaving debris on private land. There are also many dead and dying Willow trees and stumps in the middle of the Ashley riverbed that are diverting the river path. If dislodged, these stumps and branches could also cause damage to local infrastructure.

The Board is concerned regarding the reduction of shingle extraction in the Oxford-Ohoka Ward. This is a danger for the communities during heavy weather when flooding is a real problem. This is of particular concern in the Eyre River, with shingle levels noticeably higher now than in previous years. Apart from allowing the shingle to be removed by quarry contractors, local farmers could be allocated areas and/or quotas and allowed to take shingle for use on farm tracks. This would solve some of the issues for ECan and save farmers trucking in the shingle.

As mentioned in the water section, we find data collection on the changing ground water resurgence flows to be essential. Significant rain events are becoming ever more common. Rainfall intensities are increasing. Consequentially we are seeing a more regular occurrence of resurgence flows. Local Authorities need to work collaboratively and in partnership to come up with a strategy to observe these events and collect information from them. The most obvious would be to conduct aerial surveys as soon as the weather allowed, as soon after the rainfall as possible when these channels are evident. This would provide invaluable data on the flows of these channels allowing information to be combined with groundwater tables and rainfall to start mapping the trends of climate change from these clear indicators. It would also help in the future planning of developments and identify trends in water quality.

AIR

- **Air quality**

The Board encourages ECan to do more in the way of education in relation to burning hedge trimmings and garden waste in semi-rural and rural areas. This could involve suggesting alternatives to burning such as mulching or offering guidelines for how long you should ideally wait before burning.

- **Energy**

The Board urges the local authorities to petition that the Government consider rebates on any solar installations on housing to help in the production of energy. This is financially unavailable to many people but is a great way to reduce emissions and become more self-sufficient.

COAST

- **Access to and activities in the coastal environment**

We support ECan's direction in this area. We should not be having events that close coastal environments due to contamination issues. We also believe that access to coastal environments should not be prohibited and access to areas should be maintained.

- **Preventing loss of indigenous biodiversity and managing invasive species.**

We support the enhancement of natural environments along the coastlines for the protection of habitats and native plantings.

- **Managing landscapes and natural features.**

We support the identification and protection of natural character and areas of historical importance.

BUILT ENVIRONMENT

- **Aligning new developments with existing infrastructure**
We support well planned development that best avoids detrimental effects and protects our natural assets.
- **Balancing urban development and environment management**
This is a very important issue for our Board. We support development that creates well-functioning urban environments. Careful planning is required by Councils to ensure we are providing enough land/infilling for development needs without causing disconnect or loss of productive rural land. Developing urban areas around already existing infrastructure makes sense. It is essential that Councils have a very clear direction and sufficient capacity so that developers are not tempted to create new towns that are disconnected and do not contribute positively to a district. We would support a very careful and strategic plan in this area. What has been suggested in this section of the document makes sense.
- **Heritage and culture**
We would support the identification and appropriate zoning for these areas so that areas of importance a known, preserved and maintained.
- **Energy**
The Board supports initiatives in renewable and sustainable energy production. We would like to reiterate our point about advocating for solar subsidies for private homes so that this is more achievable for home owners.
- **Natural hazards**
We support avoiding development in areas where mitigation is not achievable against natural hazards. We also support building in ways that are thinking about the future and any potential hazards that could impact properties in the future. Climate change must be factored into future planning. This should also be coupled with appropriate data collection (as mentioned earlier in relation to resurgence channels) so that trends and forecasts are more accurate.
- **Public Transport**
The main complaint regarding public transport is that it does not go where people need to go. Rural community members continue to be frustrated that they subsidise public transport they cannot use. On behalf of our ratepayers, the Board requests that only areas with access to public transport pay the public transport levy in their rates. The Board is concerned at ECan's resistance on using smaller buses in rural areas during the day which may be expensive in the short term but would have cost benefits in the long term. There is a lot of reluctance by patrons to have to catch more than one bus to get to any destination other than central city. More direct routes to popular venues are needed if public transport is to be effective such as hospitals, stadiums and the airport.

Successful urban development will be the key for the future of public transport. Reducing urban sprawl so that systems can be utilised more efficiently will need to play a part on this. In the rural areas a key target could be getting rural children to school. Currently you must live outside 3.2km of school to be able to catch the bus. Because of the lack of off road paths in rural areas parents are left with having to drive their children to school. We would suggest that ECan work with the Minister of Education to find a way to allow the distance from school to be minimised so that more students have access to the bus as a way to get to school.

Thank you once again for the opportunity to comment.

Regards



Thomas Robson
Chairperson
Oxford-Ohoka Community Board

Contact: Kay Rabe, Governance Advisor
Email: com.board@wmk.govt.nz,
C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440.

OXFORD-OHOKA COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of August 2023*

Members Name: Thomas Robson

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
7/8	Plan Change 31 Hearing presentation	Thanks to everyone for turning up and supporting us at the Hearing. Its great that everyone on the Board is so passionate about community issues.
12/8	Attended the Oxford Observatory open night	This was a great event thanks to the Oxford Observatory for inviting us along
15/8	Council workshop on district flooding issues	Thanks to Mayor Dan for inviting us along to these workshops and keeping us well informed
15/8	Oxford Community Trust meeting	We discussed the communities wish to see a pump track built in Ox – I will take request to Pearson park advisory group
16/8	Speed management plan discussion	Thanks to Joanne and team for giving us an update This was a productive meeting with consensus on a way forward
21/8	Ashlely Gorge Advisory Group	The issue of roadside vegetation was again raised as the group was not satisfied with the previous work and feels hazards remain The group also requests more proactive ice gritting on the road outside the reserve They are working on additional info panels for the reserve as well as a broader signage upgrade program Working bees continue to clear vegetation around the Reynolds Heritage Pavilion
22/8	Pearson Park Advisory Board meeting	A number of issues discussed and projects updated including lighting in the reserve, security camera installation, pump track, power

		supply for the farmers market, stage upgrades, planting improvements
23/8	Woodstock landfill update with Andrew	Discussion on evidence and speaking points for the hearing
25/8	Speed management plan	We reviewed the report Boards will be receiving at next months meeting
29/8	Woodstock Quarry hearing presentation	
29/8	Youth Council meet and greet	
31/8	Washington Place public meeting re flooding in the area	
4/9	Pre Board meeting Agenda review	

OXFORD-OHOKA COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of August 2023*

Members Name: Mark Brown

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
6/8/23	OPAC Garage sale trail-attended	
7/8/23	Supported OOCB submission at hearing for PC31	
12/8/23	Stargazing at Oxford Observatory for Council & Community Board	
21/8/23	OPAC Monthly Meeting	<ol style="list-style-type: none"> 1. Farmers Market are having a variety show 10/9/23 at 10am-12 noon at their market 2. Oxford Garage Sale Trail 6/8/23, 46 garage sales at 39 locations-a wonderful day for residents and the town. 3. OPAC jingle now up and running and business are advising it is bringing people out to Oxford 4. Matariki Winter lights was an enormous success. 5. Water tank Tower trail-Oxford Area School to paint first tank 6. OPAC working on a webcam for the town. 7. OPAC would like to see the large tree that was lighted up for Matariki-as a permanent fixture-possible OOCB funding via landscape budget?
28/8/23	Washington Place Flooding	Distributed flyers to impacted residents for meeting coming up

Other:**To attend this week-31/8/23** Washington Place Public Meeting West Eyreton

OXFORD-OHOKA COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of August 2023*

Members Name: Pete Merrifield

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
25/07	O-OCB zoom meeting	
31/07	All Boards Meeting	
2/08	O/OCB Monthly Meeting	
7/08	PC31 meeting	Support Nikki and O-OCB submissions
8/08	PC31	Support David Ayers
14/08	Oxford Museum Monthly Meeting	
24/08	Oxford Museum working bee	

Other:

OXFORD-OHOKA COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of August 2023*

Members Name: Michelle Wilson

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
3/8/23	Inclusivity Poster Event	Poster launch to facilitate community connections across ages, genders, cultures. Great evening connecting through a series of questions. Heard about GLOW a monthly social catchup for migrants and people new to New Zealand from other countries.
7/8/23	Supported OOCB submission at hearing for PC31	
9/8/23	Attended hearing for PC31	
12/8/23	Stargazing at Oxford Observatory for Council & Community Board	Wonderful evening stargazing and hearing the enthusiasm of the amazing volunteers at the Observatory for protecting our night sky.
23/8/23	Attended Puketeraki Kahui Ako showcase at Rangiora High school	Showcasing work from the 18 schools involved in this cluster. Great Kapahaka performance by Rangiora High Students. Good opportunity for connection between schools and community.
24/8/23	Attended Women's Institute Meeting	

Other:**To attend this week**

29/8/23 Youth Council Meeting

31/8/23 Washington Place residents meeting West Eyreton

OXFORD-OHOKA COMMUNITY BOARD

MEMBERS INFORMATION EXCHANGE

For the month of August 2022

Members Name: Tim Fulton

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
2.8.23	Incorporated Societies Workshop, Woodend	Advice to community groups on introduction of a new Internal Affairs register by 2026
2.8	OOCB, Oxford	See Minutes
3.8	NC Neighbourhood Support, Kaiapoi	<p>Managers report:</p> <p>*Gets Ready price increase. As we are now over 400 members Gets Ready are charging us the next tier level.</p> <p>*Meeting for Neighbourhood Support South Island districts on 7th September after NCNS usual meeting – NCNS Team to introduce themselves before heading off.</p> <p>*Following an extremely productive korero with Snr Constable Tony Tumai, who is based in Tamaki Makaurau, Neighbourhood Support is in the process of being added to the <u>NZ Police AWHI app</u> as a service provider across the country (currently only active in a small part of the Canterbury and Central Districts).</p> <p>Essentially, what this means for Neighbourhood Support is that every Police officer across the motu will be able to make consented referrals directly to us so that we can follow up via our member networks. These referrals may include burglary/crime prevention information, NS group set-ups or individual member subscriptions, supporting our aged and isolated members of community etc. In the interim, all referrals will come via our national office and will be forwarded to the appropriate local Coordinators to process.</p>

		<p>A little background about AWHI....</p> <p>The AWHI app was created in 2018 by two Bay of Plenty frontline Police officers. AWHI supports frontline Police staff to help people in their communities with issues which could contribute to offending, reoffending or victimisation.</p> <p>AWHI is built on whanaungatanga 'establishing and nurturing relationships' with local communities and wellbeing service providers. The connections Police make through AWHI referrals help prevent people from offending, reoffending or becoming victims of crime or harm.</p> <p>Referrals are made to local wellbeing service providers in the areas of mental health, family wellbeing and addiction services, driver licencing, accommodation, budget assistance and care for older people.</p> <p>https://www.police.govt.nz/about-us/programmes-and-initiatives/awhi</p>
3.8	Property Portfolio meeting, Rangiora	
4.8	Plan Change 31 hearings, Rangiora	Residents made some well-prepared, passionate submissions, including two from teenage children standing in for their parents.
4.8	SNA briefing with Sophie Allen and Bex Dollery for zone committee workshop, Rangiora	
5.8	Compass FM fundraising quiz with Philip Redmond, Jason Goldsworthy and others. Rangiora	A good turnout at the Rangiora RSA in support of the station. Compass FM is a charitable trust which supports community activities.
7.8	Waimakariri zone committee workshop, Kaiapoi	
8.8	Audit and Risk Committee & Council Workshop and Briefing, Rangiora	
10.8	Community Networking meeting, Kaiapoi	

11.8	Waka Kotahi, Making Streets Healthy for Everyone with Lucy Saunders, Christchurch	An interesting talk from a UK-based traffic management consultant on creating healthier, more vibrant communities
15.8	Utilities and Roding; District Planning and Regulation Workshop, Flooding Update	
21.8	Opac, Oxford	
22.8	Council meeting, Rangiora	
22.8	Pearson Park Advisory Group, Oxford	
24.8	NC Neighbourhood Support strategic planning workshop, Kaiapoi	
24.8	Understanding Housing Need webinar	
25.8	WWZC monthly catch up with Sophie Allen, Kalley Simpson and Bex Dollery; discussion of agenda items for WWZC meeting	
29.8	Woodstock Quarries Ltd hearing, Oxford	
29.8	Youth Council meet and greet and meeting, Rangiora	A great way to meet Youth Council members and see what they're working on
31.8	Woodstock Quarries Ltd hearing, Oxford	
31.8	West Eyreton Washington Place flooding meeting	
4.9	Fernside wetland visit and workshop- WWZC	
5.9	LTP workshop and council meeting, Rangiora	

Other: Attended an entertaining talk at Rangiora Museum by Rangiora Ashley Community Board member, Bruce McLaren, telling stories about growing up in and around Rangiora and his work and travels overseas.