

Agenda

Rangiora-Ashley Community Board

Wednesday 13 September 2023

7pm

Council Chamber
215 High Street
Rangiora

Members:

Jim Gerard QSO (Chairperson)

Kirstyn Barnett (Deputy Chairperson)

Robbie Brine

Ivan Campbell

Murray Clarke

Monique Fleming

Jason Goldsworthy

Liz McClure

Bruce McLaren

Joan Ward

Steve Wilkinson

Paul Williams

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AGENDA FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 13 SEPTEMBER 2023 AT 7PM.

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

	<u>BUSINESS</u>	PAGES
1.	<u>APOLOGIES</u>	
2.	<u>CONFLICTS OF INTEREST</u>	
3.	<u>CONFIRMATION OF MINUTES</u>	
3.1.	<u>Minutes of the Rangiora-Ashley Community Board – 9 August 2023</u>	17-30
	<i>RECOMMENDATION</i>	
	THAT the Rangiora-Ashley Community Board:	
	(a) Confirms , as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 9 August 2023.	
3.2.	<u>Matters Arising (From Minutes)</u>	
4.	<u>DEPUTATIONS AND PRESENTATIONS</u>	
4.1.	<u>John Knox Community Centre Rebuild – Jason King</u>	
	J King will be in attendance to discuss the John Knox Community Centre rebuild.	
5.	<u>ADJOURNED BUSINESS</u>	
	Nil.	
6.	<u>REPORTS</u>	
6.1.	<u>Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Rangiora-Ashley Board Ward Area – S Binder (Senior Transport Engineer), Allie Mace-Cochrane (Transport Engineer), Joanne McBride (Roading and Transport Manager) and Gerard Cleary (General Manager Utilities and Roading)</u>	31-165
	<i>RECOMMENDATION</i>	
	THAT the Rangiora-Ashley Community Board:	
	(a) Receives Report No. 230524075906.	
	<i>AND</i>	
	THAT the Rangiora-Ashley Community Board recommends:	

THAT the Council:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (c) **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.
- (d) **Notes** that Recommendation (b) is considered the 'bare' minimum that Council can approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

OR:

- (e) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027, including **all roads as recommended by staff** (refer to TRIM No. 230731116010 and 230731116028), and **as listed below in Tables 1 through to 8 below**. These roads are 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
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)	
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)	
	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent

School name	Cat	Proposed Speed Limit	Road Extents	Speed Limit Type
Rangiora New Life School			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)	
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)	
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)	

School name	Cat	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)	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)	
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
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

School name	Cat	Proposed Speed Limit	Road Extents	Speed Limit Type
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

Table 2. Proposed speed limits for the Rangiora Town Centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Alfred Street – from Percival Street to Ivory Street	50	30
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40
Blackett Street – from Ashley Street to 20 m west of King Street	50	40
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40
Blake Street – from Good Street to Durham Street	50	30
Durham Street – from 20m south of Blackett Street to High Street	50	30
Good Street – from 20m south of Blackett Street to the end of formed road	50	30
Ivory Street – from High Street to 65 m south of Alfred Street	50	40
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30
Queen Street – from 20m west of King Street to 20 m west of Ivory Street	50	30
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30
High Street – from 20m west of Ivory Street to 50m east of King Street	50	30

Table 3. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
High Street – 50m south of Fawcetts Road to Lower Sefton Road	50	40
Canterbury Street – Lower Sefton Road to end of formed road	50	40
Wellington Street – Lower Sefton Road to Auckland Street	50	40
Auckland Street – Canterbury Street to Lower Sefton Road	50	40
Lower Sefton Road – Canterbury Street to 20m east of Auckland Street	50	40

Table 4. Proposed speed limits for Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Easterbrook Road – Fernside Road to Hicklands Road	100	60
Mountvista Road – Easterbrook Road to end of formed road	100	60
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80
Hicklands Road – Plaskett Road to Threlkelds Road	100	60
Egans Road – Plaskett Road to O’Roarkes Road	100	60
O’Roarkes Road – Johns Road to Egans Road	100	60
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80
Bridge Road – Swannanoa Road to end of formed road	100	80

Table 5. Proposed speed limits for Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Fawcetts Road – Cones Road to 160m west of Boundary Road (to the proposed school zone)	80	60
Max Wallace Drive – Fawcetts Road to end of formed road	80	60
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to Marshmans Road	100	80
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60
Forestry Road – Gorries Road to Marshmans Road	100	80
Marshmans Road – 630m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60
Copples Road – Marshmans Road to end of formed road	100	80
Douds Road – Marshmans Road to end of formed road	100	80
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60
McLeods Road – Marshmans Road to end of formed road	100	80

Table 6. 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)
Beatties Road – Marshmans Road to Upper Sefton Road	100	80
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *WSCB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *WSCB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *WSCB Boundary (partial extent)	100	60
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *WSCB Boundary (partial extent)	100	60
Upper Sefton Road – 120m west of Cross Street to Hurunui District boundary *WSCB Boundary (partial extent)	100	80

Table 7. 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)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *WSCB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *WSCB Boundary (partial extent)	100	60

Table 8. Proposed speed limits for the Cust peri-urban and north of Rangiora areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cones Road – 120 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to 70m south of Barkers Road	100	80
Fletchers Road – Dixons Road to end of formed road	100	80
Rossiters Road – Dixons Road to end of formed road	100	80
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *OOCB Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *OOCB Boundary (partial extent)	80	60

AND:

- (f) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (g) **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.
- (h) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and 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.
- (i) **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.
- (j) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (e) 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.
- (k) **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.
- (l) **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.

6.2. **Mural on Dudley Park Public Toilet by Artist Mel Eaton, funded by Keep New Zealand Beautiful – Grant MacLeod (Greenspace Manager) and Chrissy Taylor-Claude (Parks Officer – Greenspace)**

166-176

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230720109808.
- (b) **Approves** the proposal by Mel Eaton to paint a mural (as per attachment i) on the public toilet at Dudley Park.
- (c) **Notes** that the project is funded by Keep New Zealand Beautiful as part of its Resene “Nature Mural” fund. As such a plaque will be placed on the toilet block as can be seen in attachment i which acknowledges Keep New Zealand Beautiful.
- (d) **Notes** that the mural has been endorsed by the Waimakariri Public Arts Trust.
- (e) **Notes** that the Youth Council has endorsed the design and mural as they see it will partner well with the mural, they are pursuing for the Squash building at Dudley Park.
- (f) **Notes** the design depicts a Blue Duck/Whio, swimming with chicks. The Blue Duck/Whio is an endemic waterfowl to New Zealand with prehuman populations existing within North Canterbury. The Blue Duck/Whio is listed as endangered.
- (g) **Acknowledges** Mel Eaton for being proactive in obtaining this grant from Keep New Zealand Beautiful for the purpose of beautifying an asset on Dudley Park and within our district.

6.3. **Installation of Bollard and Wire Fencing at Jack Graham Reserve – Ken Howat (Parks and Facilities Team Leader)**

180-185

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 2308251311173.
- (b) **Approves** the reallocation of \$5,461 from the Cust Domain Re-Planting budget towards the costs of installing the bollard and wire fencing at Jack Graham Reserve.
- (c) **Notes** that the Rangiora-Ashley Community Board allocated \$6,495 for Cust Domain Re-Planting in May following the removal of the forestry trees which has been carried forward. However only \$1,034 was required for this project, leaving \$5,461 currently unallocated.
- (d) **Notes** the balance of \$1,030 can be met from the Boundary Fencing Capital budget.

6.4. **Road Naming – Southbrook Holdings Limited – Scott Morrow (Rates Officer – Property Specialist)**

186-193

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230831135025.
- (b) **Approves** the following proposed road names for the new roads marked as Roads 1 and 2 on the attached plan.
 - 1. Kingsford Smith Drive (Continuation).
 - 2. Southern Cross Road (Continuation).

6.5. **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Thea Kunkel (Governance Team Leader)**

194-248

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230815124675.
- (b) **Notes** that of the \$18,569 allocated to the Board for the 2022/23 financial year, \$10,503 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$8,066 was carried forward and added to the 2023/24 allocation of \$10,660, bringing the current financial year's total to \$18,726.00.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

6.6. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – Thea Kunkel (Governance Team Leader)**

249-289

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Approves** a grant of \$..... to the Waimakariri Access Group towards seeding costs to host an inclusive sports day.

OR

- (b) **Declines** the application from the North Canterbury Inclusive Sports Festival.

- (c) **Approves** a grant of \$..... to the Southbrook Cricket Club towards the purchase of three tablets.

OR

- (d) **Declines** the application from the Southbrook Cricket Club.

- (e) **Approves** a grant of \$..... to the Rachel's House Trust towards hosting a community music event.

OR

- (f) **Declines** the application from the Rachel's House Trust.

- (g) **Approves** a grant of \$..... to Wimak Touch Incorporated towards the purchase of gear bags, balls and cones for the teams and coaches.

OR

- (h) **Declines** the application from Wimak Touch Incorporated.

- (i) **Approves** a grant of \$..... to the North Canterbury Classics Leisure Marchers Incorporated towards registration fees for the National Leisure Marching.

OR

- (j) **Declines** the application from the North Canterbury Classics Leisure Marchers Incorporated.

7. **CORRESPONDENCE**

7.1. **Letter regarding the Boards Draft Annual Plan Submission**

299-301

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230220022903.

8. **CHAIRPERSON'S REPORT**

8.1. **Chair's Diary for August 2023**

302

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230906138377.

9. **MATTERS FOR INFORMATION**

- 9.1. **Kaiapoi-Tuahwi Community Board Meeting Minutes 17 July 2023.**
- 9.2. **Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.**
- 9.3. **Woodend-Sefton Community Board Meeting Minutes 14 August 2023.**
- 9.4. **Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.5. **Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.6. **Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.7. **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.**
- 9.8. **Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group – Report to Council Meeting 15 August 2023 – Circulates to the Rangiora-Ashley Community Board.**
- 9.9. **Avian Botulism Management 2022/23 – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.10. **Private Well Study – Results from 2022 Study – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.11. **Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.**

Public Excluded

- 9.12. **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 Rangiora-Ashley Community Board:

- (a) Receives the information in Items.9.1 to 9.11.
- (b) Receives the separately circulated public excluded information in item 9.12.

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.*

10. **MEMBERS' INFORMATION EXCHANGE**

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.

11. CONSULTATION PROJECTS

11.1. Waimakariri Economic Development Strategy

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

Consultation closes Sunday 17 September 2023.

11.2. Playspaces in Kaiapoi East

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

Consultation closes Friday 22 September 2023.

11.3. Mandeville Resurgence Channel Upgrades

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

Consultation closes Friday 29 September 2023.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 31 July 2023: \$13,860.

12.2. General Landscaping Fund

Balance as at 31 July 2023: \$27,370.

13. MEDIA ITEMS

14. QUESTIONS UNDER STANDING ORDERS

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 11 October 2023.

Workshop

- *Members Forum*

MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY 9 AUGUST 2023 AT 7PM.

PRESENT:

J Gerard (Chairperson), K Barnett (Deputy Chairperson) (arrived at 7.10pm), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward, S Wilkinson, and P Williams.

IN ATTENDANCE

S Hart (General Manager Strategy, Engagement and Economic Development), D Young (Senior Engineering Advisor), K Straw (Civil Projects Team Leader), S Binder (Senior Transportation Engineer), T Kunkel (Governance Team Leader) and E Stubbs (Governance Support Officer).

There were three members of the public in attendance.

1. APOLOGIES

Moved: J Gerard

Seconded: B McLaren

An apology for lateness was received and sustained from K Barnett, who arrived at 7.10pm.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 12 July 2023

Moved: B McLaren

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 12 July 2023.

CARRIED

3.2. Matters Arising (From Minutes)

J Gerard advised the Council's Utilities and Roading Committee approved the Scheme Design for the River Road Upgrade and the increased funding to implement the Board's preferred option had been approved by the Council.

T Kunkel advised that the road name Ruataniwha Avenue (in Bellgrove development) had been confirmed with the Te Ngāi Tūāhuriri Rūnanga and the naming of the road would therefore proceed.

3.3. Notes of the Rangiora-Ashley Community Board workshop – 12 July 2023

Moved: B McLaren Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives**, the notes of the Rangiora-Ashley Community Board workshop, held on 12 July 2023.

CARRIED

4. DEPUTATIONS AND PRESENTATIONS

Nil.

5. ADJOURNED BUSINESS

Nil.

6. REPORTS

6.1. Transport Choices Project Two – Approval to go to Consultation – K Straw (Civil Project Team Leader) and D Young (Senior Engineering Advisor)

K Straw advised that staff was seeking approval to proceed with public consultation on the proposed revised design route for the Rangiora Town Cycleway (Stage 1) cycleway. Staff had discussed the various options with PAK'nSAVE and Foodstuffs in developing the Scheme Plan to present to the wider stakeholders. PAK'nSAVE had seen the plan, and the Council was currently awaiting their feedback. Staff had also discussed various options with KiwiRail staff and have completed the Level Crossing Safety Impact Assessment (LCSIA), which had recommended the installation of arms and barriers.

K Straw explained that there were primarily two substantial amendments to the scheme design, which was:

- at the Railway Road / Marsh Road / Station Road intersection where it was proposed to change the intersection priority to give east-west traffic priority,
- changing Railway Road to one-way northbound between Marsh Road and the Railway Road entrance to PAK'nSAVE.

D Young elaborated on the LCSIA that had been presented to KiwiRail, it was anticipated that they would provide feedback within the next two to three months. KiwiRail had agreed to a "So far as is reasonably practicable" (SFAIRP) assessment. This separate assessment was a structured evaluation of the financial cost of carrying out the work, compared to the likely reduction in risk. It followed a very structured process that involved several steps of discussions within KiwiRail, and the Council.

D Young noted the tabled email (Trim 230810121875) from James Flanagan from PAK'nSAVE. Despite the Council's best efforts PAK'nSAVE still did not support the cycleway. D Young commented that through redesign the staff had been able to address most of PAK'nSAVE's concerns, including wider parking space, a buffer between trucks and cycleway and truck tracking manoeuvres. To consider other options at this stage would mean the project would not meet required timeframes for funding.

J Gerard commented that at the site visit he had attended with staff and PAK'nSAVE, the main objection had been that drivers turning right did not have adequate visibility. He asked if this had been resolved with the proposal for a one-way on Railway Road. D Young confirmed that the revised Scheme Design had improved the right turn out of Station Road. In addition, he shared that to ensure that trucks do not over-run the proposed stop limit line on Railway Road, the kerb quadrant on the south-west quadrant would be re-aligned,

and the northbound lane moved to the west. This change would require the removal of seven informal parking area in front of Allied Concrete. Allied Concrete were supportive of the removal of the on-street parking.

P Williams expressed concern that it was previously resolved not to proceed with the cycleway until there was agreement with PAK'nSAVE regarding safety. Staff could still not verify that the cycleway would be 100% safe. Why then should the Council spend \$1.6 million on an unsafe design especially considering the number of major businesses in the area which relied on truck movements. D Young commented that staff believed that PAK'nSAVE concerns had been resolved with the revised design and staff were disappointed that they continued to object. He believed staff had presented what had been requested by the Council and assured members that staff were comfortable with the safety of the revised design.

P Williams raised a further concern that developing the cycleway would encourage complacency in children using the cycleway as they would believe it was safe. D Young highlighted the safety measures built into the revised design. He commented that no cycleway was 100% safe.

In response to a question by P Williams, K Straw explained that there would be a 2 metre buffer between the truck parking and the shared path. This buffer would have kerbing on the traffic side and would be planted with shrubs and trees to provide visual separation.

R Brine noted the concern raised around children using the cycleway and sought clarity on the number of residential properties south of the location. K Straw commented that it was believed most users would be cyclists wanting to access the Passchendaele Path rather than for local use.

S Wilkinson asked if staff had responded to the email from PAK'nSAVE and D Young advised that PAK'nSAVE had been thanked for the response and was advised that the Board would be informed of their position.

S Wilkinson also questioned if PAK'nSAVE had been provided sufficient time to respond to the revised design. D Young noted that PAK'nSAVE had been presented with the revised design on Monday 31 July 2023, and had been advised that staff could provide a verbal update to the Board regarding their response on 9 August 2023. S Wilkinson then asked if staff would consider providing PAK'nSAVE with an opportunity to seek independent advice, however, D Young believed they had sufficient time to comment on the revised design.

J Ward thanked staff for the report and asked about signage to clarify the route for drivers. D Young advised there would be signage on Torlesse Road advising that there was no through route.

K Barnett requested that the consultation material could include improved visually to make it easier for the public to understand. K Straw confirmed that the consultation material would include easy to read maps, and there would also be drop-in sessions to allow members of the public to ask questions.

K Barnett commented that Southbrook was an important area for the whole Rangiora and questioned why only directly impacted residents and stakeholders along the route would be consulted. K Straw advised that consultation would be advertised to the wider community via newspaper and social media, and the drop-in session would be open to all residents.

J Goldsworthy asked if there would be further consultation with PAK'nSAVE and staff advised there PAK'nSAVE would have the opportunity provide input as part of the public consultation.

Moved: R Brine

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 23072511280.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roothing Committee:

- (b) **Approves** the revised Scheme Design as per Trim 230726113136 for the purposes of consultation.
- (c) **Notes** that feedback from PAK'nSAVE on the revised Scheme Design would be verbally updated at the meeting.
- (d) **Notes** that staff would present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (e) **Notes** that staff would ensure that the directly affected residents and stakeholders along the route are advised that the revised Scheme Plan was still subject to approval of KiwiRail, and that if this was not forthcoming, the Council would need to re-consider its options.
- (f) **Notes** that if the recommendations in this report were adopted, then the staff would begin consultation with affected residents and stakeholder, within the following two to three weeks. This consultation would include a letter drop including an information pamphlet, at least one drop-in session, targeted meetings with the schools and any businesses that request it, and the opportunity to provide feedback either electronically or via hard copy.
- (g) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design would be reported back to the Board prior to going to tender, by which time it was expected that staff would have received the KiwiRail response to the Level Crossing Safety Impact Assessment (LCSIA), the results of the "So far as is reasonably practicable" (SFAIRP) assessment and KiwiRail's response, and the results of a detailed design Road Safety Audit for the full route.
- (h) **Notes** the scheme design requires the removal of seven on-street car parking spaces as reported in the previous reports, plus the additional removal of eight informal angle parks on Railway Road outside Allied Concrete.
- (i) **Notes** that any parking to be removed as result of the Scheme Design would be communicated directly with the immediate adjacent residents or businesses, and that approval of the draft no-stopping would be sought during the approval of detailed design following consultation.
- (j) **Notes** that the scheme design required the removal of 12 existing street trees. This has not changed from the previous report.
- (k) **Notes** that the removal of street trees had been discussed with the Greenspace Team, who were represented on the Project Control Group. The Greenspace Team was supportive of the removal of the identified trees provided that they were replaced elsewhere along the length of the route.

- (l) **Notes** that this project was funded through the “Transport Choices” funding stream which requires that all works was complete by June 2024.
- (m) **Notes** that a Technical Note would be sought from WSP to consider any changes to their original road Safety Audit, as a result of the revised Scheme Plan.
- (n) **Notes** that the proposed Rangiora Eastern Link Road would include cycle facilities to provide connectivity to east Rangiora. This would not negate the requirement for safe cycle access through Southbrook. The approved Walking and Cycling Network Plan shows both routes servicing different areas of Rangiora.

CARRIED

Against: I Campbell, S Wilkinson, and P Williams

R Brine noted that PAK'nSAVE would be included in the public consultation and their feedback would be considered alongside other submissions. He cycled through Southbrook numerous times and always alighted from his bike and walked due to safety concerns. While there may be a few children using the cycleway, he believed that the main users of this section would be commuters. He supported the motion to go out to public consultation.

B McLaren concurred with R Brine and did not agree that providing a safer environment would encourage complacency amongst children. He referred to the option of ‘Do nothing’ which would result in all cyclists using Southbrook Road, and require them to share the space with 24,463 vehicles per day.

J Ward believed the project needed to go to public consultation as any delay now would mean missing the opportunity for Waka Kotahi funding.

K Barnett commented that she had disagreed with route design from the start, as she believed the better route would be to cross the Flaxton Road intersection as that was safer, more cost effective, and direct – cyclists did not like diversions. She further believed that the cycleway would impact vehicles that used the proposed route as a ‘rat run’ and push more vehicles onto Southbrook Road. There would, therefore, be a high level of interest in the project from the whole Rangiora community, due to the possible increase in traffic challenges on Southbrook Road. Hence, she encouraged Board members to promote the public consultation.

P Williams disagreed that there were no children in the area that would use the cycle lane. He agreed that there should be public consultation, however, believed that aspects of the design including KiwiRail’s requirements needed to be finalised prior to consultation. He noted a major employer in the area was concerned about the safety of the design and there were other trucking businesses in the area. P Williams commented that the focus should not be on securing funding from Waka Kotahi but should be on considering all options and asked if all options had presented to the Community Board.

S Wilkinson agreed that the best option was to cross Flaxton Road and was concerned that only one option was being consulted on. He was also concerned that funding from Waka Kotahi was the driver in decision making.

J Ward assured new Board members that there had been extensive consultation and workshops with the Board on various routes and all options had been considered and debated. The proposed route behind PAK'nSAVE had not been decided on without due consideration of alternatives.

R Brine agreed with J Ward that there had been sufficient discussion on potential routes. It was now time to consult the public on whether they wanted - the status quo of cycling along Southbrook Road or have the option of an alternative route.

6.2. **Rangiora's Cenotaph Corner Intersection – Recommended Improvement Option – H Downie (Senior Advisor - Strategy and Programme) on behalf of the Cenotaph Corner Improvement Project Control Group**

S Binder and K Straw spoke to the report, noting that the report had been prepared on behalf of the Cenotaph Corner Improvement Project Control Group and outlined the Group's recommended option for the improvement of the pedestrian journey at the Cenotaph Corner intersection. The report then sought the Board's endorsement for the recommended option, which would be presented to the Council in September 2023 for approval to consult with targeted stakeholders.

S Binder explained that the proposed option involved a change to single lane for the intersection's approach from Ashley Street and approach from High Street west and discontinue the option to right turn from north into High Street west, a kerb build out and installation of a splitter island, high amenity surface treatment and landscaping, and signal changes. These changes would improve pedestrian safety and a high-level analysis by Abley suggested the impact on vehicle delay would be minimal as there would not be a major impact on traffic flow.

S Hart provided some broader context around the Rangiora Town Centre Strategy including creating an improved pedestrian link between the large format retail hub east of the railway with the core town centre. It was part of a larger plan which aimed to get people out of cars and walking around the Rangiora town centre. The option provided the least impact on traffic, however, it would improve the pedestrian experience.

K Barnett asked what route she should take from Coffee Works to ANZ, and S Binder advised that the preferred option would be walking, however, an alternate option would be to use Blackett and Queen Streets. He reiterated that the aim was to improve the pedestrian experience, which may entail limiting vehicle movement.

P Williams commented that the lack of right turn from Ashley Street onto High Street would result in Alfred Street becoming a rat run. He questioned if making people drive further in their vehicles was achieving the purpose of reducing carbon emissions. S Binder noted that with the restricted parking volume on High Street, it was better for motorist to head directly to the carparking situated off High Street.

J Goldsworthy sought clarification about the balancing of levels of service. S Binder explained this could be considered quantitatively or qualitatively. There would be a qualitative increase in levels of service to pedestrians as the journey across the intersection would be enhanced and the connection between the 'two halves' of Rangiora would be improved. Quantitatively, there was a small decrease in levels of service to motorists as there would be a slight delay to traffic.

I Campbell enquired what consultation had been undertaken regarding the proposal, and asked if reducing the intersection to one lane would cause vehicles to backup. He questioned what the impact on retailers on High Street would be if it was made more difficult for vehicles to access High Street. S Binder advised there had been no consultation yet as staff were seeking the Board and the Council's permission to proceed with public consultation. He explained that vehicles would not backup behind a right turning vehicle, as there would no longer be an option to turn right, and the same amount of traffic would be traveling through. S Hart commented that in terms of customer experience the Rangiora Town Centre Strategy had three anchors of New World, Farmers, and the Warehouse. It was anticipated that by removing people from cars for the journey between these outlets would encourage pedestrians to walk past the smaller retailers and increase spend in those stores.

P Williams commented that at the Board workshop on the intersection, the majority of the Board members had been in favour of retaining the status quo and questioned why the project had been progressed. He enquired if consideration had been given to the impact that the proposed BNZ corner development may have on the intersection and was it not better to place this project on hold until such impact had been quantified. S Hart noted that with the BNZ corner development was expected to result in more pedestrians using the intersection and therefore a pedestrian safe journey would be of higher priority.

K Barnett asked if there had been any modelling of the effect of the proposed changes on the on Blackett Street roundabout. S Binder advised that Abley had looked at the Cenotaph Corner intersection in isolation, however, they did not believe there would be substantial additional delay.

K Barnett noted that this was a critical intersection through Rangiora and suggested that there should be wider engagement on the project to include people travelling through Rangiora from satellite areas. S Hart suggested a social media campaign would assist in reaching a wider audience.

R Brine noted that the proposed recommendation was to *endorse* the proposal rather than approve consultation. He questioned what the purpose of the project was since the Board had previously indicated that they favoured retaining the status quo. S Binder advised his understanding was the purpose was to enhance the pedestrian experience so they felt they should walk across and bring together the two halves of the town centre.

M Fleming asked if improvements could be considered without the splitter island being installed in Ashley Street as a test, which would improve the pedestrian experience while not taking away the right-hand turn. S Binder noted that there would be financial implications of that if it was decided in the future to install the splitter island as it was more cost effective to complete all the work at the same time.

Moved: R Brine

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230725112093.

CARRIED

R Brine commented that he turned right from Ashley Street into High Street daily. He was not aware of any safety issues with pedestrians crossing the intersection, and that included his experience working for the New Zealand Police. The Board had previously indicated that they favoured retaining the status quo, as there was nothing wrong with the pedestrian crossing. In addition, the effect of the proposed BNZ corner development was unknown. While he did not like going against a staff recommendation, he believed a consultation on this matter was not warranted as it was clear what the response of the public would be.

S Wilkinson noted that he was also a regular user of the right from Ashley Street into High Street and navigated the intersection as both a driver and pedestrian. While he also disliked going against the staff recommendation, he did not agree that it was necessary to enhance the pedestrian experience at the intersection.

P Williams concurred with R Brine that the status quo should remain as there was nothing wrong with the pedestrian crossing. He therefore did not believe the Council should invest funds in upgrading the pedestrian experience at the intersection, especially until the BNZ corner development had gone ahead.

K Barnett appreciated the direction had been provided by the Rangiora Town Centre Strategy. She liked that staff had tried to include greenery in the intersection area, thus making it more pedestrian friendly, however, did not believe the town was ready for proposed pedestrian experience envisaged Town Centre Strategy. Currently the primary purpose of High Street was as a road, and it should not be closed off.

Amendment

Moved: J Goldsworthy

Seconded: None

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230725112093.
- (b) **Does not** endorse the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection.
- (c) **Notes** a report would be prepared for Council for 5 September 2023 that sought Council approval to undertake targeted stakeholder engagement on the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection, with a Scheme Design, noting staff would report back in due course the outcomes of the targeted stakeholder engagement undertaken, together with detailed design.
- (d) **Notes** that it was anticipated that targeted stakeholder engagement was undertaken upon approval by the Council (as per recommendation c) with stakeholders.
- (e) **Notes** that staff would prepare a report to the Rangiora-Ashley Community Board for its November 2023 meeting that outlined the outcomes of the targeted stakeholder engagement undertaken, and that Rangiora-Ashley Community Board's endorsement would be sought at that point to recommend the final intersection improvement option to the Council to enable commencement of the tender process.
- (f) **Notes** that costs relating to any physical works committed through this project would be met within committed relevant Town Centre Project Budgets and would be reported to Council.

LAPSED

The amendment lapsed due to the lack of a seconder.

The original motion remained the substantive motion.

In his right to respond, R Brine noted that there may be a need for another workshop to discuss the pedestrian experience, however he could not endorse the staff recommendation at this stage.

Following the direction of the Board, S Hart undertook to come back to the Board with a workshop on pedestrian access at the intersection after the BNZ corner development was complete.

6.3. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel briefly introduced the report and provided an overview of the five groups who applied for Discretionary Grant funding.

K Barnett asked if the Coastguard were aware that the amount that could be applied for had increased and T Kunkel advised they were, however, the Coastguard applied for \$500 from each Community Board.

Moved: M Fleming

Seconded: J Ward

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230705100589.
- (b) **Approves** a grant of \$500 to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

I Campbell questioned what age group they were targeting for the cooking classes, and it was noted the application had highlighted older people and people with disabilities.

M Fleming noted that two classes had already been held and T Kunkel explained that the application was received before the classes were held, and the Board tried not to penalise groups due to the Board's meeting schedule.

Moved: K Barnett

Seconded: B McLaren

- (c) **Approves** a grant of \$371 to the Hope Community Trust towards hosting two-day cooking classes.

CARRIED

T Kunkel confirmed that the last grant awarded to the Rangiora and Districts Early Records Society Inc had been \$800 in April 2023.

Moved: J Gerard

Seconded: J Goldsworthy

- (d) **Approves** a grant of \$1,000 to the Rangiora and Districts Early Records Society Inc for the purchase of a replacement computer.

CARRIED

Moved: S Wilkinson

Seconded: L McClure

- (e) **Approves** a grant of \$1,000 to Big Brothers Big Sisters North Canterbury for the purchase of an office printer.

CARRIED

Moved: K Barnett

Seconded: J Ward

- (f) **Approves** a grant of \$500 to the North Canterbury Scouts Group towards the cost of attending the 23rd New Zealand Jamboree.

CARRIED

7. **CORRESPONDENCE**

Nil.

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for July 2023

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No.230801116342.

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 19 June 2023.
 9.2. Oxford-Ohoka Community Board Meeting Minutes 5 July 2023.
 9.3. Woodend-Sefton Community Board Meeting Minutes 10 July 2023.
 9.4. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.5. Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.6. Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.7. Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.8. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.9. Stimulus Programme Close Out Report – Report to Utilities and Rooding Committee Meeting 18 July 2023 – Circulates to all Boards.
 9.10. Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Rooding Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

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

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) Receives the information in Items.9.1 to 9.10.
 (b) Receives the separately circulated public excluded information in Items 9.11 and 9.12.
 (c) That management be requested to clarify Community Board delegations with regards to the definitions as set out in Part 3(14) and whether reports on the acquisition and sale of properties should be submitted to Community Boards first as suggested in the Community Boards' delegations.

CARRIED
 Abstain R Brine

J Gerard expressed concern that the Council had purchased various properties without first consulting the Community Boards as required in terms Part 3(14) of Delegations to the Community Boards. Staff seemed to be unclear on the role of the Community Boards during the purchase and sale of property by the Council that needed to be clarified.

K Barnett commented that the Community Board had vital local knowledge that should be utilised to assist in making decisions about purchase and sale of Council-owned properties, and stepping over that information source could be dangerous.

R Brine noted that the Council were constantly involved in highly confidential negotiations about Council-owned properties. In many cases the purchase or sale of property were bound by strict time constraints which could not be delayed to meet the Community Boards' timetable. However, he agreed the Board should seek clarity on the matter.

10. MEMBERS' INFORMATION EXCHANGE

L McClure

- Attended Waimakariri Health Advisory Group meeting with much active discussion including query around taxi vouchers for Rangiora patients.
- Meeting with J Gerard regarding Facebook and Pick a Project.
- Attended the Kaiapoi Expo.
- Attended the Council/ Community Board's Bunnings site briefing.
- Attended the Matariki celebration in Kaiapoi.

J Ward

- Advised that the Utilities and Roading Committee had approved the River Road upgrade recommended by the Board.
- There had been an update from the regulator regarding a chlorine exemption application.
- The Housing Policy had heard submissions.
- Attended meeting with North Canterbury Sport and Recreation Trust, they were planning their Annual Sports Awards.
- Attended Local Government Conference in Christchurch. There had been discussion on new ways to fund Local Government.
- Attended Rangiora Airfield meeting there was a new Manager for the facility.
- Attended All Boards Briefing and Workshop session.
- The Council had made an application to the National Land Transport Fund for further funding including Skewbridge Road and the Eastern Link Road projects.
- The recently appointed Te Kōhaka o Tūhaitara Trust Manager had been present to report at the Audit and Risk meeting.
- Attended Long Term Plan timeline meeting, staff were preparing budgets for pre-Christmas.

J Gerard asked if the Council had considered talking to Dan Smith regarding Skew Bridge as he had well priced options that may be achieved more quickly. J Ward advised that Skew Bridge had a life expectancy of less than 20 years and staff were proceeding quickly to sign off the application for assisted funding through Waka Kotahi.

J Goldworthy

- Attended many of the same meetings as J Ward.
- With respect to the Housing Policy hearing, tiny homes were an interesting grey zone that the Council was addressing.
- There had been an increase in special alcohol licencing.
- Attended Rangiora Promotions meeting.
- Rangiora Dog Shelter may be requiring a new home.

S Wilkinson

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed Speed Management.
- Attended Rangiora Community Networking Form and commented on the great organisations in this District and the importance of working collaboratively.
- Assisted with the Enterprise North Canterbury Business Awards, including meeting business owners face to face during judging and commented on the outstanding businesses in this community.
- Attended 25th Anniversary celebrations at the Rangiora Fire Station.
- Rangiora Dog Shelter may be requiring a new home.

M Fleming

- Attended Waimakariri Access Group (WAG) meeting and noted upcoming local event Friday 29th September Canterbury Inclusive Sports Day Festival at MainPower Stadium.
- Regarding a future accessible playground – WAG was best to make a submission to the Annual Plan.
- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended 'In Common' a community event in Woodend which arose out of the mosque attacks and focused on concept of belonging here in Canterbury.

K Barnett

- Performed in Rangiora Players Show and noted issues with Northbrook Studios including carparking, lighting and signage. Had raised these with Greenspace.
- Had referred an opportunity for Dudley Park to the Youth Council.
- The Civil Defence flooding response had gone well including communications to elected members.
- Congratulated MainPower Stadium on their first birthday it was critical facility.

M Clarke

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended meeting at RSA with ECan regarding future development of the district.
- Attended Greypower meeting, there had been a good turnout.
- Advised a member of the community had praised the professional reception he had received from Council service desk staff when he reported pothole issues.
- Had inspected flood prone areas after flooding event and noted repairs had improved issues.

B McLaren

- Assisted and attended meetings with Rangiora Community Patrol.
- Attended Rangiora Community Networking Form – there was a diverse array of community groups addressing hardship issues.
- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended Rangiora Early Records Society meeting and would be presenting at the following meeting.
- Attended Kaiapoi Fire and Ice and night market event.

P Williams

- Attended many of same meetings as J Ward.
- Attended Funeral Service for Harry Harper a community minded Kaiapoi resident who had left his entire estate to the Council.
- Attended meeting regarding drainage issues on Lower Sefton Road. Drainage repairs carried out by the Council had not been effective in recent flood event and highlighted importance of consultation on drainage matters with local residents.
- Attended meeting with Cam River farmers, ECan maintenance had not been completed which had caused issues during flood event.
- Noted upcoming presentation on Cam River drainage matters at the August Utilities and Rooding Committee meeting.

I Campbell

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Noted flooding on Yaxleys Road, local farmers had cleared the culvert.
- Attended Water Race meeting at Oxford.
- Was on site during burst water main event on Ashley Street.
- Attended meeting with P Redmond and K Barnett regarding gravel roads. A new roading cadet had been employed to monitor roading maintenance contract. A regular cycle of road maintenance to be completed rather than reactionary maintenance. There was also the potential to purchase a roller to assist with road maintenance.

R Brine

- Commented on current staffing issues for community facilities.

K Barnett asked if it were possible to communicate community facilities closures more quickly to the public. R Brine advised that was difficult as most closures were over the weekend when staff were not available to update the website. Closures were posted on Facebook.

11. CONSULTATION PROJECTS**11.1. Significance and Engagement Policy 2023**

<https://letstalk.waimakariri.govt.nz/significance-and-engagement-policy-2023>
Consultation closes Friday 18 August 2023.

11.2. Waikuku Fire Station Lease

<https://letstalk.waimakariri.govt.nz/waikuku-fire-station-lease>
Consultation closes Friday 18 August 2023.

11.3. **What'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.

12. **BOARD FUNDING UPDATE**

12.1. **Board Discretionary Grant**

Balance as at 31 July 2023: \$17,231.

12.2. **General Landscaping Fund**

Balance as at 31 July 2023: \$27,370.

The Board noted the Board Funding updates.

13. **MEDIA ITEMS**

Nil.

14. **QUESTIONS UNDER STANDING ORDERS**

Nil.

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

Nil.

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 13 September 2023.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 9.05PM.

CONFIRMED

 Chairperson

 Date

- 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. Should there be a change in government following the election, the National Party's reported position on speed limit reductions is that they would not go ahead as currently required. For this reason, the Councillors' have requested that a 'bare minimum' option be provided by staff, which just addresses schools and a few other roads. This is not the recommended option.
- 1.9. 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).
- 1.10. 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. Communications and Engagement Plan (TRIM No. 230210017625)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (c) **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.
- (d) **Notes** that Recommendation (b) is considered the 'bare' minimum that Council can approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

OR:

- (e) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027, including **all roads as recommended by staff** (refer to TRIM No. 230731116010 and 230731116028), and **as listed below in Tables 1 through to 8 below**. These roads are 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
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)	
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 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			

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
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)	
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)	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)	
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

School name	Cat.	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

Table 2. Proposed speed limits for the Rangiora Town Centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Alfred Street – from Percival Street to Ivory Street	50	30
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40
Blackett Street – from Ashley Street to 20 m west of King Street	50	40
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40
Blake Street – from Good Street to Durham Street	50	30
Durham Street – from 20m south of Blackett Street to High Street	50	30
Good Street – from 20m south of Blackett Street to the end of formed road	50	30
Ivory Street – from High Street to 65 m south of Alfred Street	50	40
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30
Queen Street – from 20m west of King Street to 20 m west of Ivory Street	50	30
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30
High Street – from 20m west of Ivory Street to 50m east of King Street	50	30

Table 3. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
High Street – 50m south of Fawcetts Road to Lower Sefton Road	50	40
Canterbury Street – Lower Sefton Road to end of formed road	50	40
Wellington Street – Lower Sefton Road to Auckland Street	50	40
Auckland Street – Canterbury Street to Lower Sefton Road	50	40
Lower Sefton Road – Canterbury Street to 20m east of Auckland Street	50	40

Table 4. Proposed speed limits for Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Easterbrook Road – Fernside Road to Hicklands Road	100	60
Mountvista Road – Easterbrook Road to end of formed road	100	60
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80
Hicklands Road – Plaskett Road to Threlkelds Road	100	60
Egans Road – Plaskett Road to O’Roarkes Road	100	60
O’Roarkes Road – Johns Road to Egans Road	100	60
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80
Bridge Road – Swannanoa Road to end of formed road	100	80

Table 5. Proposed speed limits for Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Fawcetts Road – Cones Road to 160m west of Boundary Road (to the proposed school zone)	80	60
Max Wallace Drive – Fawcetts Road to end of formed road	80	60
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to Marshmans Road	100	80
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60
Forestry Road – Gorries Road to Marshmans Road	100	80
Marshmans Road – 630m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60
Copples Road – Marshmans Road to end of formed road	100	80
Douds Road – Marshmans Road to end of formed road	100	80
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60
McLeods Road – Marshmans Road to end of formed road	100	80

Table 6. 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)
Beatties Road – Marshmans Road to Upper Sefton Road	100	80
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *WSCB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *WSCB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *WSCB Boundary (partial extent)	100	60
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *WSCB Boundary (partial extent)	100	60
Upper Sefton Road – 120m west of Cross Street to Hurunui District boundary *WSCB Boundary (partial extent)	100	80

Table 7. 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)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *WSCB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *WSCB Boundary (partial extent)	100	60

Table 8. Proposed speed limits for the Cust peri-urban and north of Rangiora areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cones Road – 120 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to 70m south of Barkers Road	100	80
Fletchers Road – Dixons Road to end of formed road	100	80
Rossiters Road – Dixons Road to end of formed road	100	80
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *OOCB Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *OOCB Boundary (partial extent)	80	60

AND:

- (f) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (g) **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.
- (h) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and 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.
- (i) **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.
- (j) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (e) 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.

- (k) **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.
- (l) **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.

3. **BACKGROUND**

- 3.1. 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*.
- 3.2. 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.
- 3.3. 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*.
- 3.4. 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.
- 3.5. 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.
- 3.6. 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.
- 3.7. Subsequent Speed Management Plans will 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.
 - South-western and 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.

- 3.8. 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.
- 3.9. 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.
- 3.10. 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.

- 3.11. 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.
- 3.12. 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.
- 3.13. 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.

4. ISSUES AND OPTIONS

- 4.1. 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).

- 4.2. 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.
- 4.3. 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.
- 4.4. 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.
- 4.5. 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.
- 4.6. 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.
- 4.7. The Fernside/west Rangiora 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. These speed limit proposals follow on from the speed limit changes made within the area in 2022.
- 4.8. The north-eastern portion of the district acts as the main northern connection to and through Rangiora, other than State Highway One. This also has seen increasing volumes of traffic in recent years as more development occurs in the Loburn and Sefton areas. Furthermore, Dixons Road, Cones Road, Upper Sefton Road, and a portion of Marshmans Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.
- 4.9. The following options are available to the Rangiora-Ashley Community Board:
- 4.10. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.10.1. This option involves the Rangiora-Ashley 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).
- 4.10.2. 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.
- 4.10.3. 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.

- 4.11. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.11.1. This option involves the Rangiora-Ashley 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.
- 4.11.2. 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.
- 4.11.3. 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.
- 4.11.4. 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.
- 4.12. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 4.12.1. The Rangiora-Ashley Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.12.2. 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.
- 4.12.3. 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.
- 4.13. Implications for Community Wellbeing
- 4.13.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.13.2. 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.
- 4.14. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.
- 5.1.2. Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. 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
- 5.2.3. 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.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment v for detail).
- 5.3.3. 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.
- 5.3.4. 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.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. 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).

6.1.4. 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.

6.1.5. 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.

6.2. **Sustainability and Climate Change Impacts**

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

6.2.2. 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.

6.2.3. 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.

6.3. **Risk Management** There are risks arising from the adoption/implementation of the recommendations in this report.

6.3.2. 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.

6.3.3. 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.

6.3.4. 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.

6.3.5. 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.

6.4. **Health and Safety** There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.2.1. 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).

7.3. **Consistency with Community Outcomes**

7.3.1. 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.

7.4. **Authorising Delegations**

7.4.1. 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*.

7.4.2. 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.

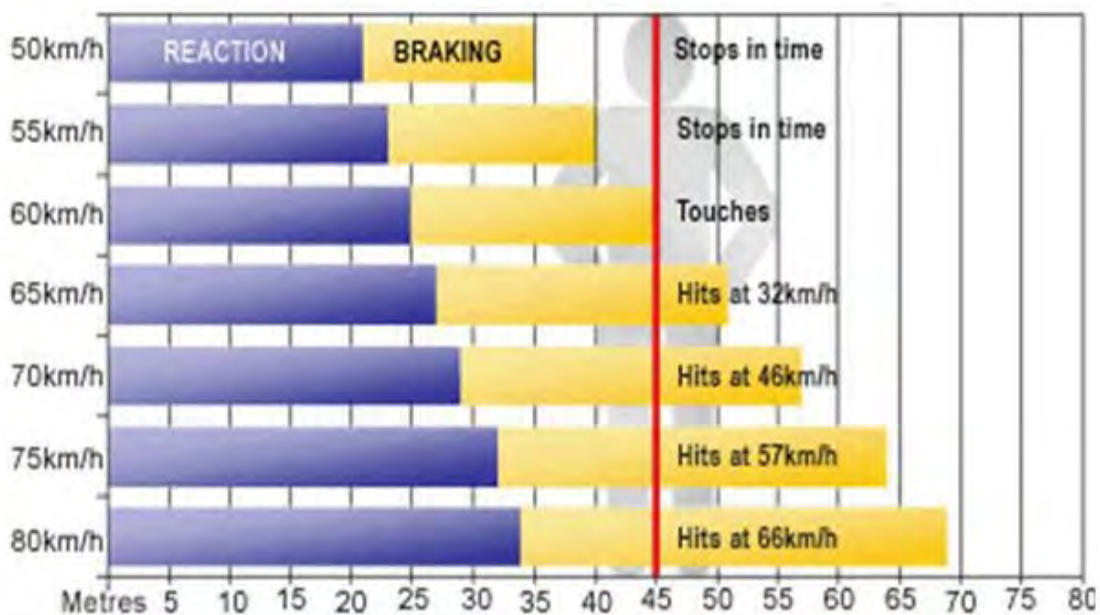


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

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.

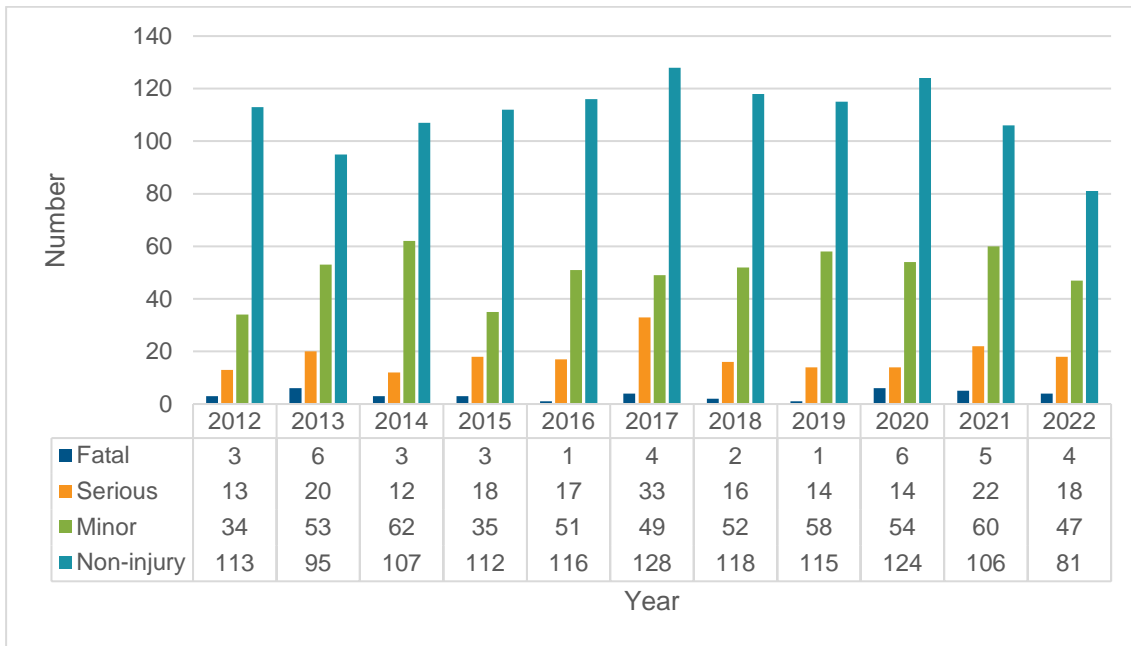


Figure 4. Ten-year crash data for the Waimakariri District.

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.

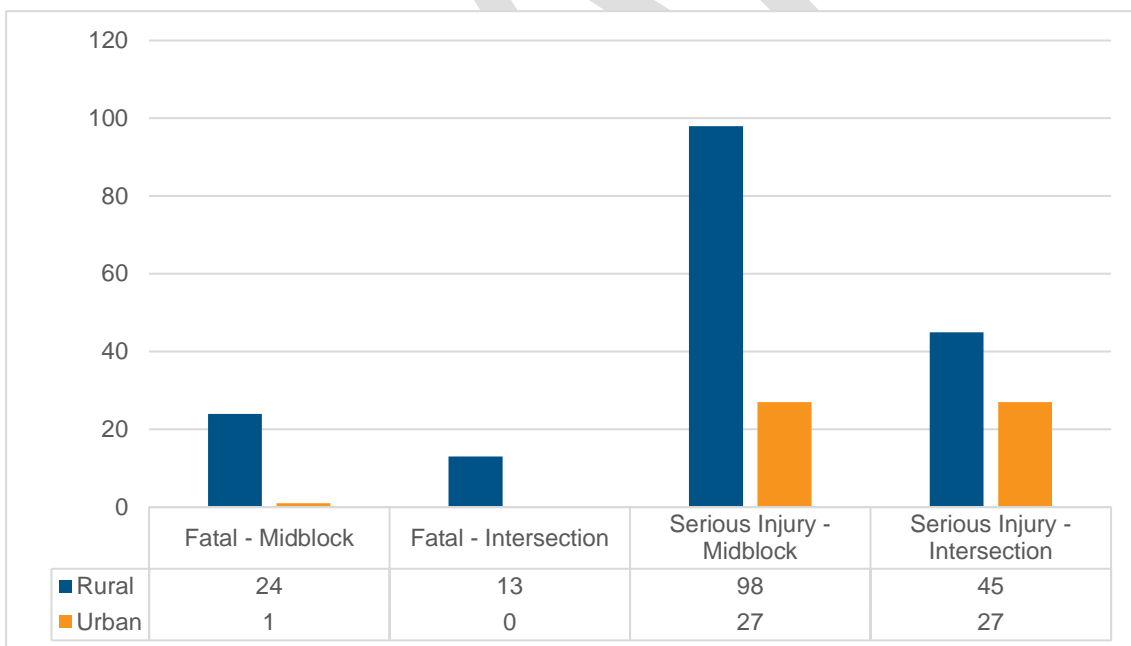


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

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.

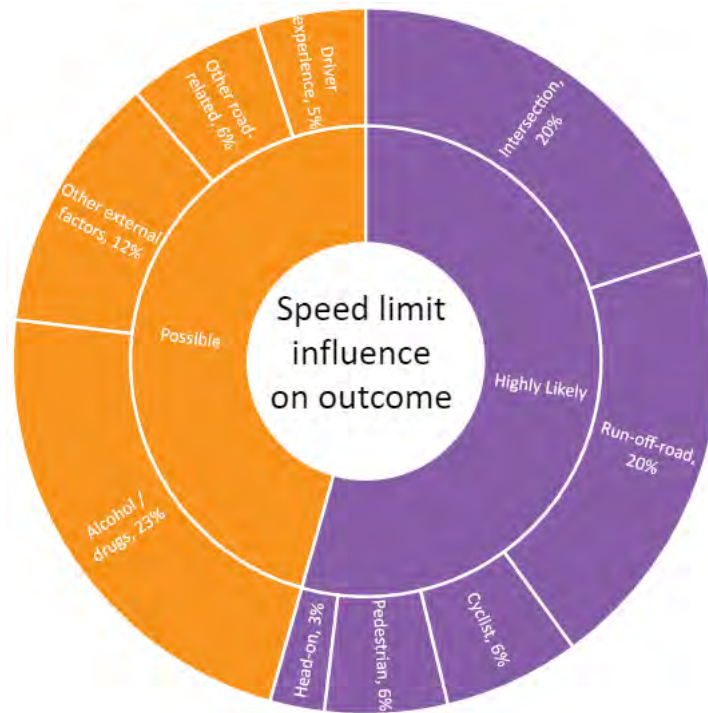


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

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.

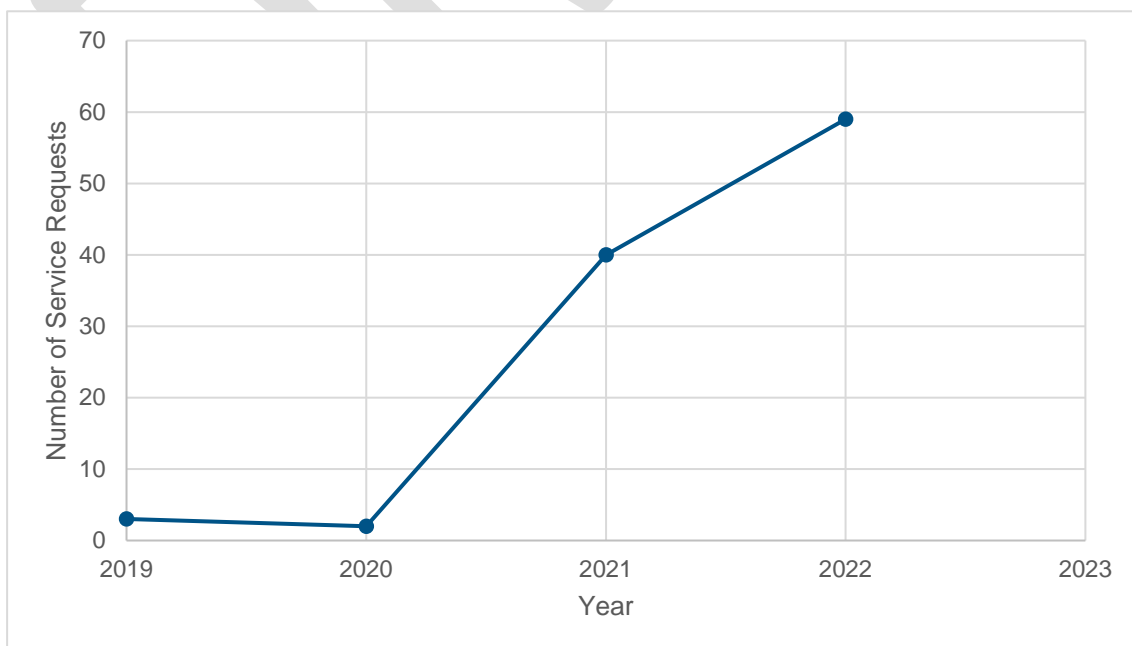


Figure 7. Speed limit related service request history (2019-2022).

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.

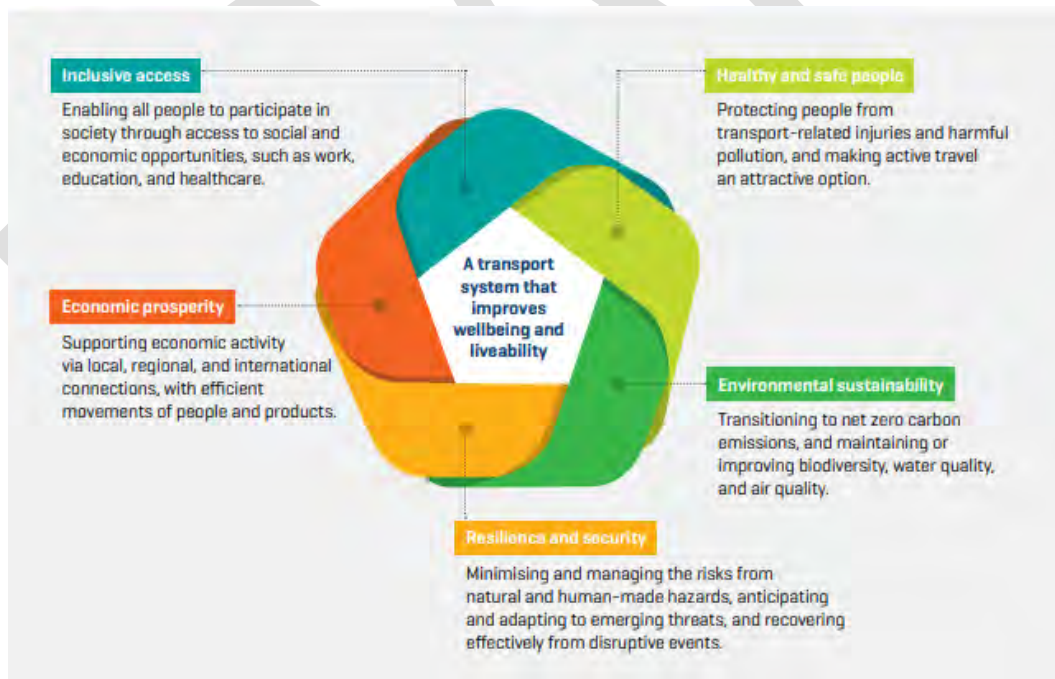


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

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.

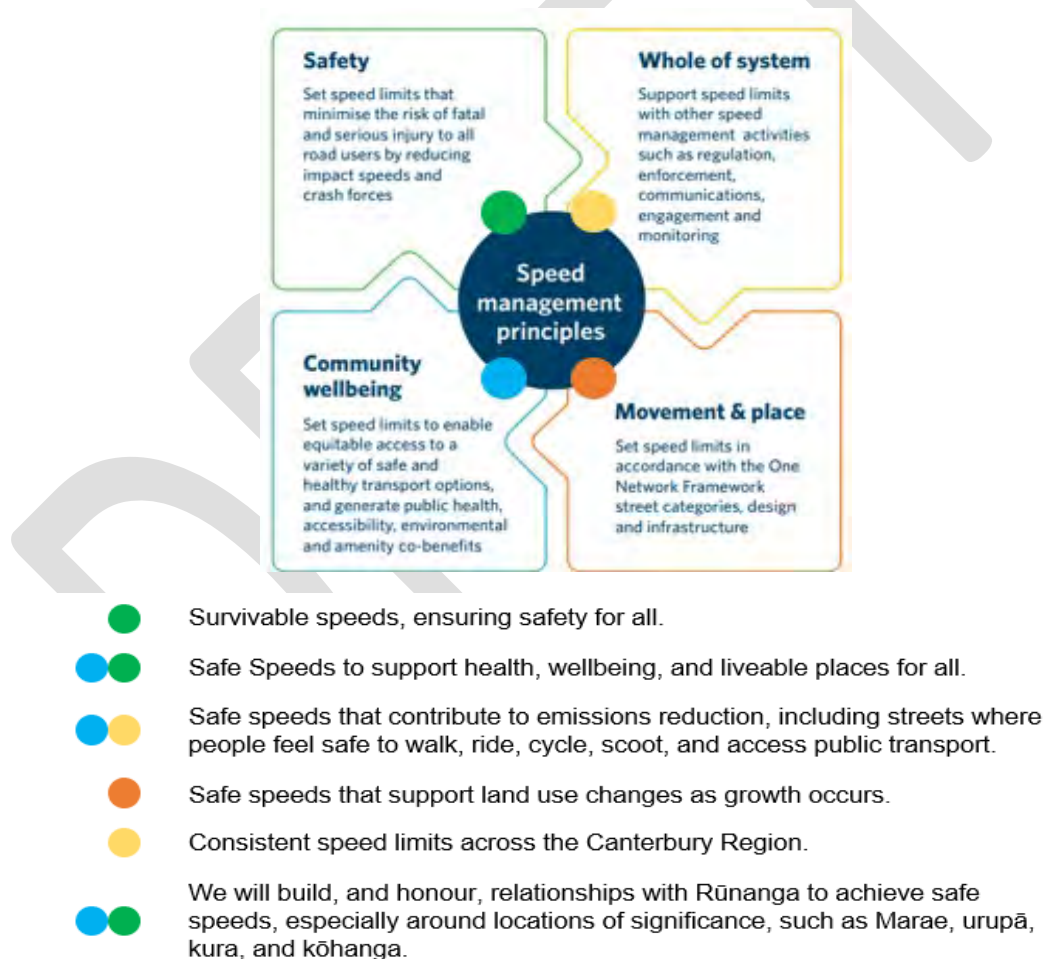


Figure 10. Canterbury regional objectives for speed management.

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>).

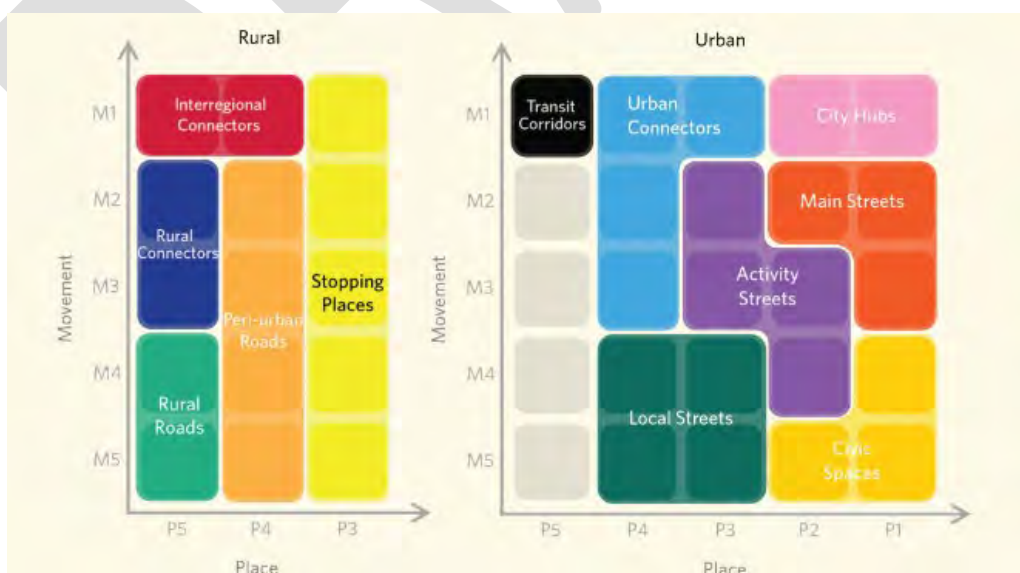


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

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

DRAFT

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)

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Appendix A – Policies, Strategies and Guidelines

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

Table 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.

DRAFT

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.

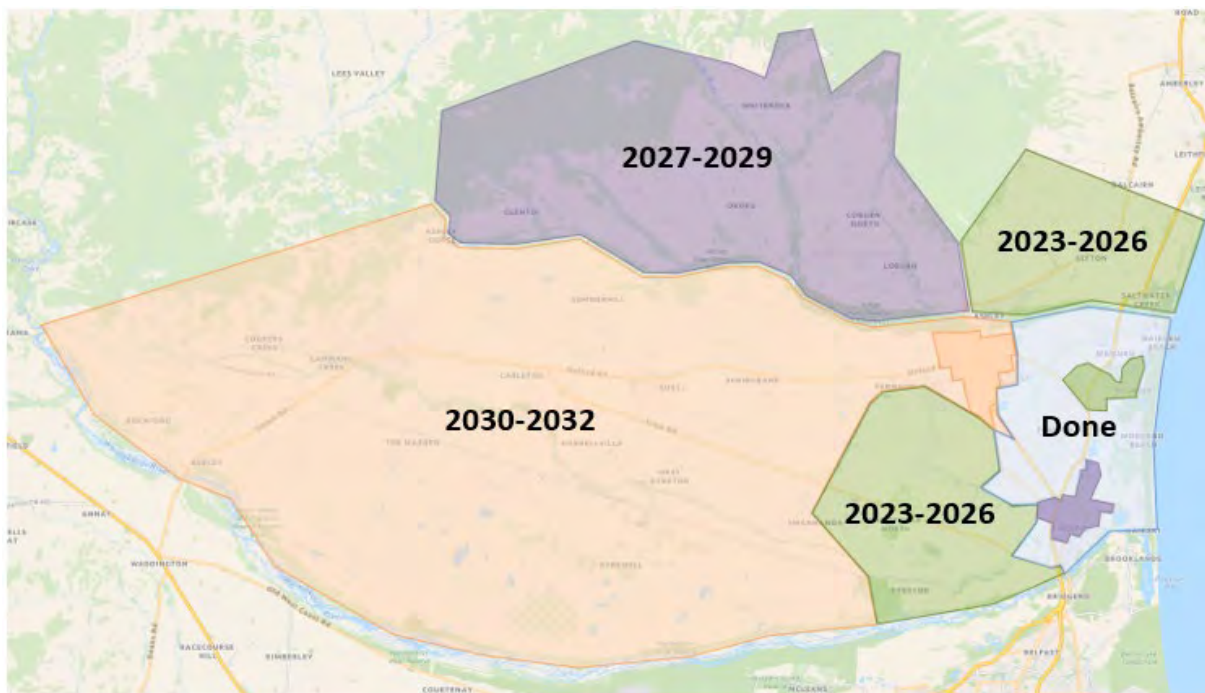


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

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.⁷³

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

Table 3. Proposed speed limits for the Kaiapoi town centre.⁷⁴

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 limit⁷⁵ 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 20 m east of Buller Street	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.⁸⁷

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
Taylor's Road – Heywards Road to end of formed 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

Table 20. Proposed speed limits⁹⁰ 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
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

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 20 m east of Buller Street
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)

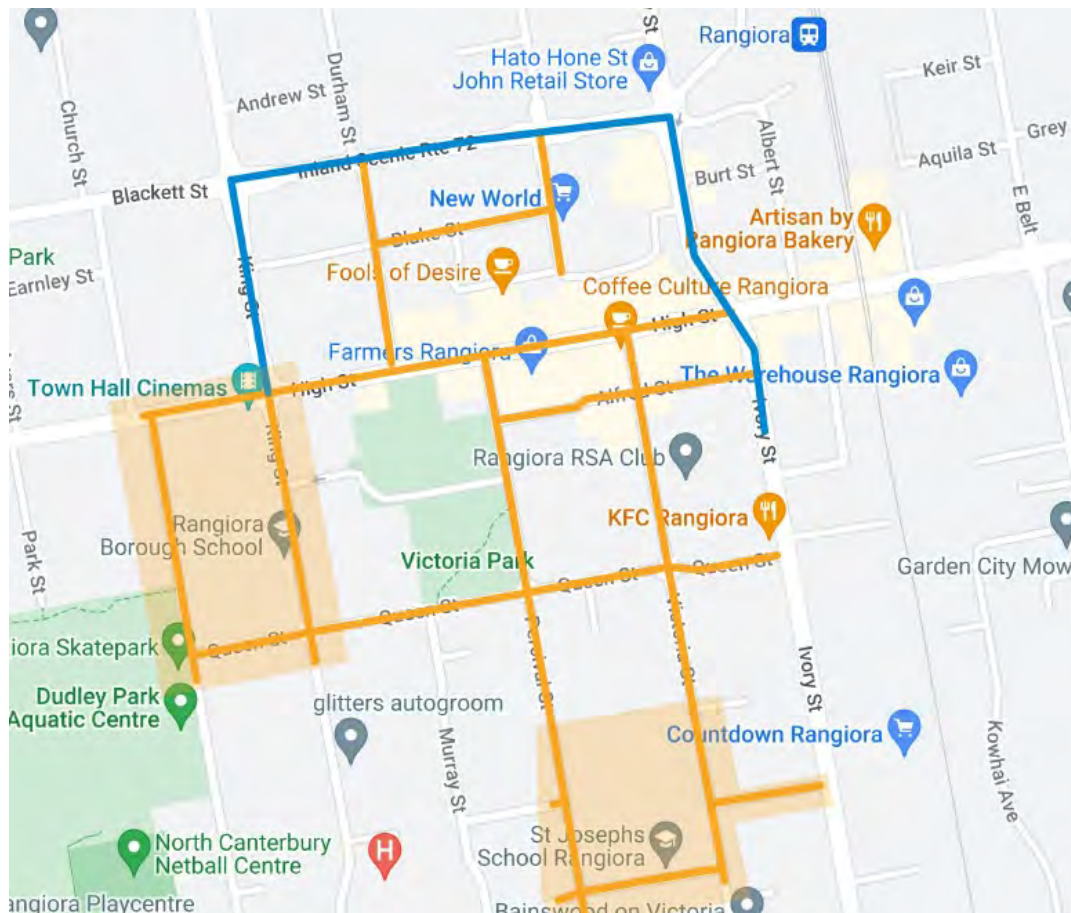


Figure 2. Rangiora town centre (Table 4).

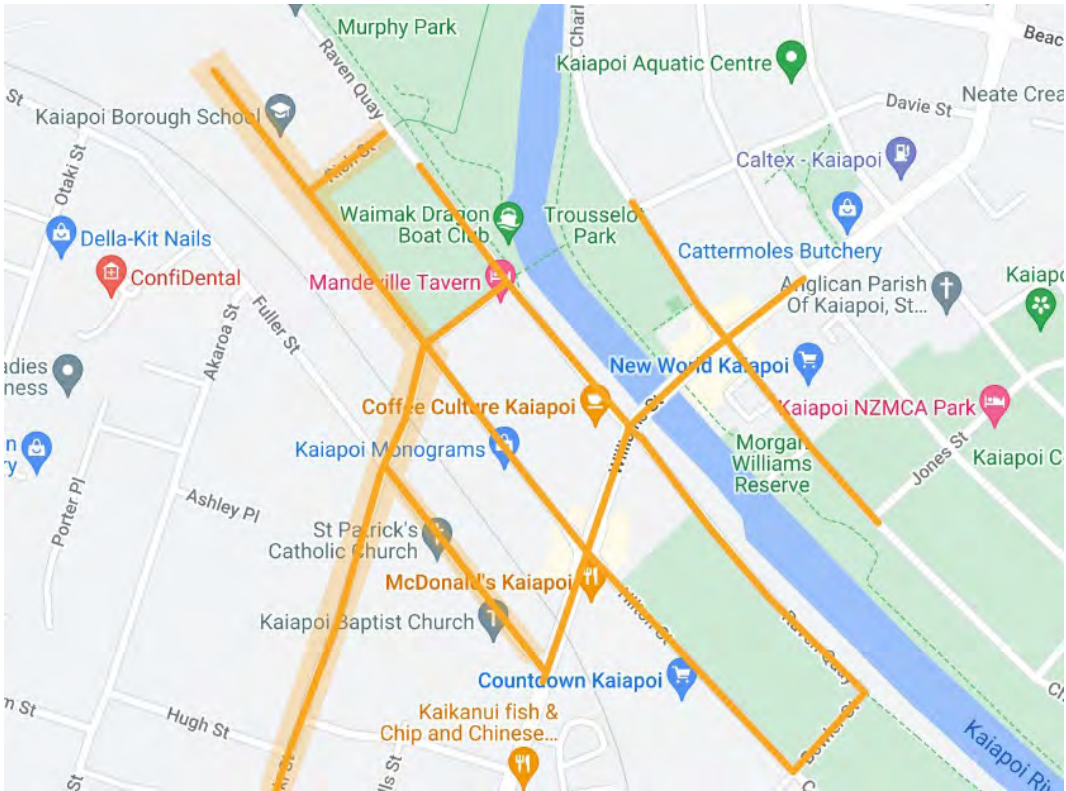


Figure 3. Kaiapoi town centre (Table 5).

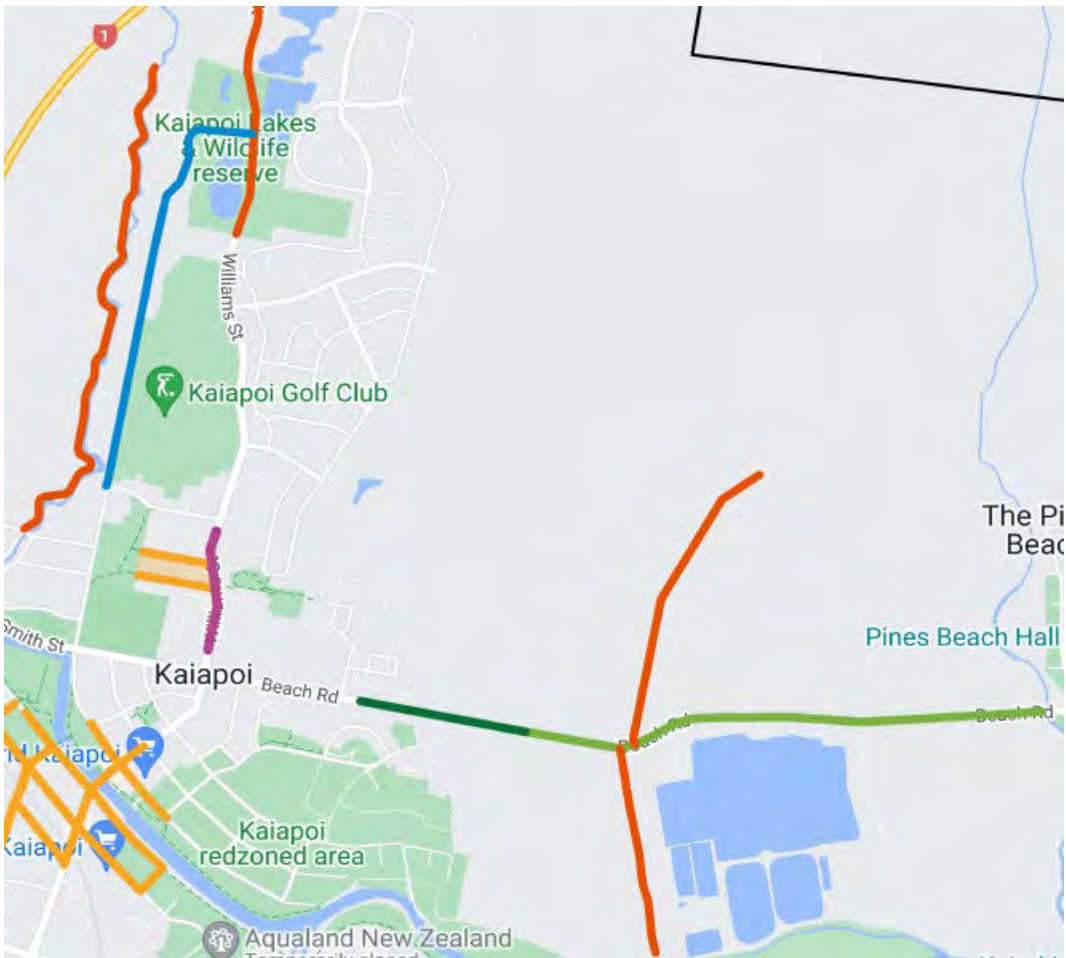


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

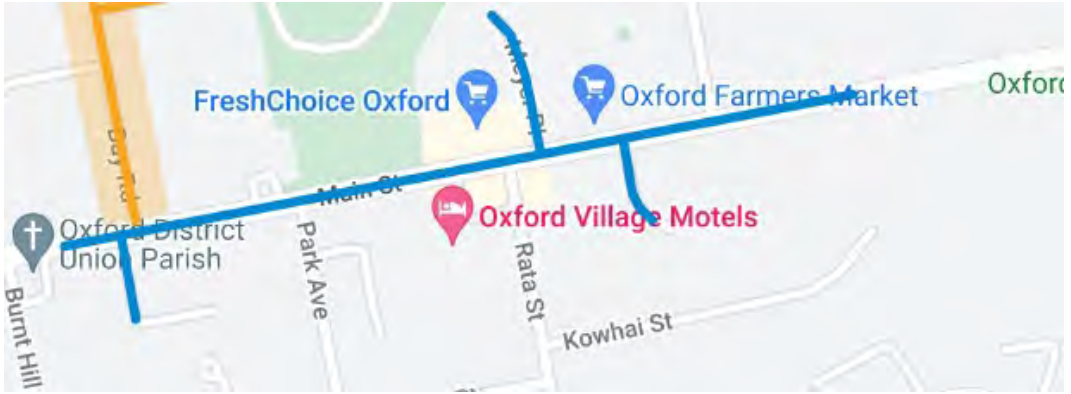


Figure 5. Oxford town centre (Table 7).

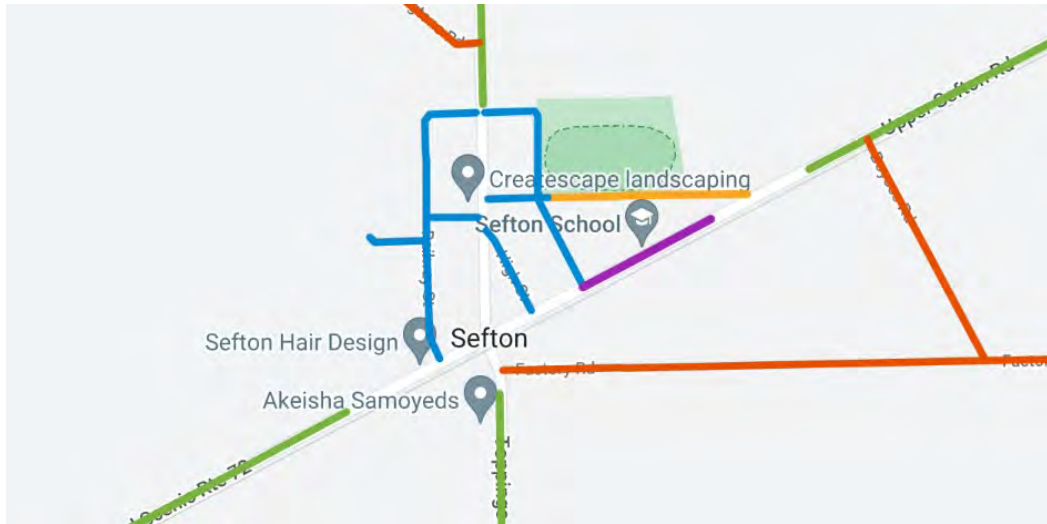


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

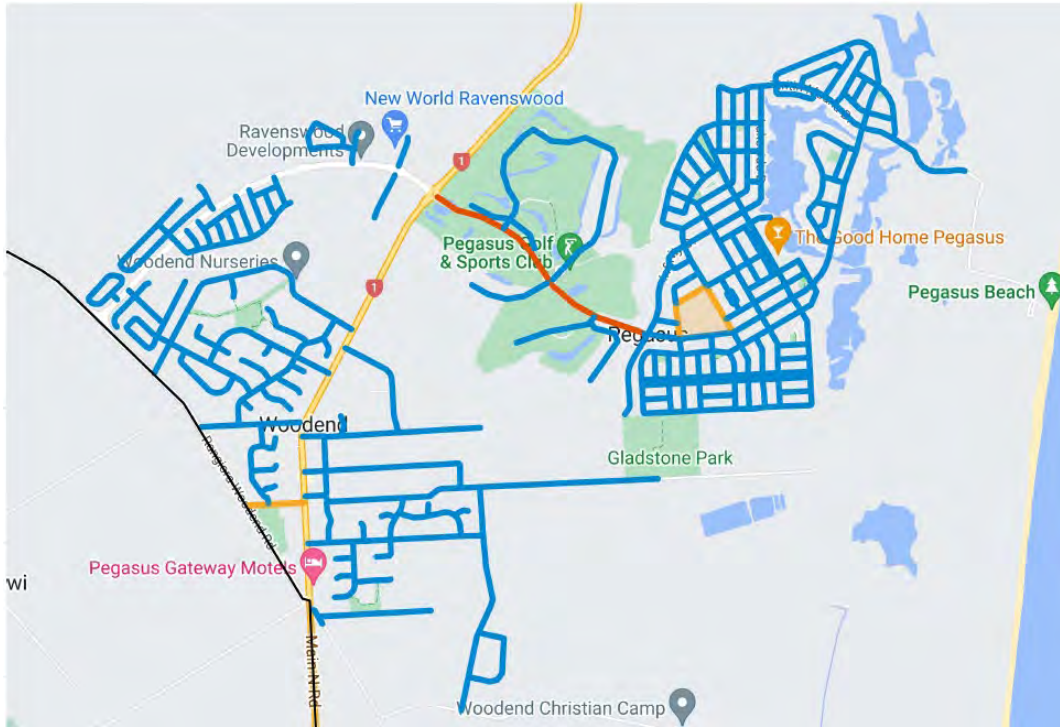


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

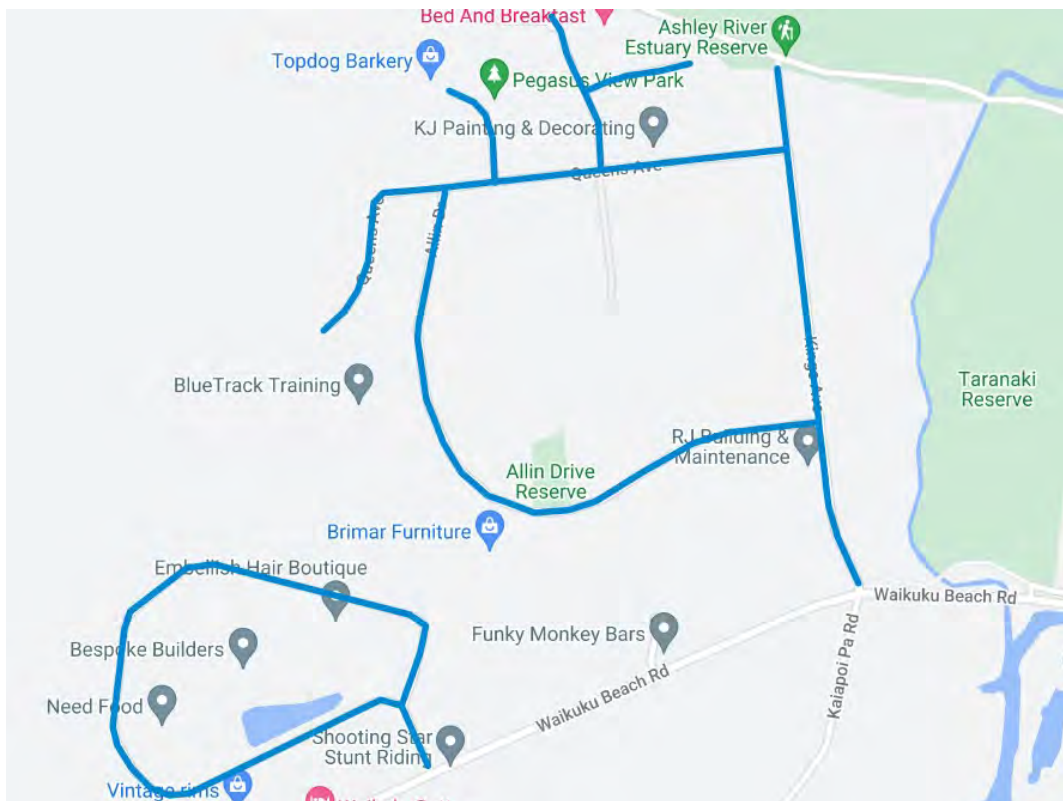


Figure 9. Waikuku Beach peri-urban area (Table 12).

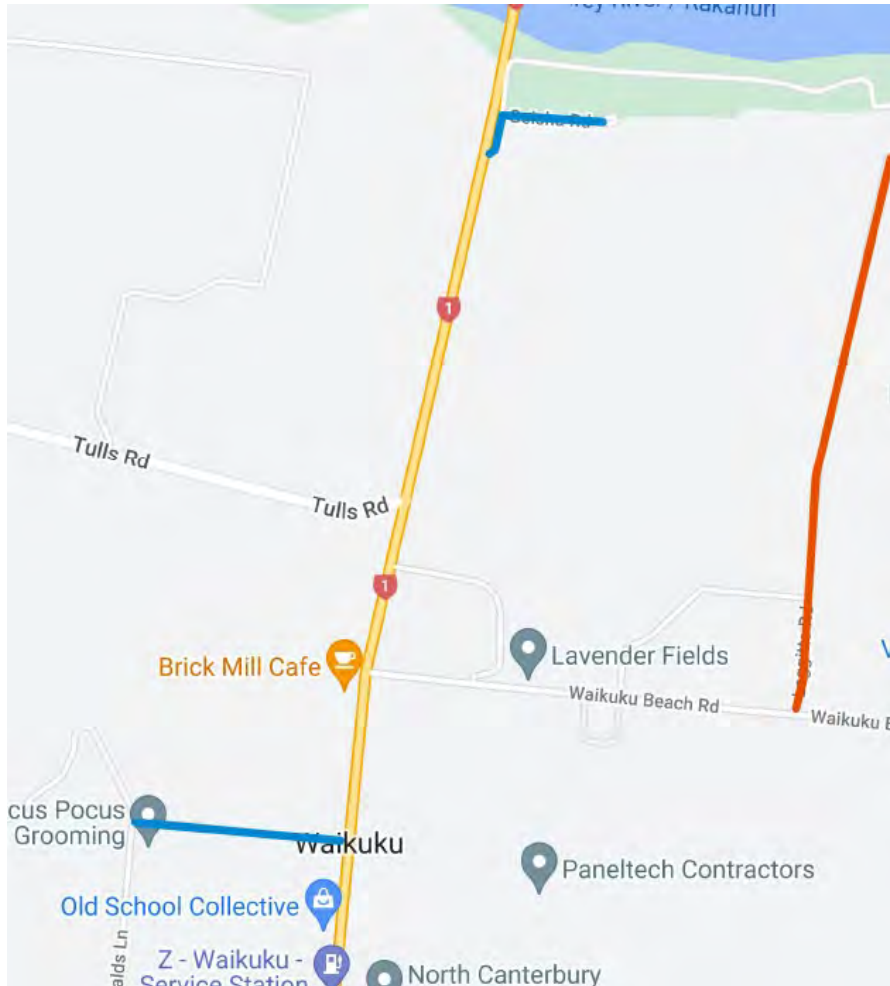


Figure 10. Waikuku peri-urban area (Table 13).

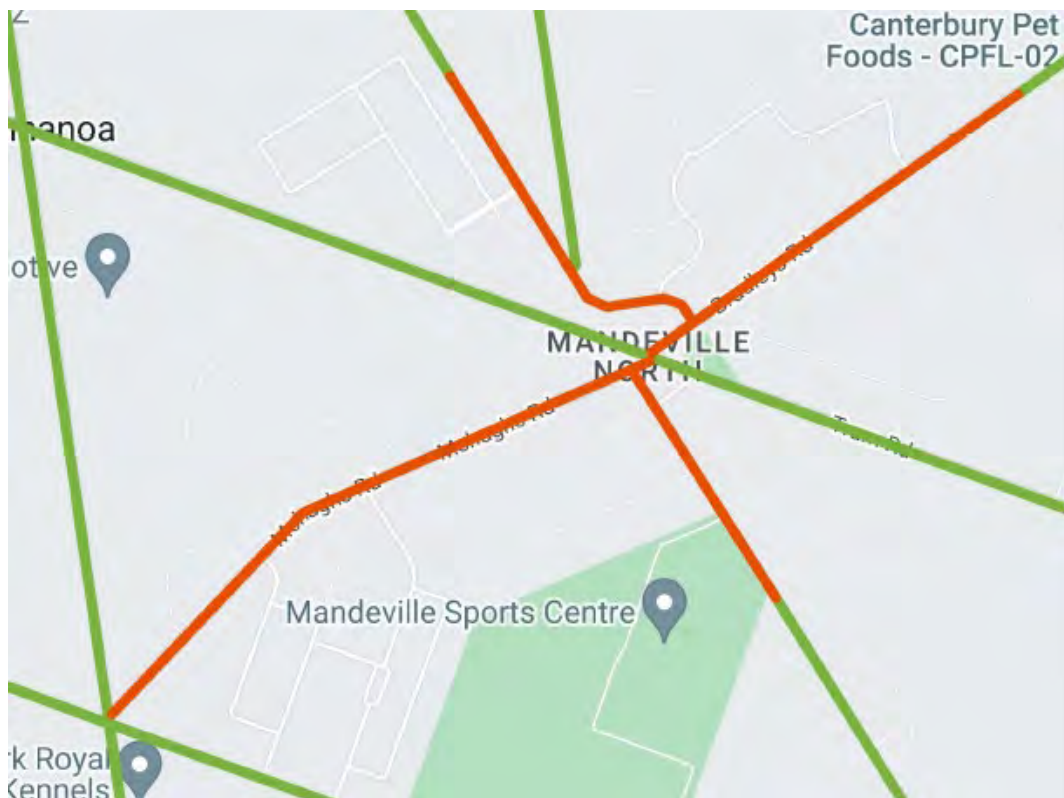


Figure 11. Mandeville peri-urban area (Table 14).

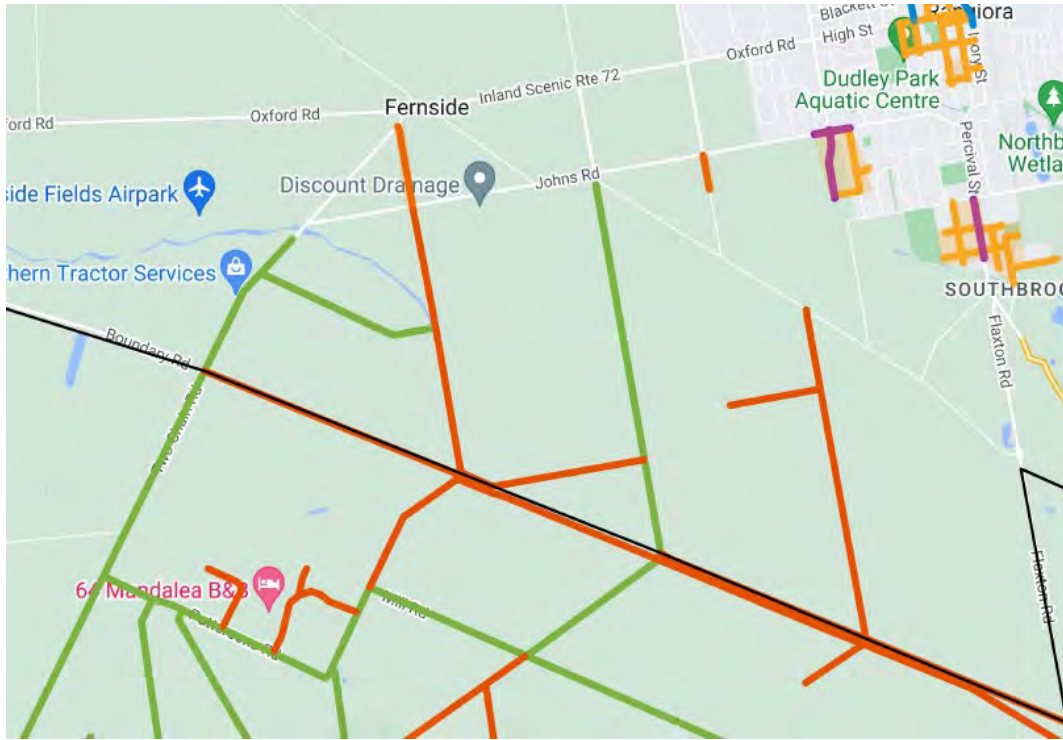


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

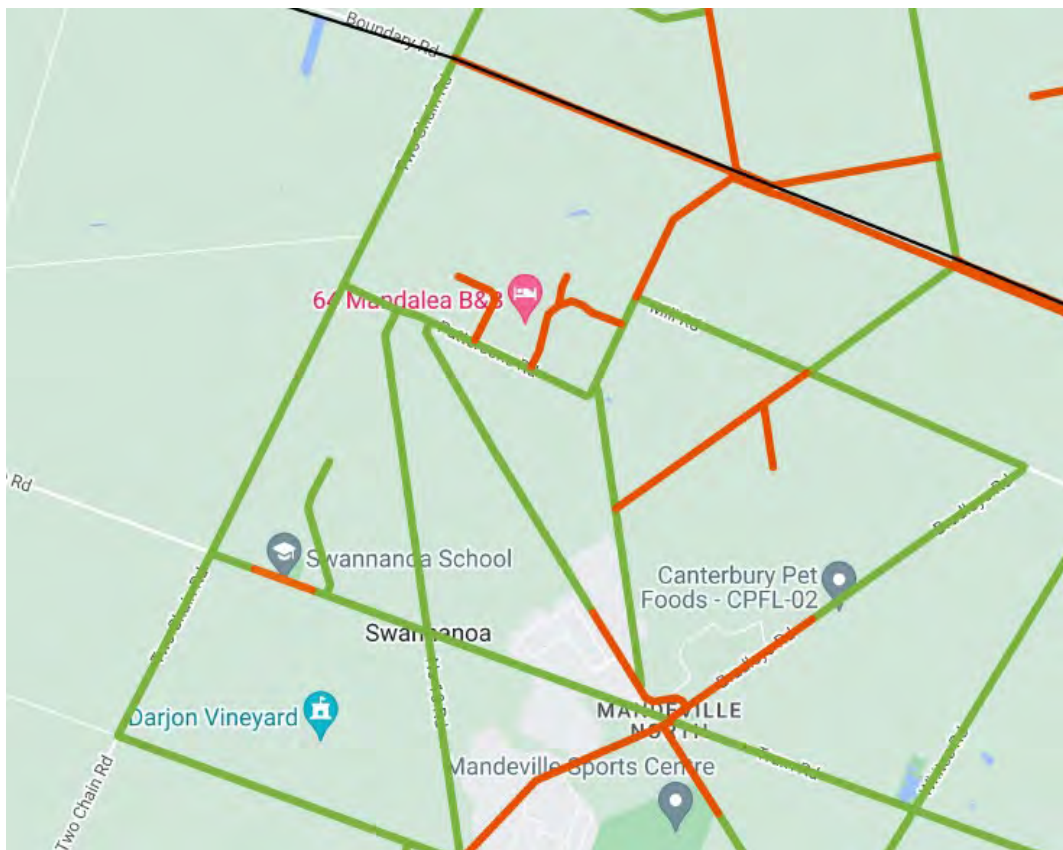


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



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

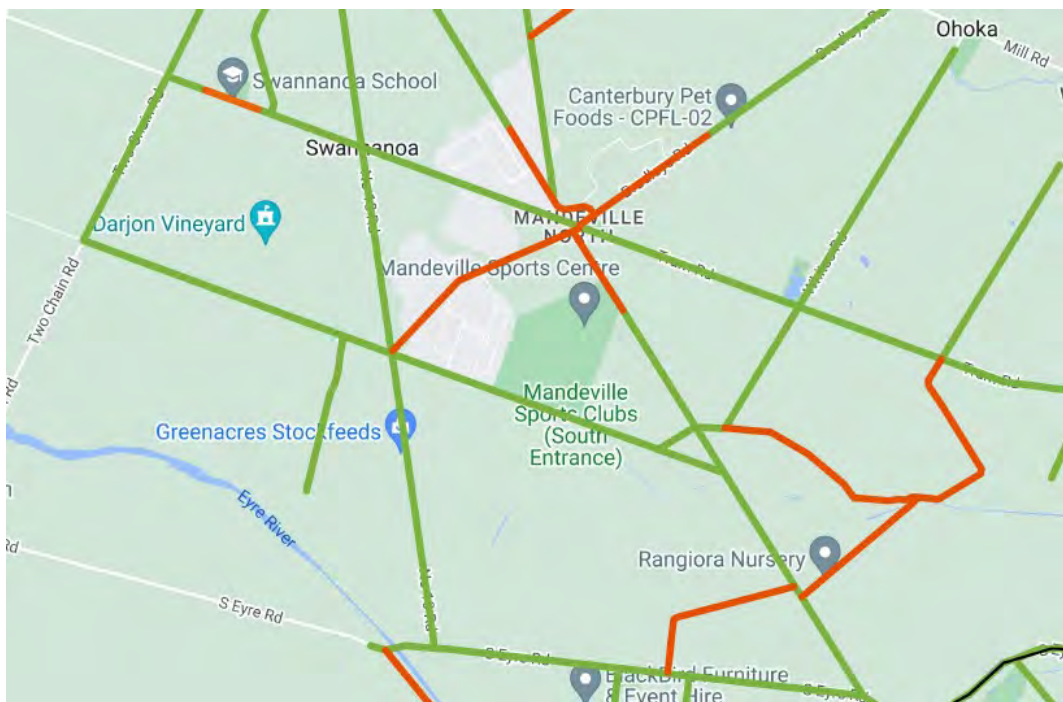


Figure 15. South of Tram Road/Mandeville area (Table 18).



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

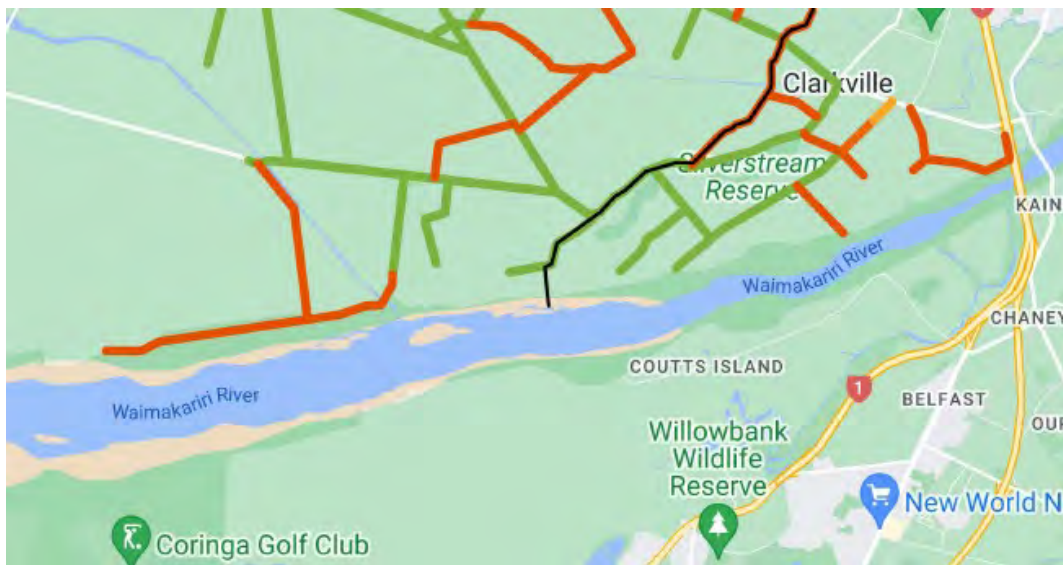


Figure 17. South of South Eyre Road area, including Clarkville School (Table 20, Table 21, and Table 29).

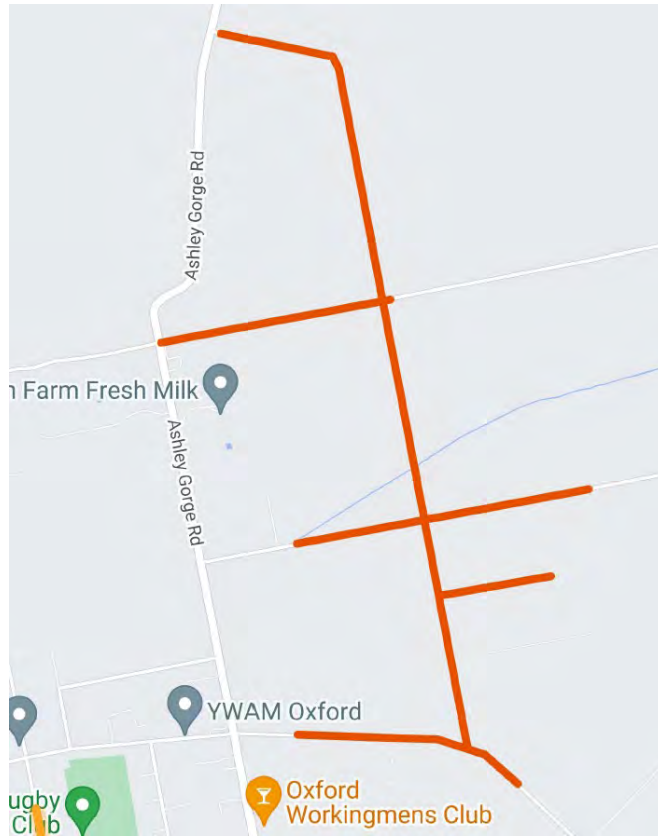


Figure 18. Oxford rural area (Table 22).

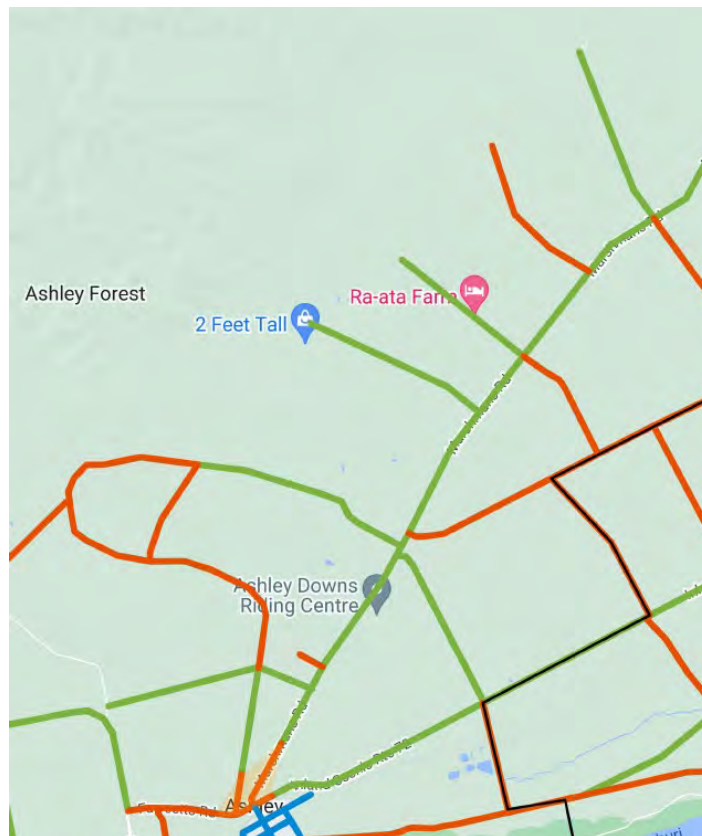


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).

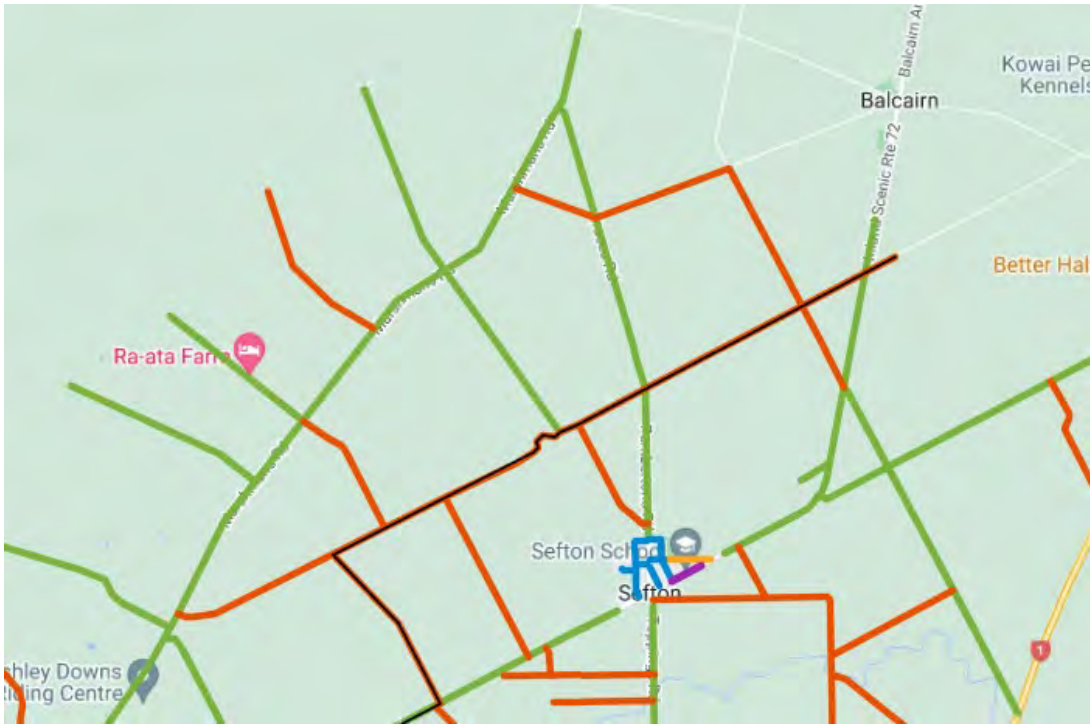


Figure 20. North of Upper Sefton Road area (Table 24).

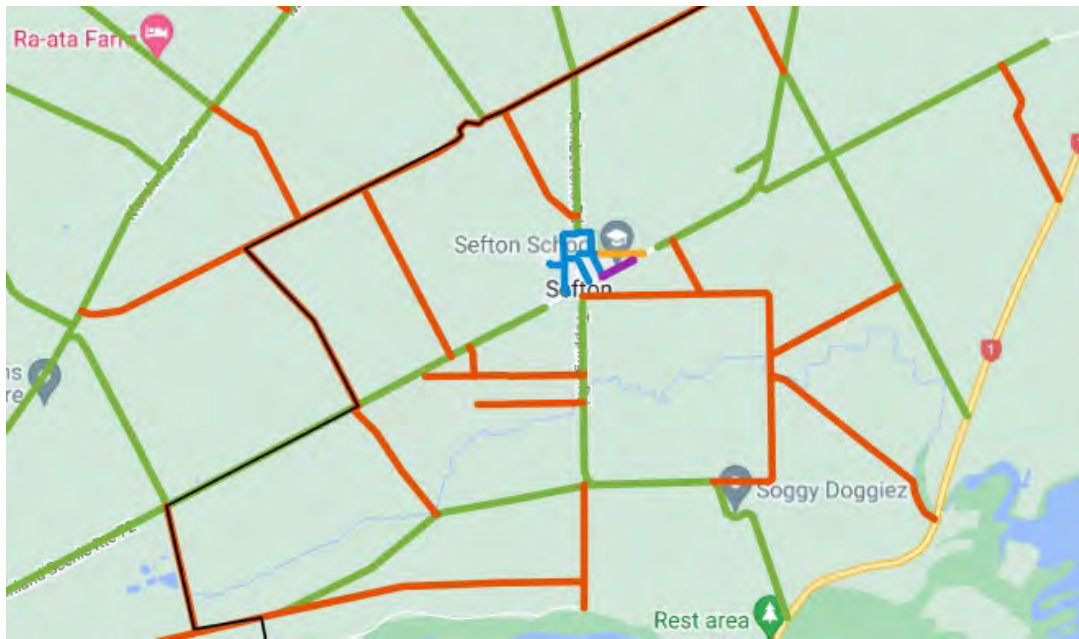


Figure 21. South of Upper Sefton Road area (Table 25).

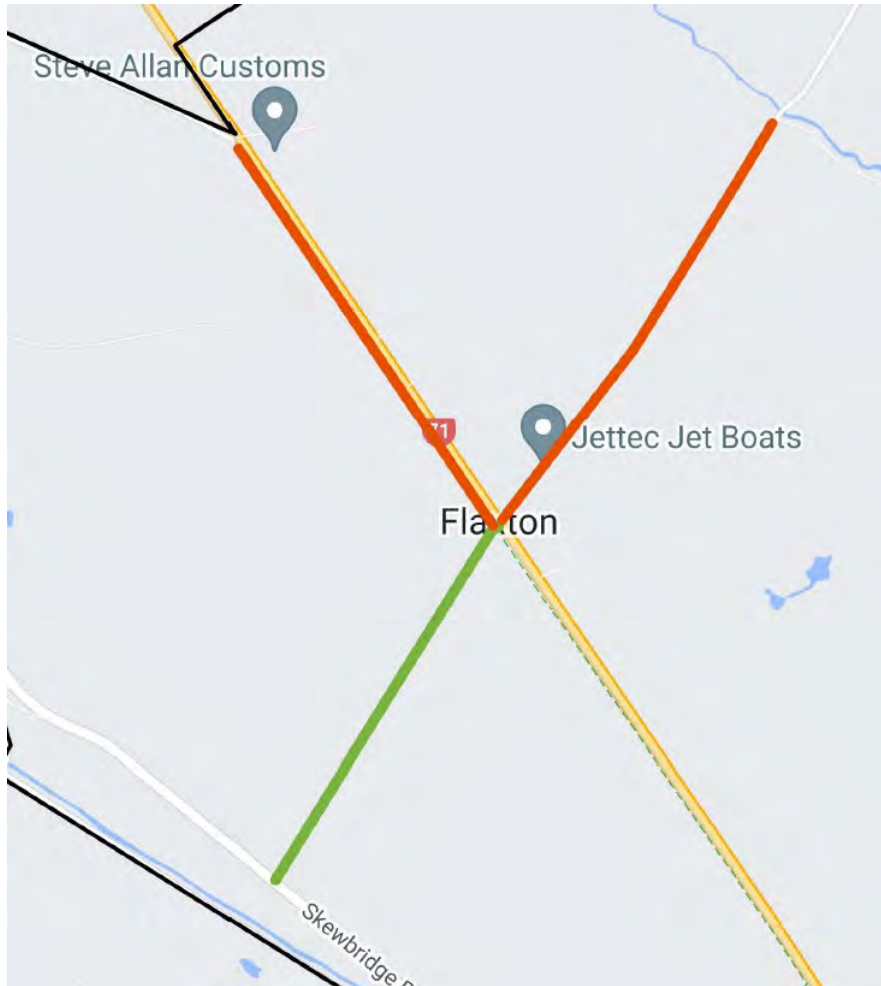


Figure 22. Flaxton rural area (Table 26).

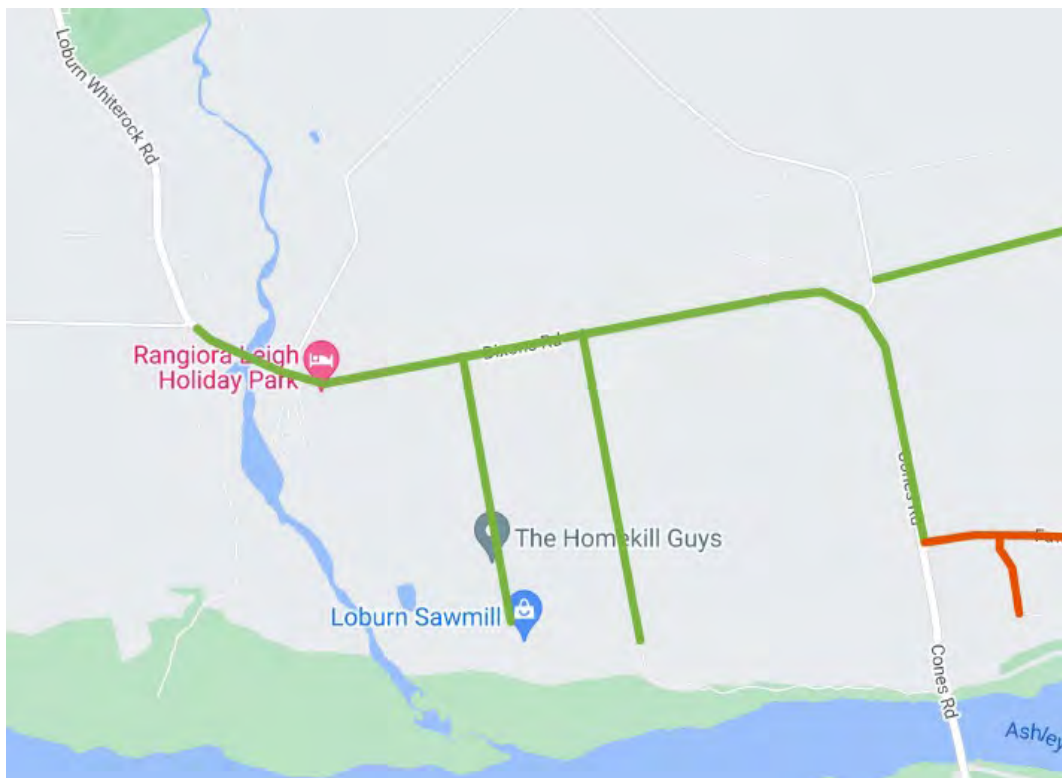


Figure 23. Loburn rural area (Table 26).

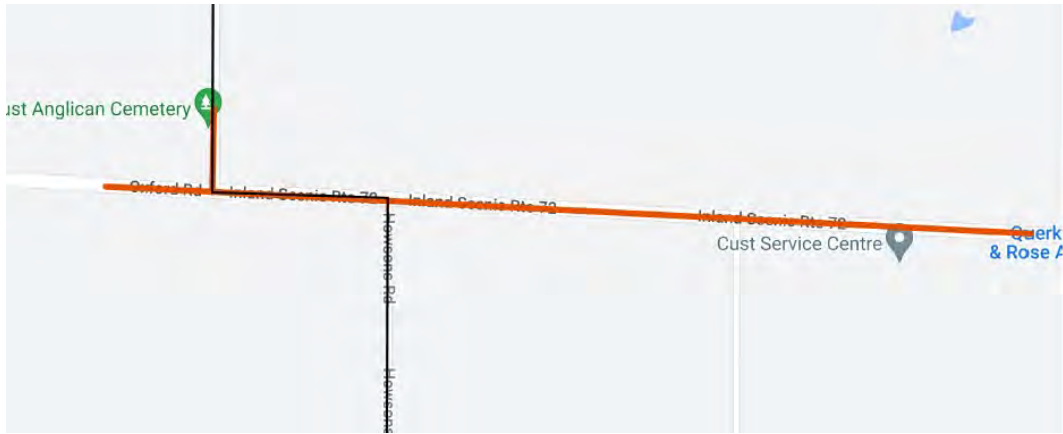


Figure 24. Cust peri-urban area (Table 28).

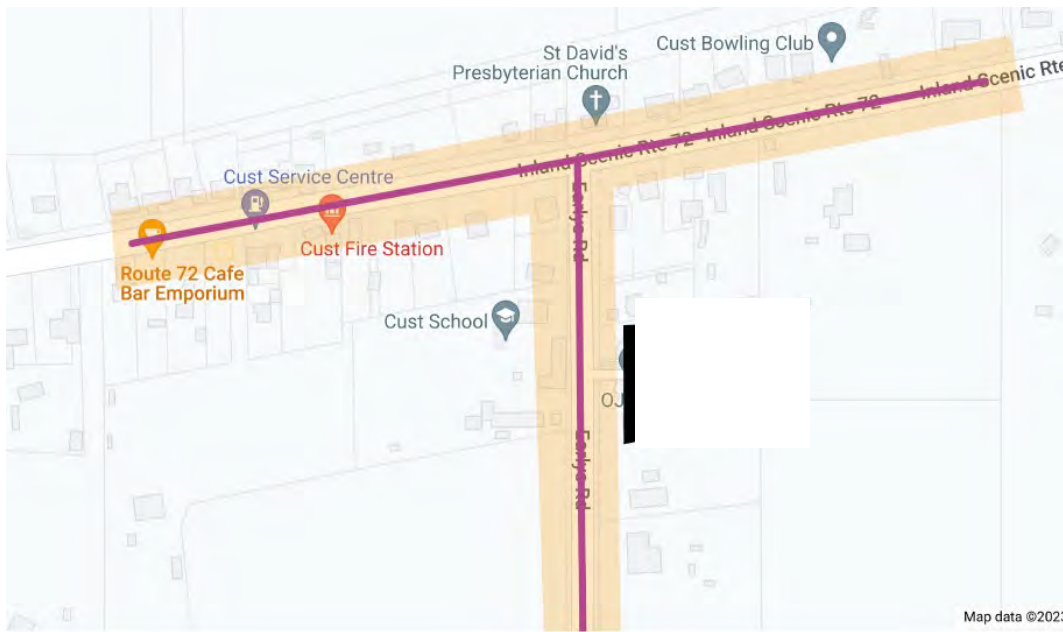


Figure 25. Cust School area (Table 28).

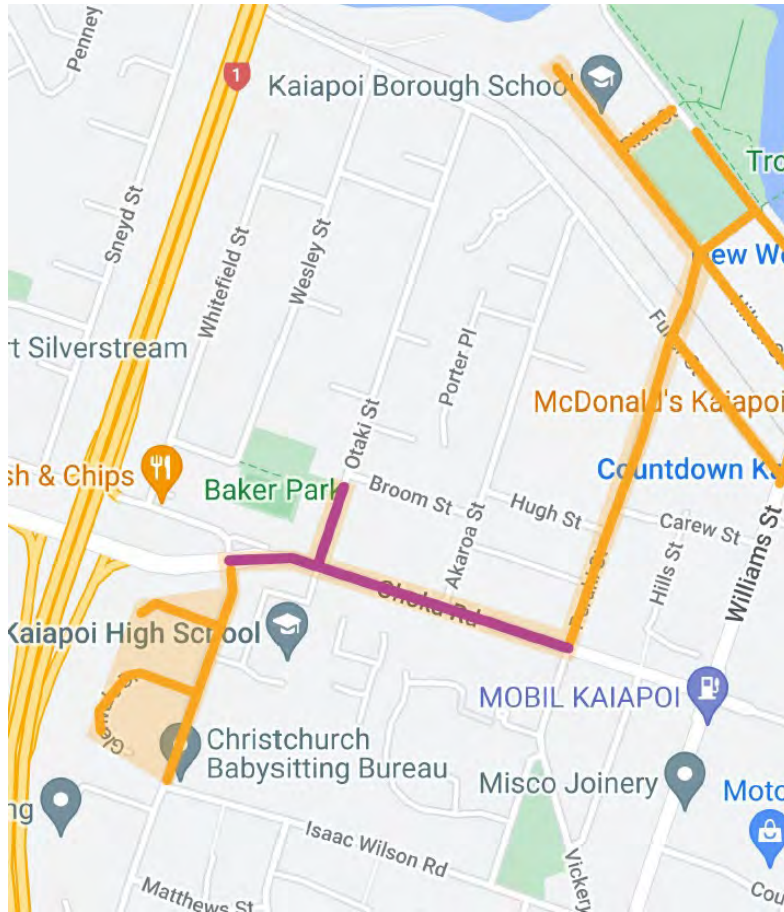


Figure 26. Kaiapoi school areas (Table 28).

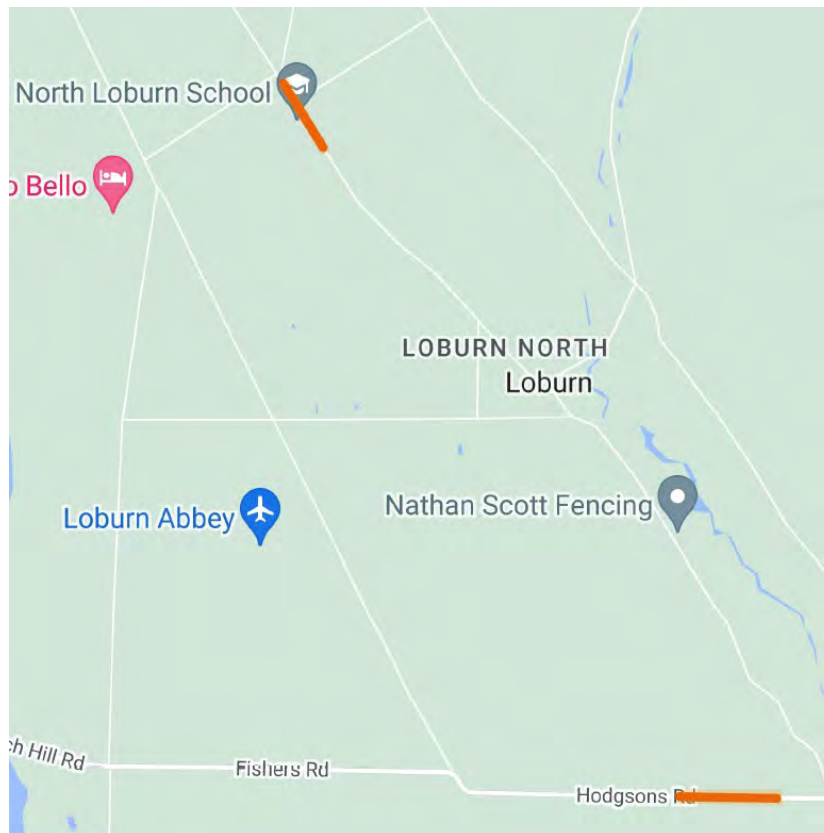


Figure 27. Loburn school areas (Table 30).

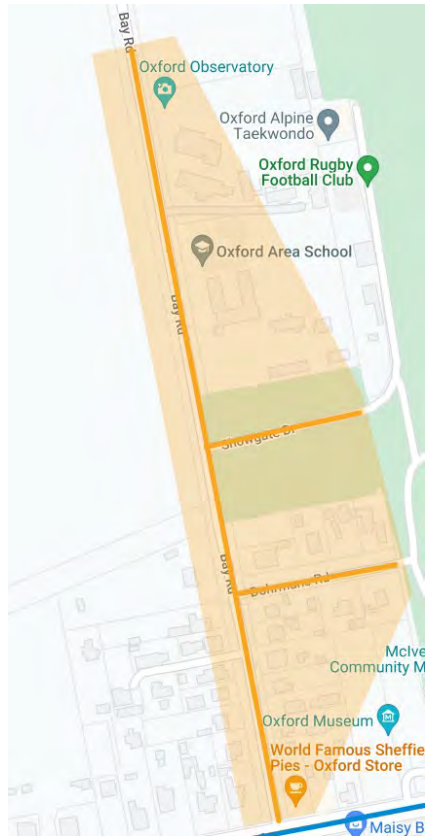


Figure 28. Oxford Area School zone (Table 28).

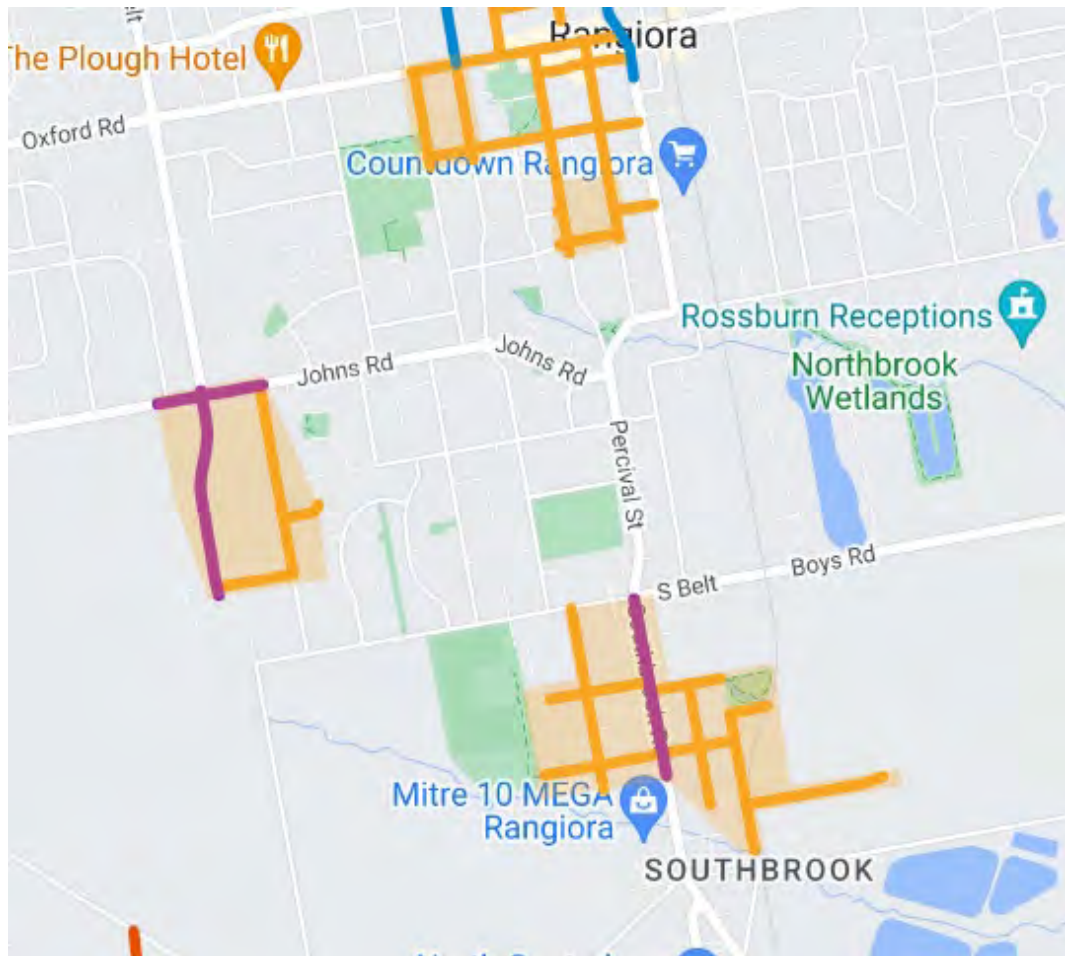


Figure 29. Rangiora south school areas (Table 28).

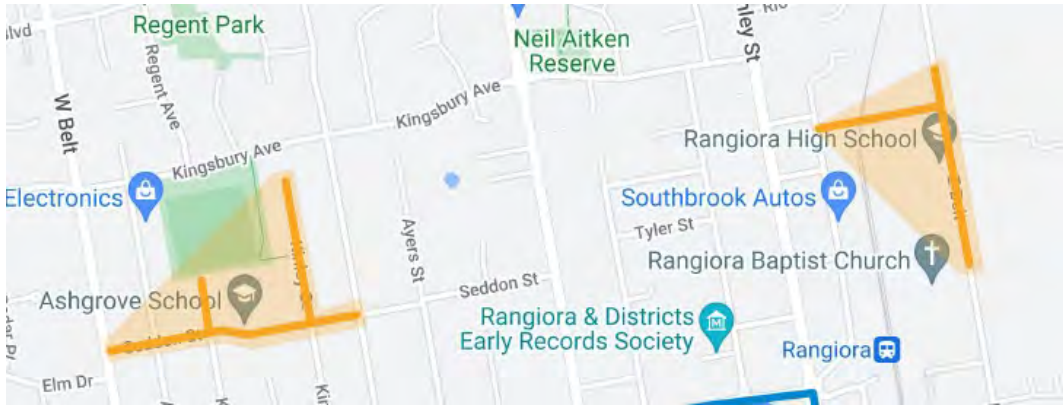


Figure 30. Rangiora north school areas (Table 28).

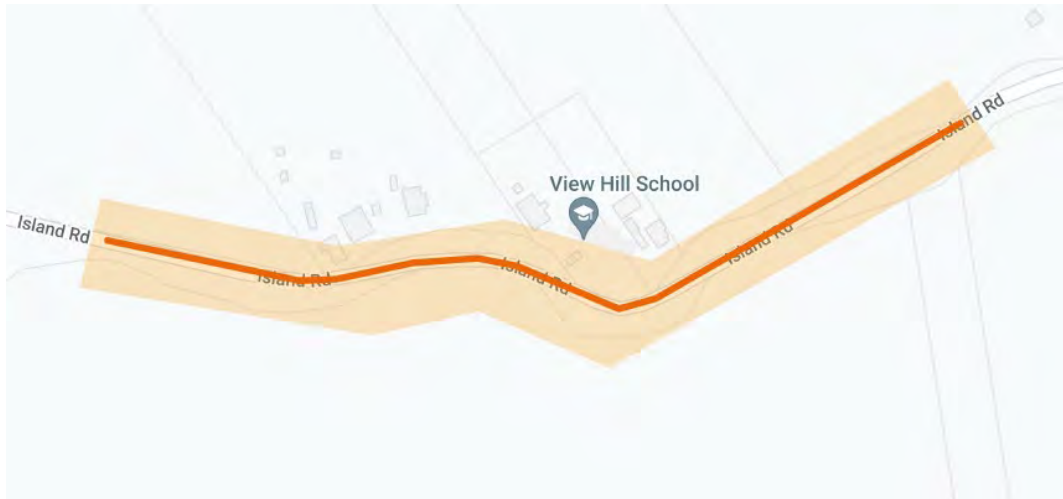


Figure 31. View Hill School zone (Table 30).

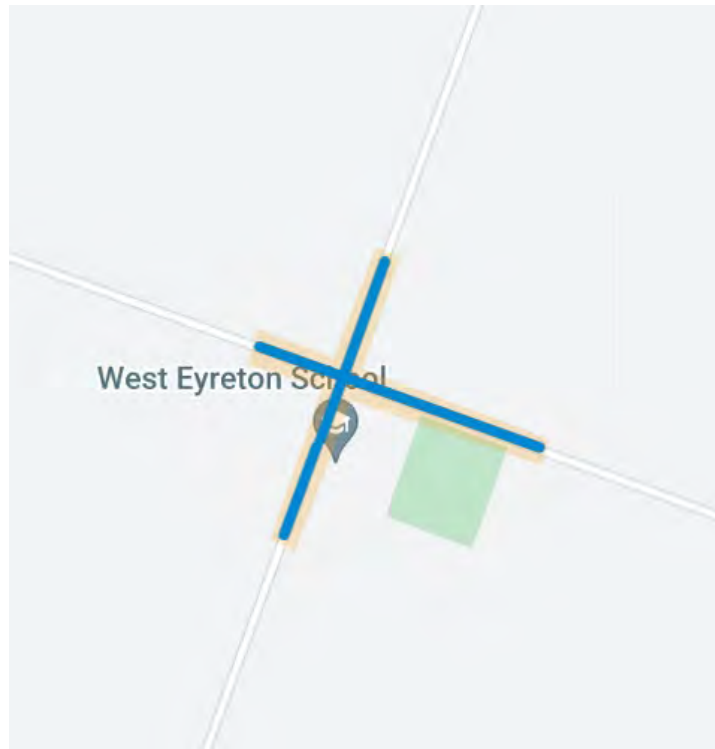


Figure 32. West Eyreton School zone (Table 30).

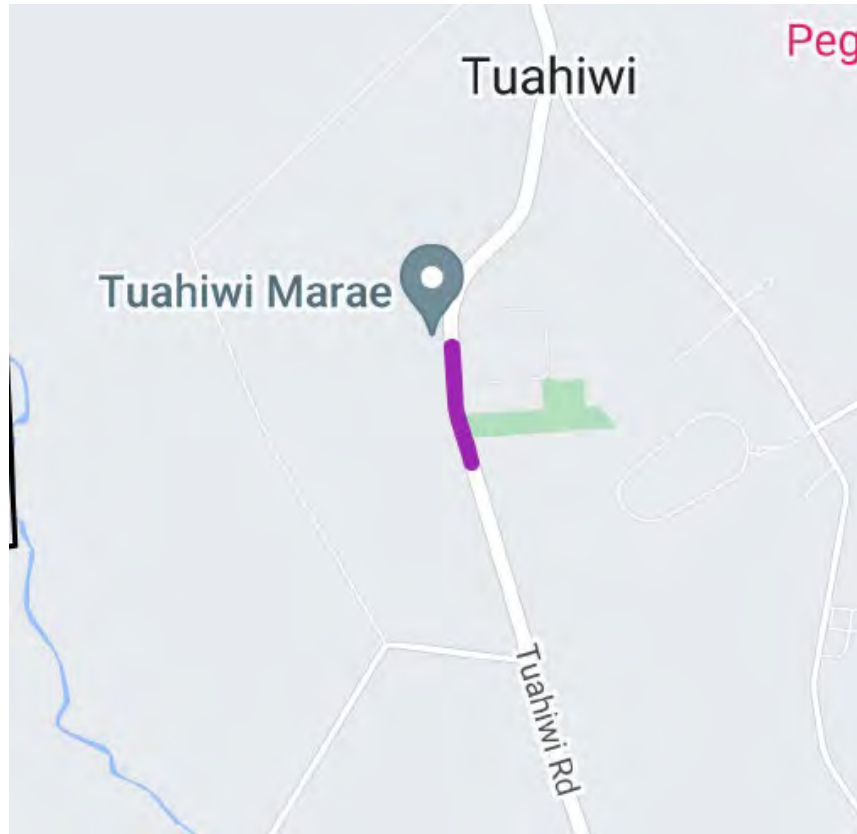


Figure 33. Tuahiwi School zone (Table 28).

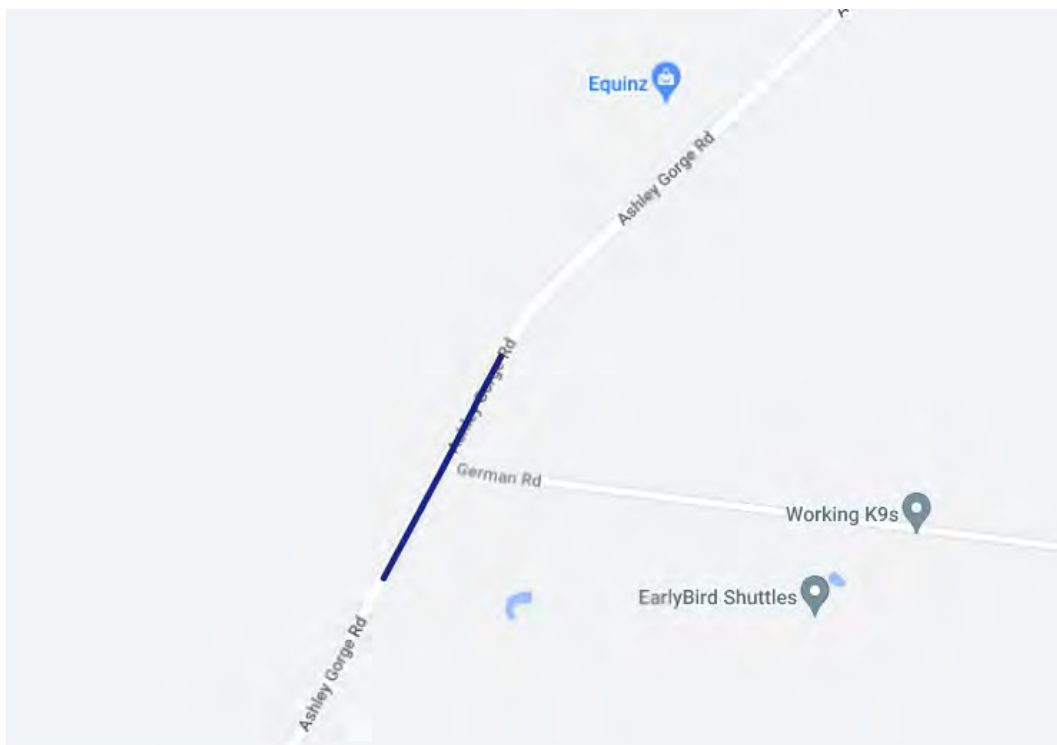


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



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

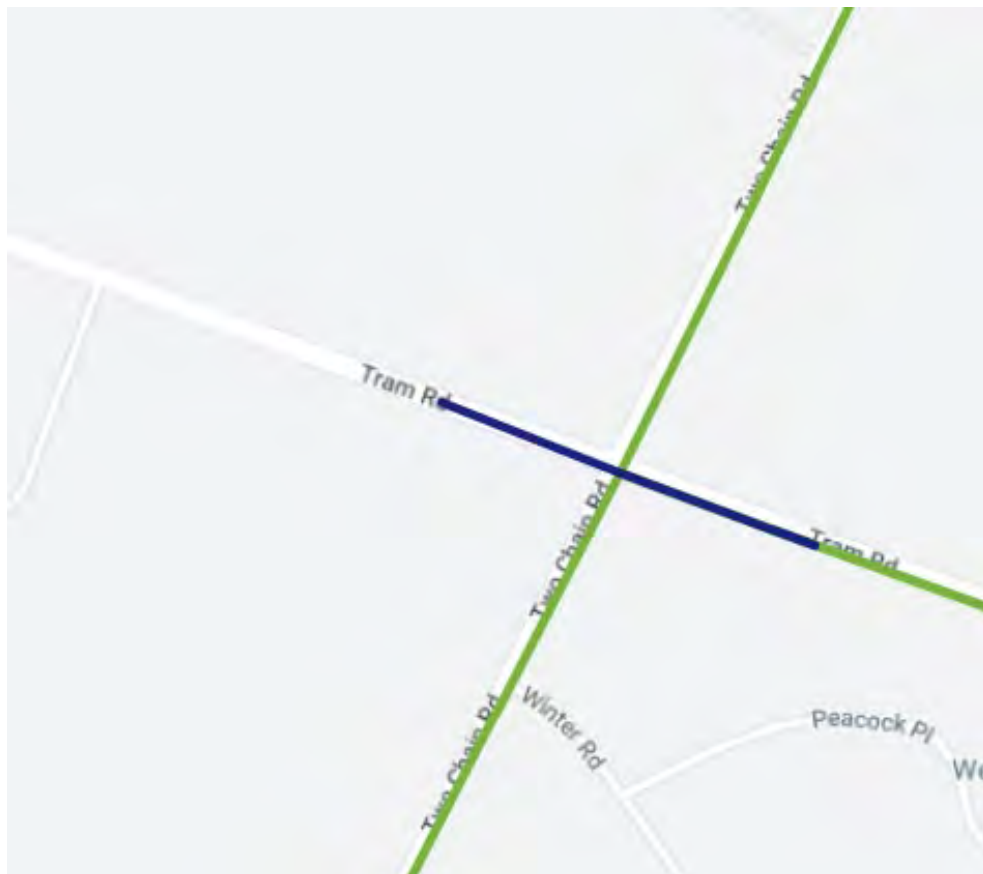


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).



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.

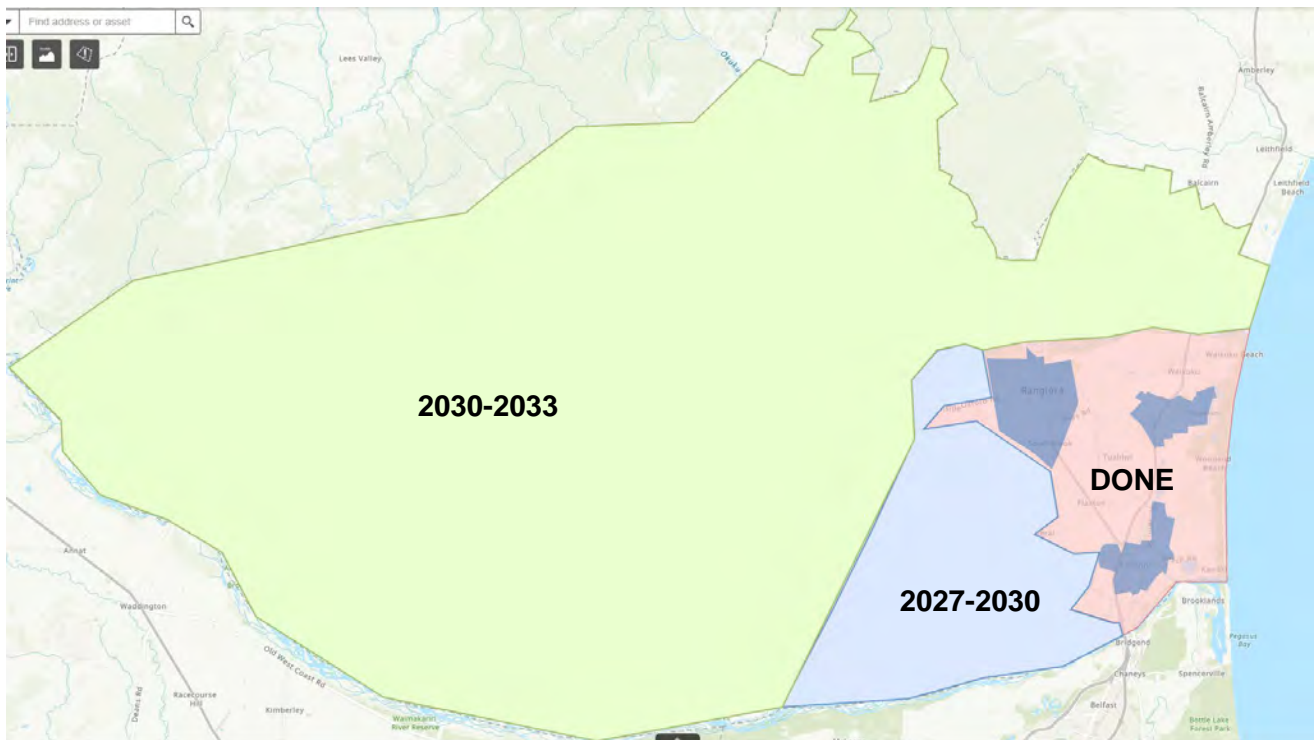


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

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

Urban and Settlement Areas

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

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 5)

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

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

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

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

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

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

- Other rural areas (Table 6)

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

Table 6. Proposed speed limits for other rural areas.

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

Table 7 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 2. 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 8. Table 9 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 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

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

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			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 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	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
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).¹³⁹

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 11. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 11. 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 C – Safe and Appropriate Speed Alignment

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

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

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

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

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

Appendix D – Speed Limit Extent Maps

The maps 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)

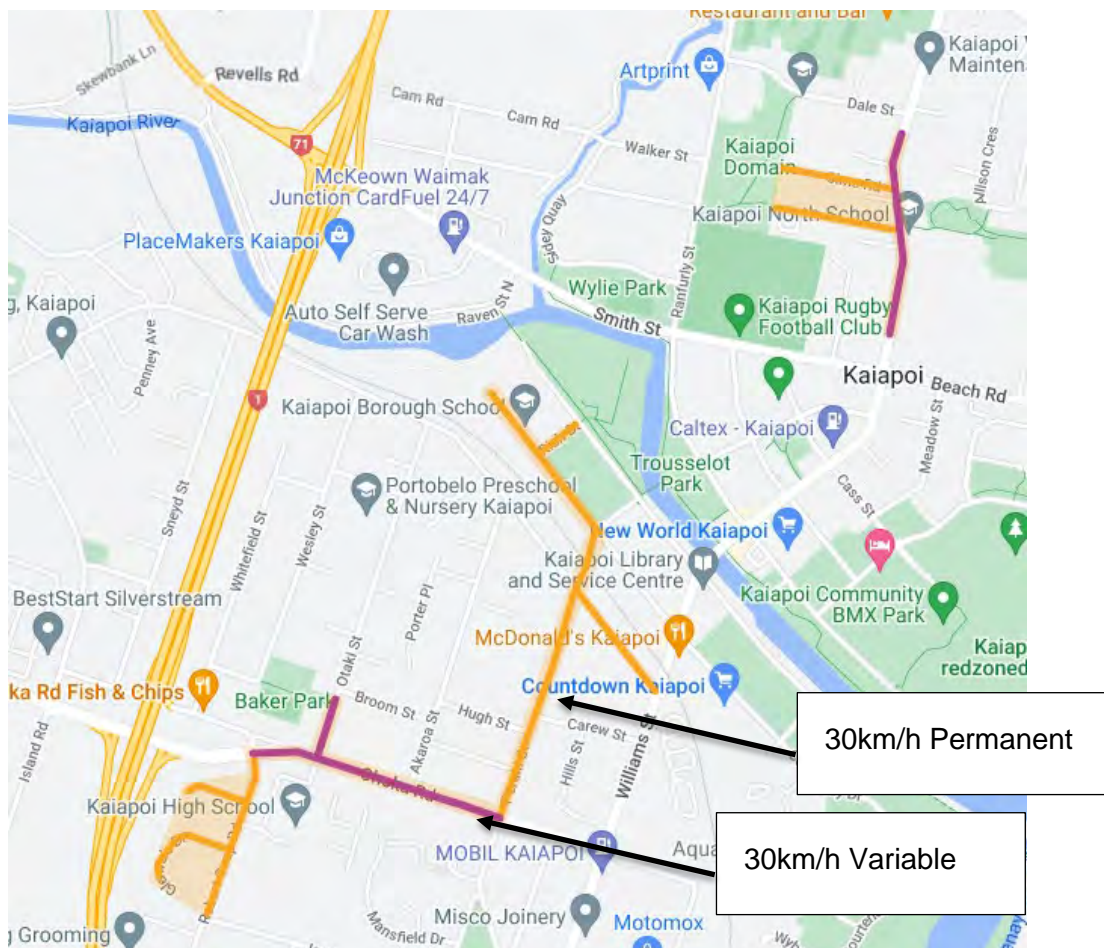


Figure 24. Kaiapoi schools (Table 8).

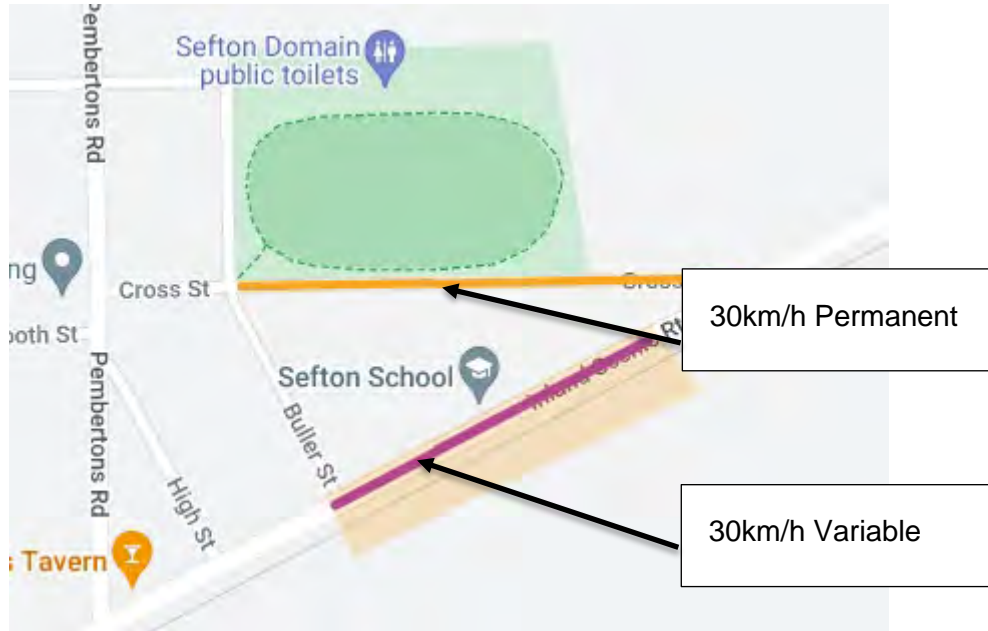


Figure 35. Sefton School (Table 9).

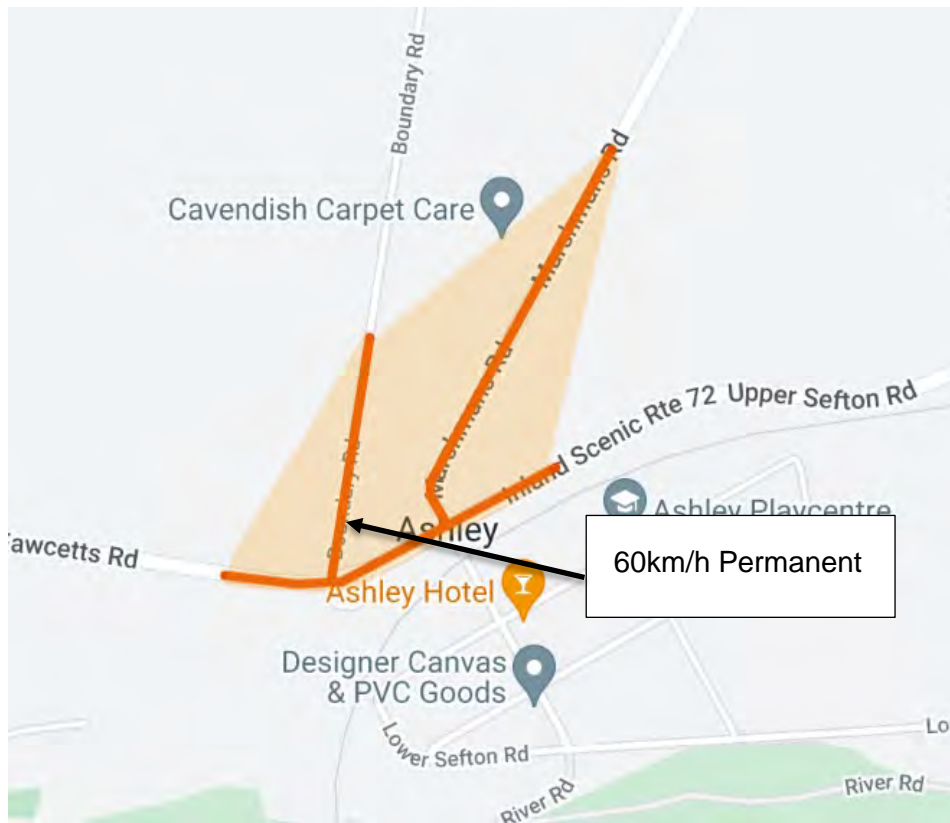


Figure 46. Ashley Rakahuri School (Table 10).

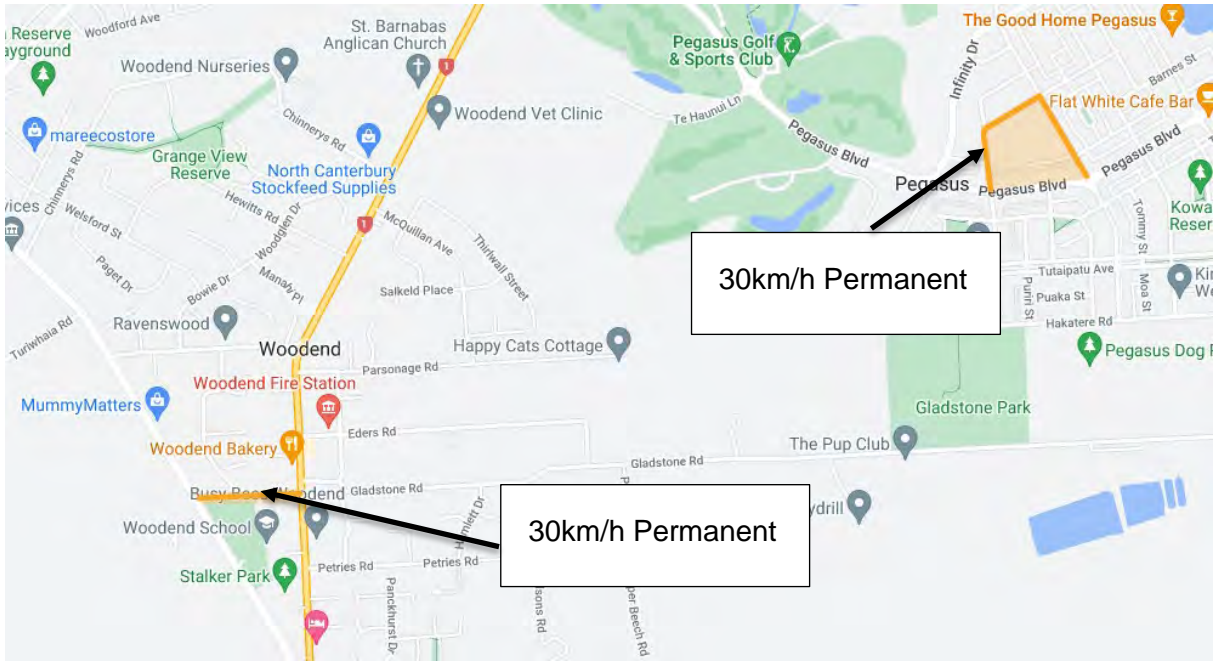


Figure 17. Woodend School and Pegasus Bay School (Table 8).

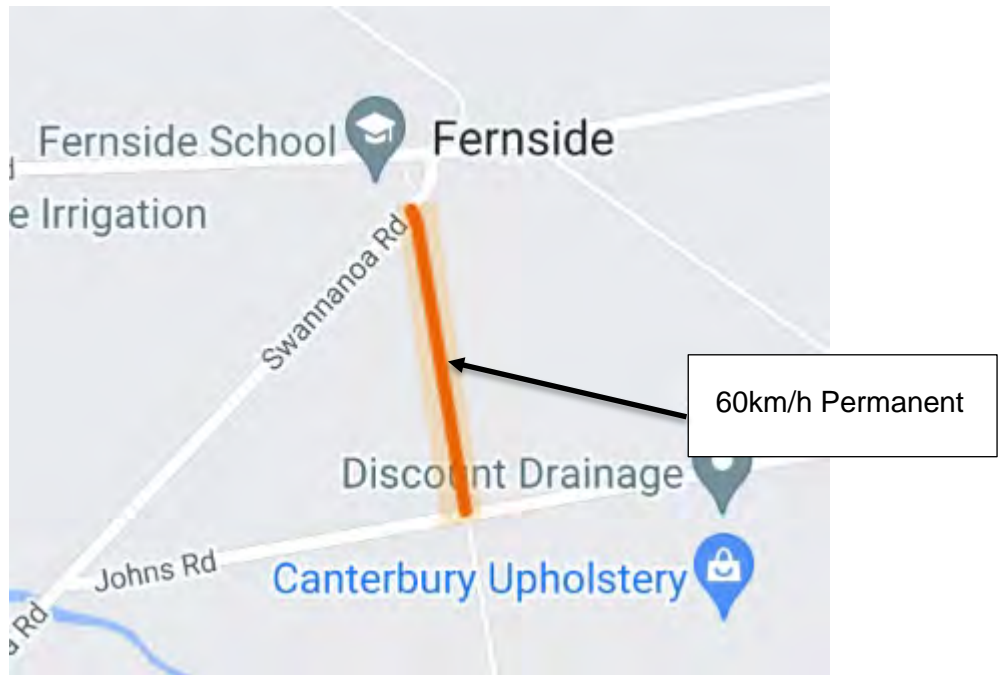


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

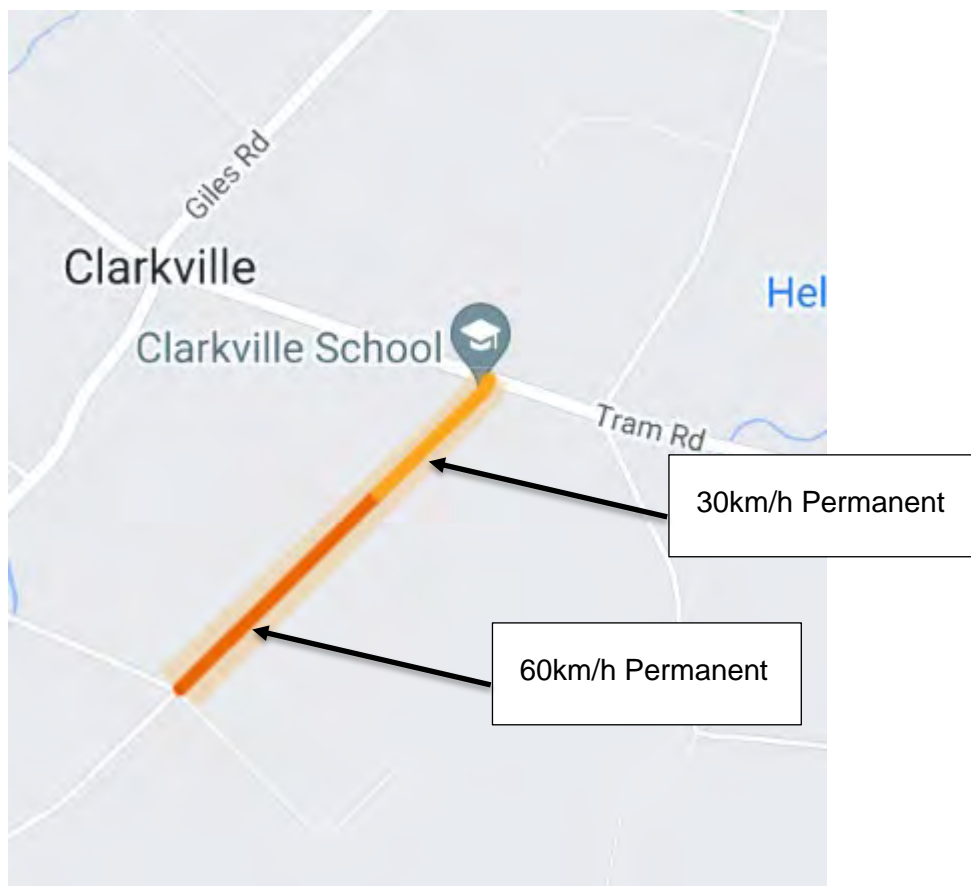


Figure 50. Clarkville School (Table 9).

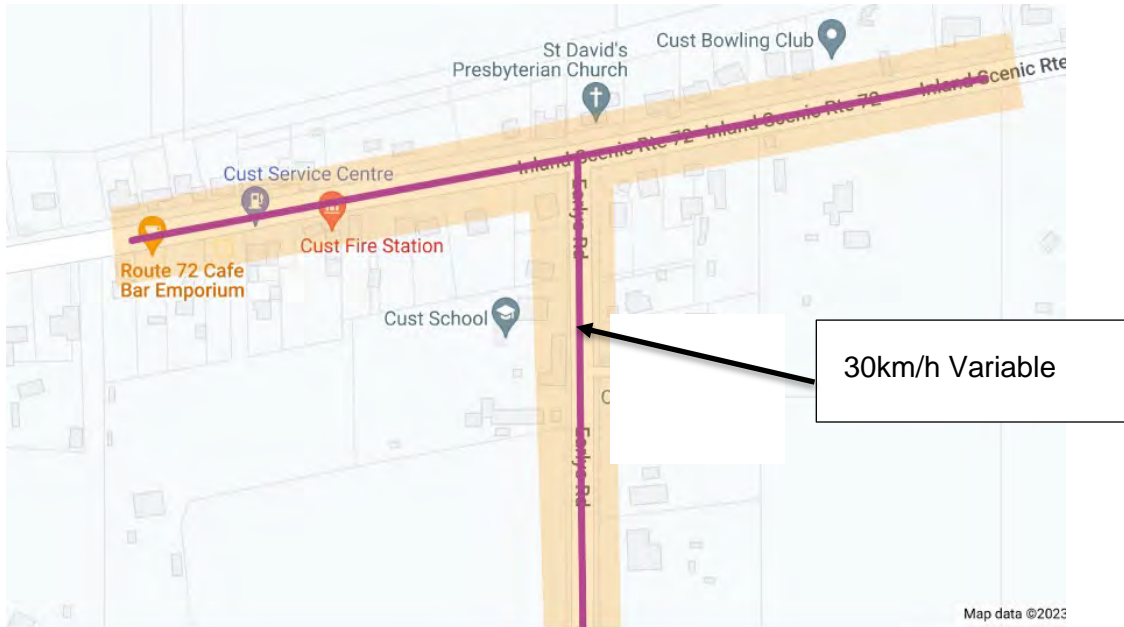


Figure 61. Cust School area (Table 8).

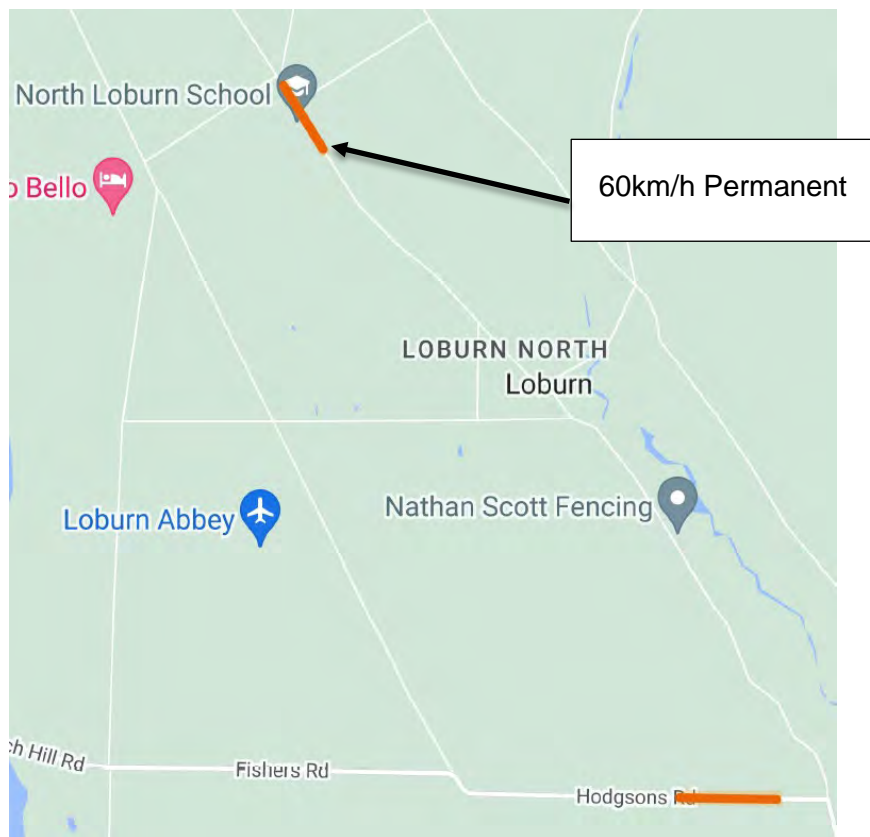


Figure 72. Loburn school areas (Table 10).



Figure 23. Oxford Area School zone (Table 8).

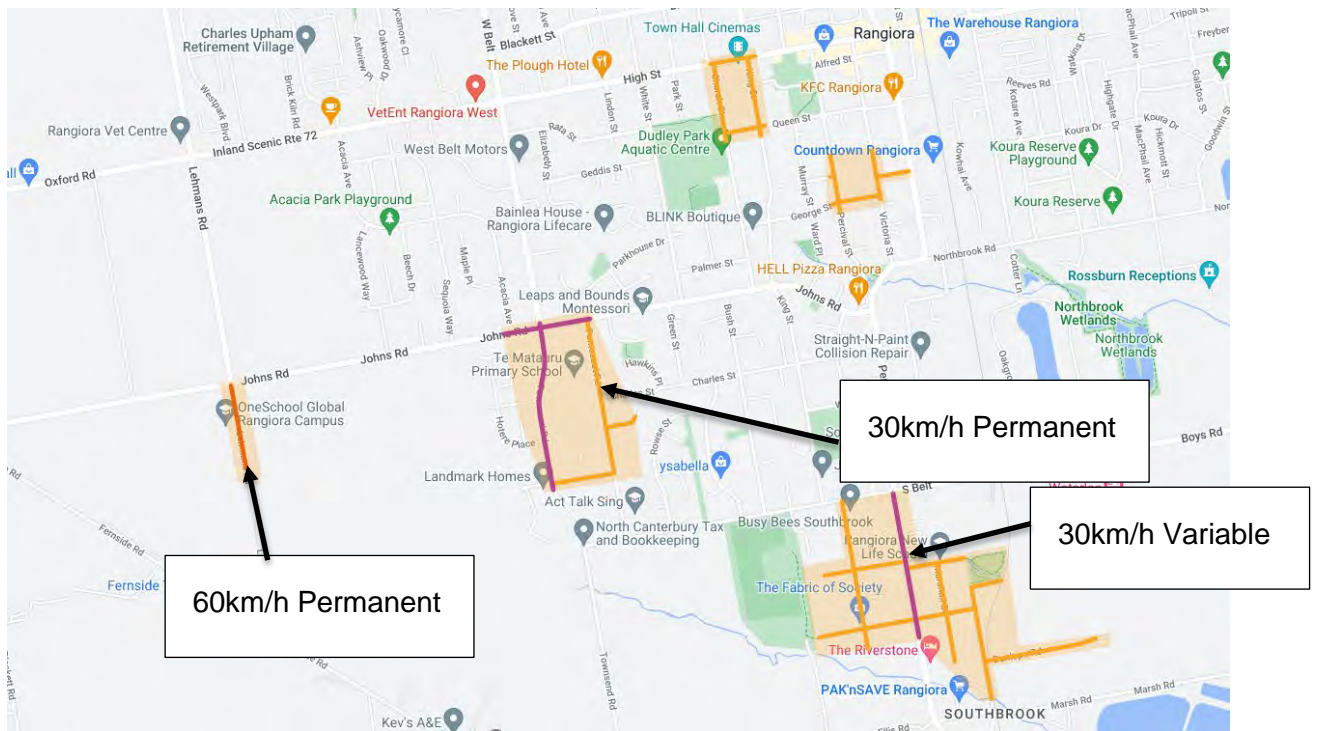


Figure 24. Rangiora south school areas (Table 8 and Table 10).

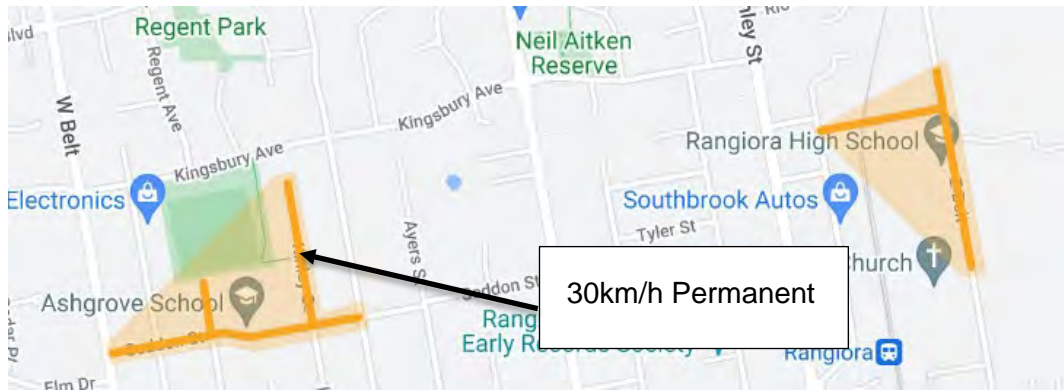


Figure 25. Rangiora north school areas (Table 8).

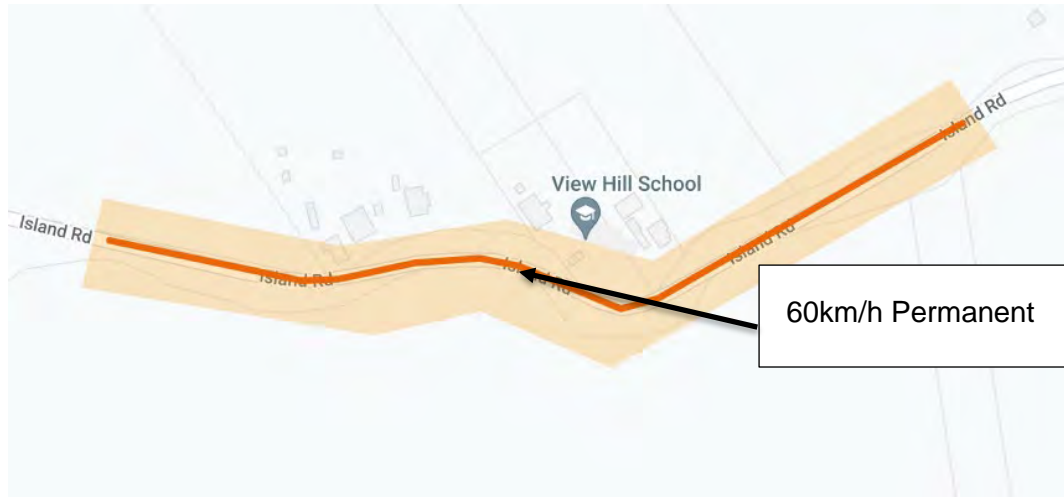


Figure 26. View Hill School zone (Table 10).



Figure 27. West Eyreton School zone (Table 10).

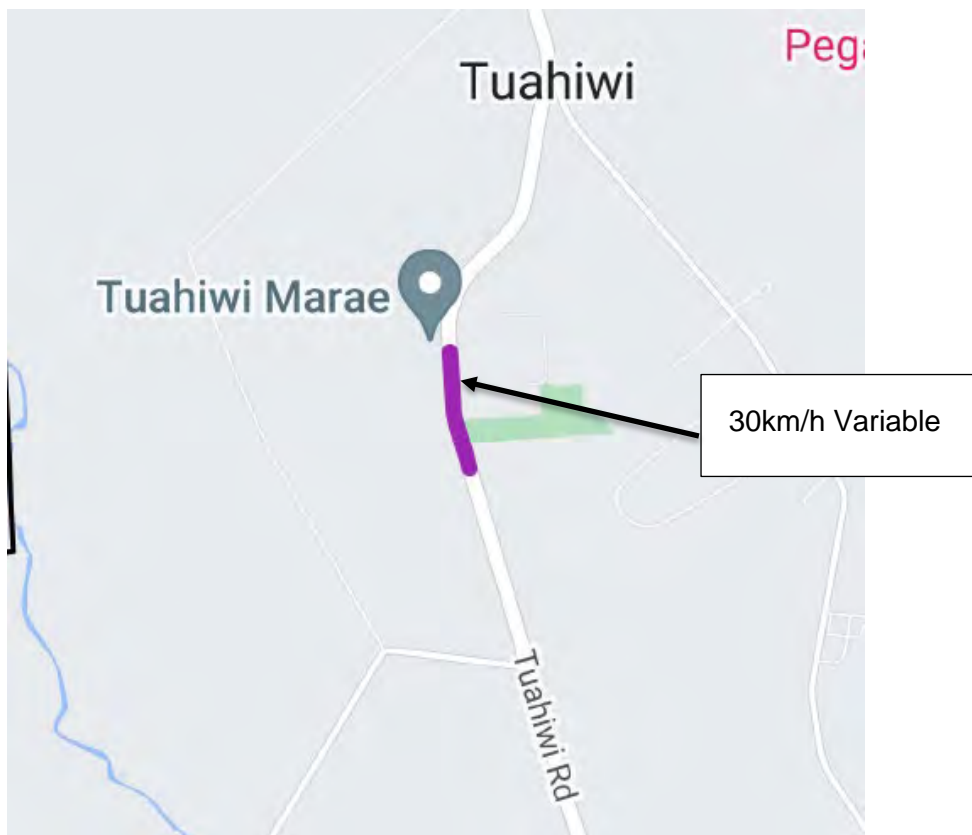


Figure 28. Tuahiwi School zone (Table 10).

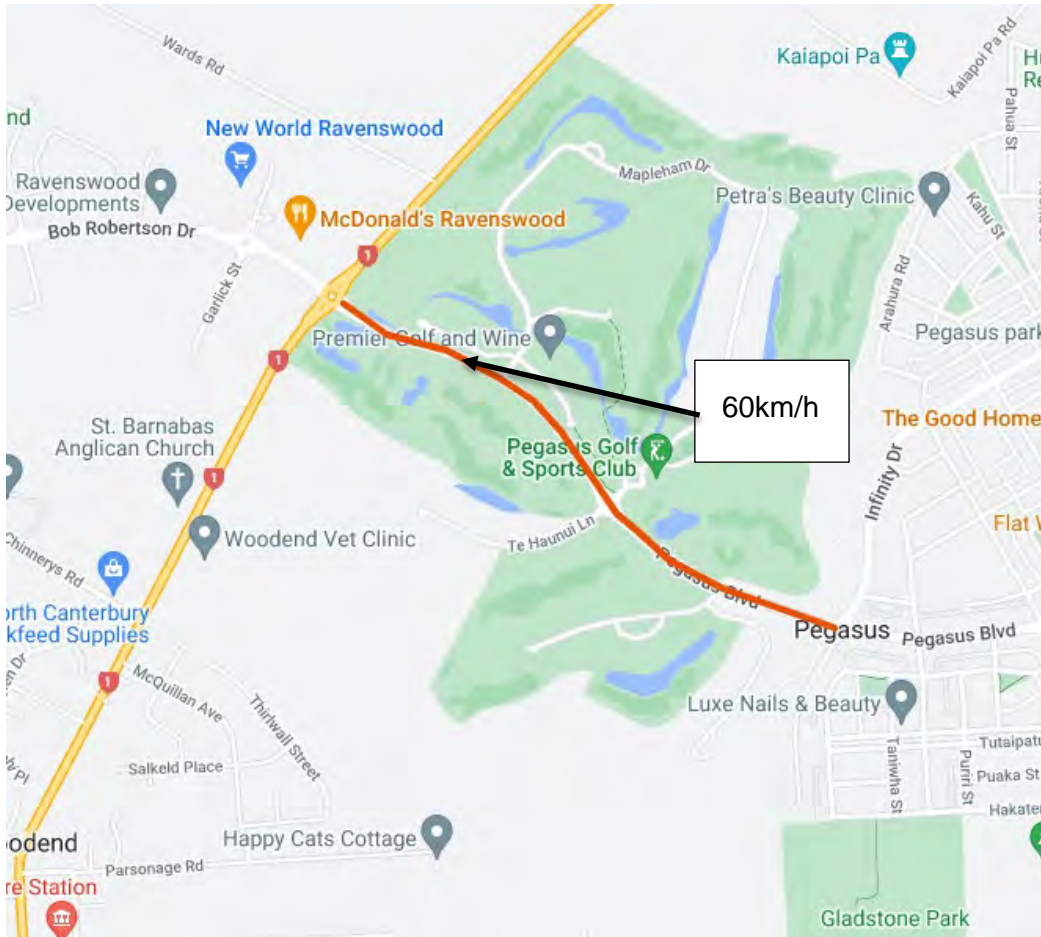


Figure 29. Pegasus urban area (Table 5).



Figure 30. Kaiapoi area (Table 4 and Table 6).



Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



Figure 32. Oxford Road and Tram Road Intersection Speed Zone (Table 7).



Figure 33. Tram Road and Two Chain Road Intersection Speed Zone (Table 7).



Figure 34. Tram Road and Earlys Road Intersection Speed Zone (Table 7).



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 06 September 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: Res-08/230720109808

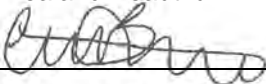
REPORT TO: RANGIORA ASHLEY COMMUNITY BOARD

DATE OF MEETING: 13 September 2023

AUTHOR(S): Grant MacLeod (Greenspace Manager)
Chrissy Taylor-Claude (Parks Officer- Greenspace)

SUBJECT: Mural on Dudley Park Public Toilet by Artist Mel Eaton, funded by Keep New Zealand Beautiful

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



 General Manager



 Chief Executive

1. SUMMARY

- 1.1. This report is to seek approval from the Rangiora Ashley Community Board to place a mural on the public toilet block at Dudley Park. The proposal for this is from a local Artist (Mel Eaton) who has secured funding from Keep New Zealand Beautiful (KNZB) which will cover the cost of the mural and Mel's time as the Artist delivering this works.
- 1.2. Mel Eaton is a local Artist that has a desire to deliver a beautification project within her local community. Mel has been successful in obtaining funding from KNZB's Resene "Natural Mural" competition. The fund is covering the cost of materials up \$750 and up to \$1,000 for Mel's time and creativity.
- 1.3. Mel has delivered other murals in our district, most notably the "Natures Playground" on the back of the Rangiora Playcentre next to the Council owned car park on the north side of both Conway Lane and Good Street (please see attachment ii).
- 1.4. Mel approached the Waimakariri Public Arts Trust (WPAT) as well as Greenspace staff to gain permission to deliver the mural project. WPAT have expressed a keenness to see the mural project delivered and have offered their endorsement.
- 1.5. Mel originally identified a pump station on the corner of Dudley Park and White Street, however on meeting with staff has agreed to submit the proposal based on delivering this on the Dudley Park public toilet. Staff recommended this to Mel given the unknown of water assets under central government reform. Being placed on the toilet block, offers a more secure tenure for this artwork.
- 1.6. Community staff have also approached the Youth Council given the work they have been doing at Dudley Park to seek their thoughts on the addition of this mural. The Youth Council have also endorsed this project and believe it will compliment their own mural project that they are working on for the Squash club building.

Attachments:

- i. Render of Dudley Park toilet with mural by Mel Eaton.
- ii. Endorsement from WPAT (Trim: 230720109778)
- iii. Endorsement from Youth Council (Trim: 230717106487)
- iv. Confirmation of funding email (Trim: 230720109788)

2. RECOMMENDATION

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230720109808.
- (b) **Approves** the proposal by Mel Eaton to paint a mural (as per attachment I to the report) on the public toilet at Dudley Park.
- (c) **Notes** that the project is funded by Keep New Zealand Beautiful as part of its Resene "Nature Mural" fund. As such a plaque will be placed on the toilet block as can be seen in attachment i to the report which acknowledges Keep New Zealand Beautiful.
- (d) **Notes** that the mural has been endorsed by the Waimakariri Public Arts Trust.
- (e) **Notes** that the Youth Council has endorsed the design and mural as they see it will partner well with the mural, they are pursuing for the Squash building at Dudley Park.
- (f) **Notes** the design depicts a Blue Duck/Whio, swimming with chicks. The Blue Duck/Whio is an endemic waterfowl to New Zealand with prehuman populations existing within North Canterbury. The Blue Duck/Whio is listed as endangered.
- (g) **Acknowledges** Mel Eaton for being proactive in obtaining this grant from Keep New Zealand Beautiful for the purpose of beautifying an asset on Dudley Park and within our district.

3. BACKGROUND

- 3.1. Local artist, Mel Eaton has applied for funding from Keep New Zealand Beautiful and Resene's "Nature Mural" competition. This awards funding of \$750 for materials and a further \$1,000 for the artists time and creativity on completion of the mural. Mel is one of the ten successful applicants out of 100 artist submissions.
- 3.2. Mel Eaton is a local Artist who has a passion for public art and creating murals. Mel lives within Rangiora and is keen to undertake a community project close to home.
- 3.3. Mel has chosen a design that depicts a Blue Duck/ Whio. The Whio is endemic to New Zealand and classed as endangered with a population of under 3000. Whio are taonga (treasured) to Māori and share a strong historic connection. Whio are thought to have been living in New Zealand in early evolution, resulting in distinct features not present elsewhere in the world. Whio are known as river specialists and indicate healthy rivers and streams, playing a vital role in river ecosystems and Māori culture.
- 3.4. Mel approached both the Waimakariri Public Arts Trust (WPAT) and Greenspace staff to enquire about permission to deliver the mural project. WPAT have given this mural endorsement and are excited to see the project delivered. The original approach was to look at the placement of the mural on the pump station building on the Dudley Park, White Road side of the park. Greenspace staff felt that with the uncertainty of the three waters reform, it may be more appropriate to offer the use of the Dudley Park public toilet given it has a more secure immediate tenure. Mel was open to this idea and has resubmitted her design to be placed on the toilet block.
- 3.5. Greenspace approached Community staff for their input on the project through the perspective of the local youth. Community staff engaged with the Youth Council to get their feedback on the addition of the mural. Youth Council have their own mural project for the squash building at Dudley Park with the aim of creating a lively and safe space for young people and the community. Youth Council believe Mel Eaton's mural will fit in well with their project, enhancing the space to benefit the community (see attachment iii).
- 3.6. Mel has undertaken various other murals within our district, bringing a vibrancy to our community spaces. Prominent artworks include "In Our Hands" at the Blake Street Carpark, "Natures Playground" at the Rangiora Playcentre, and "Tui Song" on a Chorus Cabinet on High Street (see attachment ii).

4. **ISSUES AND OPTIONS**

4.1. **Option one: Approve permission for Mel to deliver the mural project.**

Staff are recommending this option. The KNZB Resene "Nature Mural" fund was only granted to ten applicants this year. This was out of 100 submissions. This is a great community outcome for Rangiora and Dudley Park in particular. The mural celebrates local fauna as well as creating a point of interest within Dudley Park and is supported by both the WPAT and Youth Council.

The main issue would be the ongoing maintenance of the mural. However, given the fact that we have other murals in the district that are not being targeted for vandalism, staff believe this will be a minimal or cost neutral exercise. The ongoing maintenance for painting already exists and if touch ups are required, we would be going back to Mel to have her assist with this.

Given this is a gift and is cost neutral for Council, Greenspace staff see that this is a very worthwhile project and would benefit the park and the asset greatly.

4.2. **Option two: Approve the mural to be placed on the Pump Station at the Dudley Park and White Street corner.**

Staff have not identified this as the preferred option due to the unknown of the government reforms around three water assets and ownership. With the reforms aside, the pump station would likely be a sound location for the mural given it has a street frontage aspect to it. If this option was pursued, it should be noted that the asset may well end up in the ownership of however the government structures its three waters program in the coming years. There is an element of the unknown with this option and some hesitation of not being clear on future direction for the asset's ownership.

Ownership aside, the mural would be a good addition to the pump station building and would meet the criteria of the KNZB Resene "Nature Mural" fund. -

4.3. **Option three: Do not approve permission for Mel to deliver the mural project.**

Staff do not recommend this option. The artwork proposed is cost neutral to Council and will not impact the ongoing maintenance of the toilet block. Mel has proven track record of providing both quality work and work that the community appreciates. Rangiora is only one of ten projects across New Zealand to have been granted funding for this tranche of the Resene "Nature Mural" fund.

If permission is not granted, Mel will be in a position of having to decline the funding and inform both the Youth Council and WPAT that this project was not supported and will not be progressed. This would be a missed opportunity to celebrate local fauna and art through the delivery of this mural.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report. The project is expected to have positive outcomes for users as it creates a point of interest within the park. It will also add to the public art portfolio of the district and raise our profile given this is a national fund given out to only 10 of 100 projects.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report. The design has been reviewed and approved by both WPAT and the Keep New Zealand Beautiful board.

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. The toilet block is not a prominent feature of the park, and it is expected that the project will provide a positive outcome for current users.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The mural will be a low-level intervention and is expected to provide a positive outcome for park users.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. The mural is funded by the Keep New Zealand Beautiful fund that is given out to local artists looking to beautify assets or places. Mel Eaton has sourced this funding and is now looking for approval to place the mural on the toilet block. Ongoing maintenance of this is not expected to be a cost for Council, but any touch ups will be alongside the artist. Otherwise, standard maintenance practice will apply.

This budget is not included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts. The paint chosen for the works is noted as being Resene Lumbersider. On its website, Resene lists this as part of its Environmental Choice approved range. Resene also details its environmental policy and the efforts it goes to in achieving this. From the desk top analysis done, the product has sound environmental ethics behind it.

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report. The greater risk would be to reputation of not supporting local art if the application was declined.

6.4 **Health and Safety**

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report. The actual works will have a health and safety plan. Post delivery this will not create additional risk to the asset.

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. The impact of the project would be felt locally to those that already utilise this area of Dudley Park. Its influence will be very localised.

7.2. **Authorising Legislation**

Local Government Act

Reserves Act

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Rangiora Ashley Community Board has the delegated authority to approve the mural being painted on the toilet block.

Attachment i: Render of Dudley Park toilet with mural by Mel Eaton. Please note the accompanying plaque from Keep New Zealand Beautiful to be added (artwork of Tui excluded).



Accompanying plaque, excluding Tui artwork.

Criteria for assessing WPAT Projects

Project: Dudley Park 'Floating With Whio' mural painting

I submitted a design to the Keep New Zealand Beautiful 'Nature Mural' competition. They have awarded my design the materials and funding to be completed and I kindly request permission to paint my mural on the structure in the corner of Dudley Park, next to the White Street bus stops.

'Floating With Whio' mural proposal:



Key Assessment Areas	Responses and Questions	Rating 1-5
Fits within the environment	For this mural I have tried to use colours that are not too contrasting to the environment, so creating something eye-catching but not too bright.	5
Reflects bicultural	I focus on native birds so although there is not necessarily a bicultural message in this design the subject matter of native fauna, conservation and connection to nature references elements of kaitiakitanga.	4
Shows artistic qualities	I hope the design shows consideration for composition and balance as well as	5

	interesting patterns	
Unique, different	I think this design is suitably unique :)	5
Longevity of the art piece - long term maintenance	I use exterior quality paints (Resene Lumbersider) and finish work with graffiti guard so that they weather well and are easily cleaned if needed.	5
Expertise to construct available	Yes, I'm well versed in mural painting and feel confident taking on this project. (See previous work attached)	5
Good public access/exposure	The pump house/electrical facilities building is at the entrance of Dudley Park and next to the main bus stop on White Street. It's a structure that I have felt looks tired and is a great opportunity to liven up a public space.	5
Evidence of community support, sponsorship	Keep New Zealand Beautiful has awarded this mural design (one of 10 out of nearly 100 entries nationwide) the paints and funding to be completed. They promote the mural painting through facebook posts, their newsletter and website and also liaise with other media to promote the mural project. Resene also usually publish something about the murals created in their magazine 'Habitat'	5
Project soundly costed at a reasonable level	The budget allotted (\$750 of Resene paint) through the competition allows for adequate resources to complete a mural of this size.	5

Strong basis for funding application	No funding application necessarily required but should there be any support available to fund graffiti guard through the council I'd love to know. I am currently budgeting this in using the funding from KNZB.	5
Timeline for the project	<p>I have been given 2 weeks to confirm that I have permission to use the site, which I think extends to June 26th. If I can't confirm in that time I think the resources will be withdrawn.</p> <p>For the project I would need approximately a week total to complete the mural, using morning hours for painting. This overall time might be split across 2-3 weeks depending on weather but not longer than a month. If weather is fine during July I would like to complete it then. Otherwise I will likely wait for finer/more reliable weather in October.</p>	5
Supervision required	No supervision required	
Overall rating:	General comments: WPAT congratulate Mel on the artistic merits of the design and approve the application.	Signed: Jackie Watson Chair WPAT

SOME PAST WORK

'Tui Song' - High Street, Rangiora - Chorus Cabinet Art



'In Our Hands' - Blake Street car park, Rangiora - KNZB nature mural



'Nature's Playground' - Rangiora Playcentre - Resene Wallworthy



230717106487

17 July 2023

Dear Rangiora Ashley Community Board,

The Waimakariri Youth Council to write a letter in support of Mel Eaton's mural proposed for Dudley Park.

As the Rangiora Ashley Community Board will know that the Waimakariri Youth Council have their Dudley Park Project which is working towards providing a more vibrant and safer place for the community. So, when the opportunity was given to review and discuss Mel Eaton's mural, Youth Council took the time to discuss the project and it's aligned to our own Dudley Park Project.

The mural deign has correlations to the Youth Council's mural, with common themes of water and wildlife. It was determined that it will only enhance the space for young people and the community. The location of the mural is also a positive, the Dudley Park Toilet Block, as this space is not included in our project plan but will connect the spaces once the projects are complete.

Youth Council took a vote, and agreed unanimously that this would be a great addition to the park and will fit in well with the project that Youth Council is currently undertaking.

Ngā mihi nui,

Waimakariri Youth Council
Co-Chairs
Ruby Wilson & Zack Lappin

Chrissy Taylor-Claude

From: Off The Wall Murals NZ <offthewall.muralsnz@gmail.com>
Sent: Thursday, 13 July 2023 9:53 am
To: Grant MacLeod
Subject: Fwd: Nature Murals Competition
Attachments: image001.jpg; image002.jpg; image003.png; image004.jpg; image005.jpg

Caution: [THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you recognise the sender e

Hi Grant,

Please see the email below with my notice for the mural award.

You can also see the announcement and details about the competition here -
<https://www.knzb.org.nz/programmes/paint-new-zealand-beautiful/resene-nature-mural-competition/>

Cheers!

Mel

----- Forwarded message -----

From: Heather Sanderson <heather@knzb.org.nz>
Date: Mon, 12 Jun 2023, 9:24 am
Subject: Nature Murals Competition
To: Heather Sanderson <heather@knzb.org.nz>

Good Morning,

Our Nature Murals Competition turned out to be a massive success, with nearly 100 entries! The calibre of submissions was extremely impressive, which made the judging difficult.

I'm thrilled to let you know that you are one of 10x lucky Nature Mural winners. The judges were very impressed with your entry. Congratulations!!!

We have in our records that your selected wall has not yet been confirmed. Please confirm that you have permission to paint on your chosen wall within the next two weeks, and we will then send out a kit and your vouchers. We will send you a Keep New Zealand Beautiful plaque when you near completion of your mural. These plaques must be prominently displayed on your wall.

Please remember to take photos of your mural being painted, as well as the finished project and email those through to us to inspire others across our social channels.

If you have any questions or queries, please don't hesitate to contact me. In the interim, have a lovely week.

Congratulations again!

Kind regards,

Heather Sanderson CEO

0800 TIDY KIWI / 021 280 0642

heather@knzb.org.nz

PO Box 58932 Botany, Auckland 2163



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-11-06 / 230825131223


REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 13 September 2023

AUTHOR(S): Ken Howat (Parks and Facilities Team Leader)

SUBJECT: Installation of Bollard and Wire Fencing at Jack Graham Reserve

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



General Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to seek approval and partial funding from the Rangiora-Ashley Community Board to install two sections of bollard and wire fencing on the Jack Graham Reserve in Cust. The purpose of the fencing is to control vehicle access on to the reserve during winter months to prevent damage to grassed areas.
- 1.2. The Cust Community Centre Advisory Group (CCCAG) has reported numerous incidents of cars and motorbikes entering the reserve, causing significant wheel ruts and the risk of vehicles becoming immobilised. While the resultant damage has minimal cost impact to Council as the affected areas can be easily levelled during the spring mowing period, this does pose a health and safety risk and over time these costs mount up.
- 1.3. This report seeks reallocation of unspent General Landscaping Budget from Cust Domain following the completion of the replanting project to Jack Graham Reserve to cover the costs of installing these bollards. This would require the remaining \$5,461 along with an additional \$1,030 from the Boundary Fencing Capital budget.
- 1.4. While access to this area in summer is seen as important to the local community for picnics and recreation and part of wellbeing, access to this area in winter is currently having an adverse impact on the reserve and potential health and safety risks to the community while people try to tow other vehicles out of the space. It would therefore be of benefit to the community to maintain access to the reserve in summer but prevent access when it is unsafe to do so. The proposed plan would achieve this outcome.

2. RECOMMENDATION

THAT the Rangiora Ashely Community Board:

- (a) **Receives** Report No. 2308251311173.
- (b) **Approves** the reallocation of \$5,461 from the Cust Domain Re-Planting budget towards the costs of installing the bollard and wire fencing at Jack Graham Reserve.
- (c) **Notes** that the Rangiora-Ashley Community Board allocated \$6,495 for Cust Domain Re-Planting in May following the removal of the forestry trees which has been carried forward. However only \$1,034 was required for this project, leaving \$5,461 currently unallocated.
- (d) **Notes** the balance of \$1,030 can be met from the Boundary Fencing Capital budget.

3. **BACKGROUND**

- 3.1. The Cust Advisory Group has reported numerous incidents of cars and motorbikes entering the reserve, causing significant wheel ruts and the risk of vehicles becoming immobilised. While the resultant damage has minimal cost impact to Council as the affected areas can be easily levelled during the spring mowing period, this does pose a health and safety risk and over time these costs mount up.
- 3.2. Over the summer months the reserve is a popular destination with visitors driving on to the grassed area to access the river side picnic area and staff are aware that the community would likely not support this access being removed during the summer months.
- 3.3. Due to the incidents raised to Council, the Cust Community Centre Advisory Group (CCAG) have requested bollard and wire fencing to proven access during winter months and which could be opened in summer months. The following report discusses this proposal and seeks Board approval to carry out this work.

4. **ISSUES AND OPTIONS**

- 4.1. Greenspace staff have reviewed this request and agree that it would be appropriate to use bollards to prevent access to the reserve during wetter months. As part of this, staff have identified a suitable location as shown below for the bollard and wire fencing and then three options for how this could be funded.
- 4.2. The map and images below show in red where these bollards would be located noting that the proposed fencing will incorporate a drop chain section to enable continued access over summer.





- 4.3. Staff have received a quote of \$6,491.20 + GST from Delta to install the fencing. If approved by the Board, there are three options for how this cost could be met.

4.4. **Option One: Approve the Reallocation of \$5,461 from Cust Domain Re-planting budget.**

The Board has previously allocated budget of \$6,495 to the Cust Domain replanting from their General Landscaping Budget of which only \$ 1,034 was required. This means there is a surplus of \$5,461 remaining to be reallocated. This budget could be reallocated to the Jack Graham Reserve to pay for the majority of the cost of installing these bollards. The remainder of the costs could then be met through existing capital budgets. Staff are recommending this option. This will enable immediate installation of fencing reducing likelihood of further damage to the reserve.

4.5. **Option Two: Defer funding to Greenspace 2023/24 operational budget.**

The Board could approve the bollards and request that this is covered using existing operational budget from the 2023/24 year. This will utilise a significant portion of budget for a previously unplanned project which would prevent the use of this budget on other operational items across the district. It is possible that this may therefore need to be done in a staged process and take longer to achieve. Staff do not recommend this option as this would leave the reserve at risk of further damage over an extended period of time and impact other operational work in the district being accomplished.

Option Three: The Board seek budget through the 2024-2034 Long Term Plan (LTP)

The Board could approve the bollards and make a funding request to the LTP. This is a smaller project and may not get priority through the LTP process so like option two, could leave the reserve at risk of further damage over an extended period of time. Staff do not recommend this option.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Access to this area in summer is seen as important to the local community for picnics and recreation and part of their wellbeing. Access to this area in winter is currently having an adverse impact on the reserve and potential health and safety risks to the community while people try to tow other vehicles out of the space. It would therefore be of benefit to the community to maintain access to the reserve in summer but prevent access when it is unsafe to do so.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Jack Graham Reserve borders the Cust Community Centre and this request has come from the CCAG which oversees this centre.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report as the installation of the fence may signal to local residents that the picnic area will not be accessible over summer. To address this the Cust Community Network, Cust Advisory Group will be informed the access chain will be lowered over the summer months and an advisory will be posted on Council Face Book page and website.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

The Board has previously allocated budget of \$6495 to the Cust Domain replanting from their General Landscaping Budget of which only \$ 1,034 was required. This means there is a surplus of \$5,461 remaining to be reallocated. This budget could be reallocated to the Jack Graham Reserve to pay for the majority of the cost of installing these bollards. The remainder of the costs could then be met through existing capital budgets. Staff are recommending this option. This will enable immediate installation of fencing reducing likelihood of further damage to the reserve.

The capital budget is GL 10178.000.5224. and has sufficient funds to cover the remaining costs not met through the General Landscaping Budget.

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 not risks arising from the adoption/implementation of the recommendations in this report.

6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. Should this be approved, it will require work to be undertaken within a Council Reserve and in particular holes being dug and the use of tools and machinery. If so, staff would require the contractor to be SiteWise approved and to submit an appropriate health and safety plan (Site Specific Safety Plan - SSSP) along with any required Traffic Management Plans. This would need to be approved and signed by the authorised Council staff member prior to construction beginning on site.

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**

Reserves Management Act

Neighbourhood Reserves Management Plan

7.3. **Consistency with Community Outcomes**

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

Public spaces and facilities are plentiful, accessible and high quality

- There is a wide variety of public places and spaces to meet people's needs. ^{1,2,3,4}
- There are wide-ranging opportunities for people to enjoy the outdoors. ^{1,3}
- The accessibility of community and recreation facilities meets the changing needs of our community. ^{1,2,3,4}

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

- The centres of our towns are safe, convenient and attractive places to visit and do business. ^{1,2,3,4}

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

- There are wide-ranging opportunities for people of different ages, abilities and cultures to participate in community life and recreational activities. ^{1,2,3}

7.4. Authorising Delegations

The Rangiora Ashley Community Board have the delegated authority to approve the recommendations within this report.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-26/ GOV-26-11-06/ 230831135025

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD


DATE OF MEETING: 13 September 2023

AUTHOR(S): Scott Morrow Rates Officer – Property Specialist

SUBJECT: Road Naming – Southbrook Holdings Limited

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

General Manager



Chief Executive

1. SUMMARY

- 1.1. This report seeks a decision by the Rangiora-Ashley Community Board to approve new road names as part of a commercial subdivision in Rangiora.
- 1.2. The land being developed is Lot 1 DP 583905 which is known as 2 Todds Road, Rangiora and will be subdivided into approximately 33 new commercial lots.

Attachments:

- I. Plan of the subdivision showing the new road to be named. (Trim 230831134991)
- II. Waimakariri District Council Policy for Road Naming. (Trim 230321039443)

2. RECOMMENDATION

THAT the Rangiora - Ashley Community Board:

- (a) **Receives** Report No. 230831135025.
- (b) **Approves** the following proposed road names for the new roads marked as Roads 1 and 2 on the attached plan.
 1. Kingsford Smith Drive (Continuation).
 2. Southern Cross Road (Continuation).

3. BACKGROUND

- 3.1 The developer, Southbrook Holdings Limited is undertaking a commercial subdivision of approximately 33 new lots for the development of 2 Todds Road, Rangiora.
- 3.2 Both of the roads to be named as part of this development are continuations of existing roads which were approved in 2012.

4. **ISSUES AND OPTIONS**

- 4.1. The developer hasn't provided any new names for consideration. The new roads formed as part of the development are a continuation of existing roads.
- 4.2. The names Kingsford Smith Drive and Southern Cross Road were approved by the Rangiora Road Naming Committee in October 2012. The names originated from the aviator Charles Kingsford Smith who had landed in Flaxton in the 1930's.
- 4.3. The Council's policy for the naming of roads states, where an existing road is extended, the street extension will be the same as that of the existing street.
- 4.4. Even though the road names have been approved as part of another subdivision, the names are still required to be approved for use within this development.
- 4.5. Approving alternative names for this development is not an option in this instance as the roads are continuations of existing roads and there are no visible intersections from where new road names can be applied.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. However, the proposed name does have some local significance to the area.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

The developer will meet the cost of the new road name blades or signage for the development.

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 not risks arising from the adoption/implementation of the recommendations in this report.

6.3. **Health and Safety**

There are not 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

Local Government Act 1974 sec 319 (1) (j)

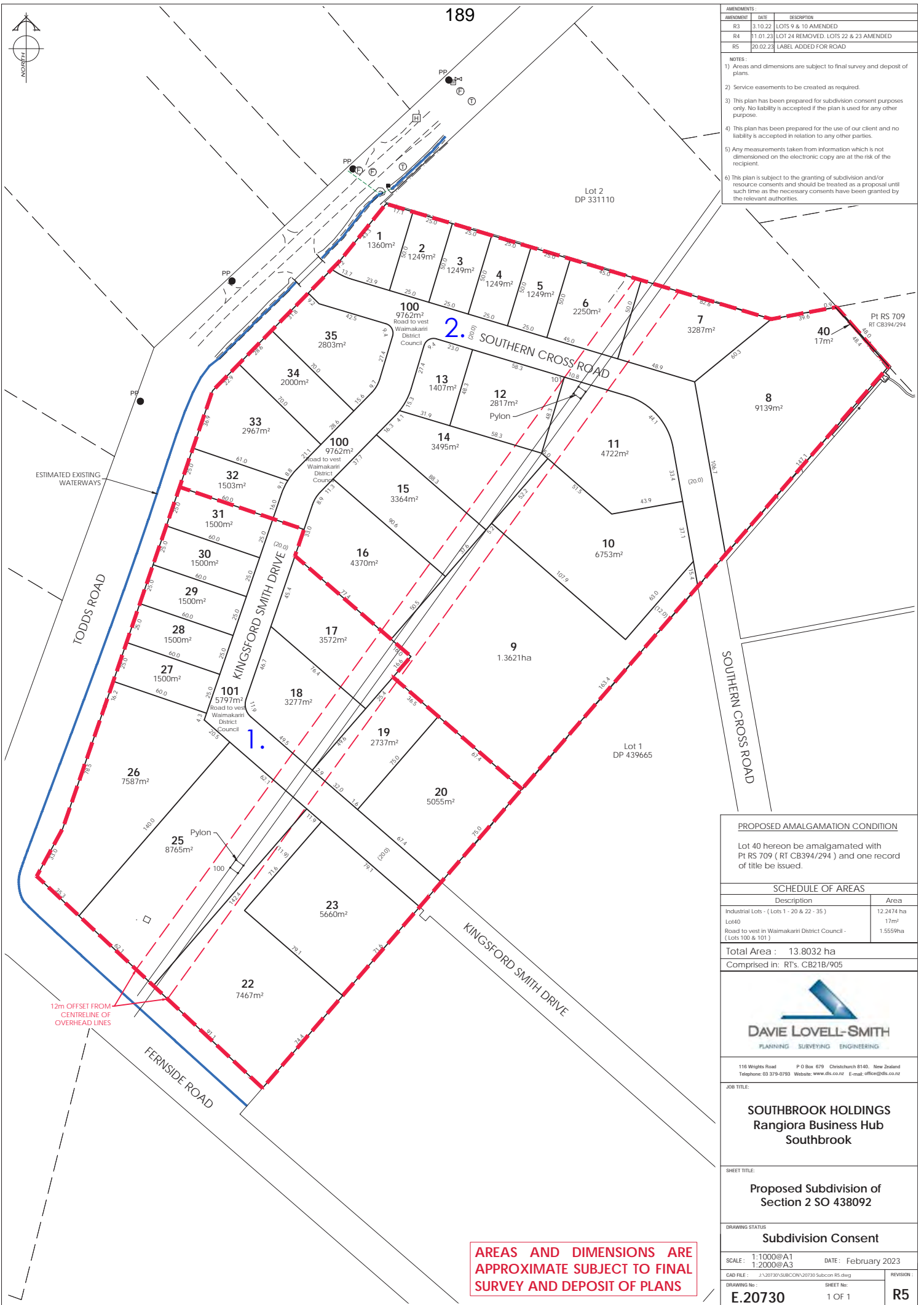
The Council shall have power in respect of roads to: name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road.

7.3. Consistency with Community Outcomes

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

7.4. Authorising Delegations

The Rangiora-Ashley Community Board has the delegated power on behalf of the council to approve the naming of new roads.



AMENDMENTS:	
AMENDMENT	DESCRIPTION
R3	3.10.22 LOTS 9 & 10 AMENDED
R4	11.01.23 LOT 24 REMOVED, LOTS 22 & 23 AMENDED
R5	20.02.23 LABEL ADDED FOR ROAD

NOTES:

- 1) Areas and dimensions are subject to final survey and deposit of plans.
- 2) Service easements to be created as required.
- 3) This plan has been prepared for subdivision consent purposes only. No liability is accepted if the plan is used for any other purpose.
- 4) This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
- 5) Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- 6) This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.

PROPOSED AMALGAMATION CONDITION

Lot 40 hereon be amalgamated with Pt RS 709 (RT CB394/294) and one record of title be issued.

SCHEDULE OF AREAS	
Description	Area
Industrial Lots - (Lots 1 - 20 & 22 - 35)	12 2474 ha
Lot 40	17m ²
Road to vest in Waimakareti District Council - (Lots 100 & 101)	1 5559ha

Total Area : 13.8032 ha
Comprised in: RTs. CB21B/905

PLANNING SURVEYING ENGINEERING

116 Wrights Road P O Box 679 Christchurch 8140, New Zealand
Telephone: 03 379-0793 Website: www.dls.co.nz E-mail: office@dls.co.nz

JOB TITLE:

SOUTHBROOK HOLDINGS
Rangiora Business Hub
Southbrook

SHEET TITLE:

Proposed Subdivision of Section 2 SO 438092

DRAWING STATUS:	
Subdivision Consent	
SCALE: 1:1000@A1 1:2000@A3	DATE: February 2023
CAD FILE: J:\20730\SUBCON\20730 Subcon R5.dwg	REVISION:
DRAWING No: E.20730	SHEET No: 1 OF 1
R5	

AREAS AND DIMENSIONS ARE APPROXIMATE SUBJECT TO FINAL SURVEY AND DEPOSIT OF PLANS

Naming Policy

1. Introduction

This policy describes how the Council allocates names to new roads, streets, parks, reserves and Council owned assets.

2. Purpose

The purpose of the policy is to provide Council staff and the public with information about how the Council manages the naming and renaming of its various assets and facilities within its boundaries.

3. Scope

3.1. The scope of the policy covers naming procedures and criteria for the following types of infrastructure within the district:

- Naming of roads and streets
- Naming of parks and reserves
- Naming of Council assets, including open spaces, facilities, swimming pools, and Council owned buildings and properties (excluding utilities).

3.2. When undertaking its processes to name Council owned or managed infrastructure or assets, the policy includes Council's obligations under the Treaty of Waitangi and recognises the importance of the Memorandum of Understanding with our Treaty partner, Te Ngāi Tūāhuriri Rūnanga.

4. Policy objectives

4.1. The overall policy objective is to ensure roads, streets, parks, reserves and Council assets or facilities naming procedures reflect local identity.

4.2. The policy provides direction to the public or Council staff about how to apply for approval to name, rename or dedicate Council property, buildings, or park elements.

4.3. The policy will provide clarity and consistency in the naming of all Council assets.

5. Policy statement

5.1. Overview approach

When naming all roads, streets, parks, reserves and facilities, the Council and its representatives will seek to work with Te Ngāi Tūāhuriri Rūnanga to select suitable options, which:

- Tell the story of Waimakariri and reflect the district's natural and cultural heritage
- Do not cause confusion with existing names in the Waimakariri District or neighbouring districts
- Pay homage to the historical significance of particular locations

- Acknowledge the cultural significance of the area to Te Ngāi Tūāhuriri
- Reflect local flora, fauna, and topographical features of the district.

6. Naming of roads and streets

- 6.1. The Council's four Community Boards have the delegated authority for the naming of new streets and roads and altering existing street names within their respective wards.
- 6.2. Re-naming of existing streets and roads will only be undertaken if the Council considers the change will result in a clear benefit to the community.
- 6.3. Where a street is named for the first time, or a street name is altered, then the District Land Registrar, the Chief Surveyor, Fire and Emergency New Zealand, Chorus, MainPower, valuation service provider, NZ Police, Civil Defense, and the Canterbury Regional Council shall be informed of the new name or change.
- 6.4. Where an existing street is extended, the street extension will be the same name as that of the existing street.
- 6.5. All new private roads in the Waimakariri District shall be named in consultation with the applicant, and at the applicant's expense, and relevant road signs shall be suitably annotated "Private Road" as per the Engineering Code of Practice.
- 6.6. All private roads that are to be named are to have a minimum of four lots with access from the private road.
- 6.7. **Council's 'List of Approved but Unallocated Road Names':**
 - 6.7.1. The list of unallocated potential road names for the Waimakariri District is maintained by the Governance Department. Names approved for addition to the List of Approved but Unallocated Road Names will remain there until they are either allocated to a road or removed as the result of a review of the list.
 - 6.7.2. From time to time a road name may no longer need to be used as two or more roads may be joined into one road, or a road may be permanently closed. In both cases, the road name(s) may be put back on the list for potential reallocation, usually for a new or renamed road in the same general area.
 - 6.7.3. The review of the list will be undertaken every six years in line with the approach set out in clause 5.1 above.
- 6.8. **Naming of Streets in New Subdivisions:**

The rights of the subdivision developer to promote preferred road names for the subdivision will be taken into consideration, but the decision regarding road names will be made by the Community Boards by applying the clauses of this policy.
- 6.9. **Road Type:**

The road type should be one that most accurately reflects the type of roadway that is being named. Selection of Road Name from AS/NZS 4819:2011 should be used where appropriate, however, this list is not exclusive – refer to AS/NZS 4819:2011 (see Appendix 1).

7. Naming of parks and reserves

- 7.1. The Council's four Community Boards have the delegated authority for the naming of parks and reserves within their respective wards.
- 7.2. The Community Boards shall take the following factors into consideration when approving names for parks and reserves:
 - It is desirable for small neighbourhood reserves to be named after the main street they are located on to enable them to be easily located

- Names of rural neighbourhood reserves with community catchments should have some relationship to the community they are located within to enable them to be located and to signify their connection to the community
- Reserves should only be named after the person/family subdividing the land if the chosen name fits into one of the categories listed under clause 5.1.

8. Naming of Council assets

8.1. Naming where there is no sponsorship:

- 8.1.1. Where there is no sponsorship, the decision on naming will be made by the relevant committee of Council according to the current delegations.
- 8.1.2. Selection of a name will be made in accordance with clause 5.1.

8.2. Naming where there is sponsorship:

- 8.2.1. The final decision for naming of corporate assets will rest with the Council, including naming opportunities as a result of gifts or sponsorships.
- 8.2.2. Where the naming opportunity is as a result of sponsorship or gift, the following factors must be considered alongside Clause 5.1 above:
- The significance of the contribution made relative to the construction and operating costs of the item being named
 - The cost of establishing the naming option
 - A sunset clause associated with the length of time that the name will be used. Naming agreements may be renewed if the appropriate gift or sponsorship is received
 - The degree of exclusivity requested by the sponsor and the corresponding restrictions regarding advertising or use of competitors' brands
 - Names of tobacco companies or alcohol companies and products will not be used.
- 8.2.3. Applications for naming rights from major donors shall be submitted in writing to the Chief Executive for consideration of the Council. The written request shall include the following:
- Biographical information if named after an individual or organisation
 - Documentation providing the detail of the terms and quantum of payment being proposed and the consideration required from the Council
 - The Chief Executive will report to relevant committee of Council which may make a recommendation to Council, to be considered in committee.
- 8.2.4. Existing names will not be changed without consideration of the historical significance of the existing name, the impact on the individual or organisation previously named and the cost and impact of changing existing signage, rebuilding community recognition, and updating records. Each application will be considered on a case-by-case basis.

9. Responsibilities

- 9.1. The naming of roads and streets will be administered by the Roading and Transport Unit of the Council.
- 9.2. The naming of parks and reserves or other Council assets or facilities will be administered by the Community and Recreation Department of Council.

10. Questions

- 10.1. Any questions regarding the naming of roads and streets should be directed to the Roading and Transport Manager in the first instance.
- 10.2. Any questions regarding the naming of parks or reserves or other Council assets should be directed to the Community and Recreation Manager in the first instance.

11. Relevant documents and legislation

- AS/NZS 4819:2011 Geographic Information – Rural and Urban addressing (for naming of roads and streets)
- Local Government Act 1974 S317 - S319 (j) naming of roads and streets
- Parks and Recreation, Recreation and Reserves Management, Reserve Naming (QS-R015) (for naming parks and reserves)
- Reserves Act 1977 s16(10) (for naming roads and reserves)
- Memorandum of Understanding with Te Ngāi Tūāhuriri Rūnanga.

12. Effective date

2 May 2023

13. Review date

2 May 2029

14. Policy owned by

General Manager, Strategy, Engagement and Economic Development

15. Approval

Adopted by Waimakariri District Council on 2 May 2023

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: GOV-26-11-06 / 230815124675

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD


DATE OF MEETING: 13 September 2023

AUTHOR(S): Thea Kunkel, Governance Team Leader

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

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

_____ General Manager

_____  Chief Executive

1. SUMMARY

1.1 The purpose of this report is to update the Rangiora-Ashley Community Board (the Board) on the Discretionary Grant applications for the 2022/23 financial year, including Accountability Forms received to date.

Attachments:

i. All Accountability forms for the 2022/23 financial year (Trim Ref: 230828132335).

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230815124675.
- (b) **Notes** that of the \$18,569 allocated to the Board for the 2022/23 financial year, \$10,503 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$8,066 was carried forward and added to the 2023/24 allocation of \$10,660, bringing the current financial year's total to \$18,726.00.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

3. BACKGROUND

3.1. The Council allocates the Rangiora-Ashley 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 Rangiora-Ashley Ward.

4. **ISSUES AND OPTIONS**

4.1. By 30 June 2023 the Board had considered 14 applications, of which 12 were approved and two declined.

4.2. The applications were as follows:

Group	Project	Amount granted	Month funds granted	Comments
The Lions Club of Rangiora, NZ Inc	Dog agility stations at Milton Reserve	\$500	December 2022	Invoice paid: 22 June 2023 Awaiting Accountability
Cust Bowling Club	Paint for fences and buildings	Declined	December 2022	Retrospective application
Loburn Home and School Association	2023 William Pike Challenge Programme	\$665	February 2023	Invoice paid: 20 March 2023 Accountability received: 22 August 2023
Rangiora Community Patrol	Wide-brimmed sunhats for patrollers to wear at community events	\$440	February 2023	Invoice paid: 20 March 2023 Accountability received 15 June 2023
North Canterbury Pride	Picnic in the Park	\$275	February 2023	Invoice paid: 20 March 2023 Awaiting Accountability
Clarkville Playcentre	First Aid Courses	Declined	February 2023	Department of Education's responsibility
Relay for Life event	Relay for Life	\$4,000	March 2023	Invoice paid: 20 March 2023 Accountability received: 31 July 2023
Rangiora and Districts Early Records Society Inc	Purchasing folding chairs and teardrop flag	\$800	April 2023	Invoice paid: 8 July 2023 Accountability received: 19 July 2023
Rangiora Cricket Club	Maintenance and repair of cricket wickets	\$500	April 2023	Invoice paid: 24 April 2023 Accountability received: 24 April 2023
Kaiapoi Food Forest	Sponsorship of Rangiora residents attending a course	\$180	April 2023	Invoice paid: 28 July 2023 Accountability received: 28 August 2023

Group	Project	Amount granted	Month funds granted	Comments
North Canterbury Adventure Club Home School Club	First Aid kit and supplies and swimming tube	\$500	May 2023	Invoice paid: 13 June 2023 Accountability received: 21 August 2023
Rangiora Dramatic Society (Rangiora Players)	Copier/ Scanner/ Printer	\$500	May 2023	Invoice paid: 15 June 2023 Accountability received: 22 August 2023
Rangiora Volunteer Fire Brigade	Dishwasher	\$1,000	May 2023	Awaiting Invoice
Southbrook Netball Club	Hall hire and storage space	\$643	June 2023	Awaiting invoice

- 4.3. As of 31 August 2023, eight Accountability Forms had been received. Reminder letters were sent to the groups in March 2023 and August 2023. Four Accountability Forms are outstanding; however, two of these applications were only granted in May 2023 and June 2023, and groups have six months to return their Accountability Forms from the date of the event/purchase occurring.
- 4.4. An application from the Cust Bowling Club to paint their fence was declined due to it being a retrospective application. The Clarkville Playcentre's application was declined as the Board deemed first aid training the Department of Education's responsibility.
- 4.5. Loburn Home and School Association requested funding to enter the 2023 William Pike Challenge programme. However, due to poor weather conditions, the programme was cancelled, and the same students then used the grant to participate in a four-day cycle camp on the West Coast (the West Coast Wilderness Trail).
- 4.6. Rangiora Community Patrol requested sunhats for their members when patrolling daytime community events. These were bought, and members are now protected from the sun and more easily identifiable.
- 4.7. The Relay for Life event Committee requested funding for hosting the Relay for Life event in Dudley Park, Rangiora. This was a successful event in which 36 teams with 415 participants and the Cancer Society thanked the Board for their generous grant.
- 4.8. The Rangiora and Districts Early Records Society Inc requested funding for folding chairs and a teardrop flag to be used during public events at the museum. The Society purchased 20 chairs that allows for audiences to be seated and not have to stand during public events. They also purchased a teardrop flag to advertise when the museum was open and attract more visitors.
- 4.9. The Kaiapoi Food Forest requested funding to sponsor Rangiora residents to attend a workshop on how to set up a food forest. The workshop was held, and two Rangiora residents participated in the course.
- 4.10. The North Canterbury Adventure Club requested funding for a first aid course, kit, and a floatation device. One person attended the first aid course, and the first aid kit and floatation device will be well used. The Group regularly have between 130 and 150 people at their weekly meets, and the floatation device will be on hand at water-based meetings during the summer.

4.11. The Rangiora Players requested funding to purchase a multi-functional printer/copier (MFD). Since its purchase, it has been used extensively and has transformed the administrative and financial reporting process, making everything more manageable and less time-consuming. During the planning and producing of plays, the MFD will be used for copying scripts for various cast members and notes, which will now be cost-effective as previously all large-scale printing was done through the Warehouse.

4.12. The Rangiora Cricket Club requested assistance to repair and maintain its cricket pitch in Dudley Park. This included preparing the pitch, killing weeds, de-thatching grass, topping up the clay base and sprinkler repairs. This allowed the junior teams to play on good, safe grass wickets during the cricket season, which starts in October 2023.

4.14 **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 achieve 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 Rangiora-Ashley Community Board to approve grants to community groups up to \$10,160 in the 2022/23 financial year. An unspent amount of \$8,409 was carried forward from the 2021/22 financial year, thereby bringing the Discretionary Grant Fund to 18,569 for the 2022/23 financial year.

The Board allocated \$10,503 of this funding to community groups and organisations during the 2022/23 financial year, with the remaining \$8,066 being carried forward to the 2023/24 financial year bringing the current financial year's total to \$18,726.

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 the adoption/implementation of 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.

RANGIORA-ASHLEY COMMUNITY BOARD

ACCOUNTABILITY FORMS FOR 2022/23 FINANCIAL YEAR

GOVERNANCE

Rangiora-Ashley Community Board

**Accountability Form for 2023/2024
Discretionary Grant Recipients**

For funding provided during the period July 2023 – June 2024

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete this form and return within 20 days after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project and permission to utilise the photos on its on its Facebook page, the Council’s website and other social media. The information provided will be used in a report to the Board that will be publicly available.

Name of group: Loburn Home and School Association.

Date: 21/8/23 Amount allocated: \$ 655

Purpose for grant: Funding towards the 2023 WPCA Programme.

Please give details below of how the money was spent. Include receipts or bank statements as proof of purchase.

<u>Cycle Journeys - Bike Hire.</u>	\$ <u>2500</u>
_____	\$ _____
_____	\$ _____

Give a brief outline on how the funds were applied and the benefits that have been achieved with these funds including the number of people who attended or were assisted. Please include photographs, where possible:

The money was originally given so that all of our students could participate in the Rakahuri Raige. Due to poor weather, this was cancelled. However, the funding was put towards cycle hire for the same group of students so they could participate in our 4 day cycle camp on the west coast - the west coast wilderness Trail.

(Use additional pages if necessary)

Permission to use photos on the Board’s Facebook page, the Council’s website and other social media: Yes No

Continued over page

Two authorised signatories to complete the details below

Date: 21/08/23

First contact name: Amelia Norman

Signature: [Signature]

Position: Home & School PTA Chair

Phone: [Redacted]

Email: [Redacted]

Address: 106 Sprayflat Rd, Laburn

Date: 21/8/23

Second contact: Wendy McBurnie

Signature: [Signature]

Position: Home & School PTA Member

Phone: [Redacted]

Email: [Redacted]

Address: 12 fergus Rd

Laburn 7472

Return to:

Governance Team
Waimakariri District Council
Private Bag 1005
Rangiora 7440

OR

IM@wmk.govt.nz



Cycle Journeys Ltd

PO Box 33-153, Barrington, Christchurch 8244
Telephone 03 377 20 60

Tax Invoice 25369

TO
Loburn School RD2 Rangiora
IWO...LOB

Order Number	GST Reg No	Date
	107-201-939	20 April 2023

Description							
Bike & Trailer hire starting 2nd May 2023 - 4th May 2023	2,500.00						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"></td> <td style="text-align: right;">Subtotal: 2,500.00</td> </tr> <tr> <td></td> <td style="text-align: right;">GST: 375.00</td> </tr> <tr> <td></td> <td style="text-align: right;">Total Owed: \$2,875.00</td> </tr> </table>			Subtotal: 2,500.00		GST: 375.00		Total Owed: \$2,875.00
	Subtotal: 2,500.00						
	GST: 375.00						
	Total Owed: \$2,875.00						

Remittance Advice: Payments may be made by direct deposit into account 03-1592-0603220-00

Please post to:	Client Code: IWOMY01_LOB
Cycle Journeys Ltd	Invoice No: 25369
PO Box 33-153	Due Date: 20/05/23
Barrington	Order No:
Christchurch 8244	Invoice Amount: \$2,875.00

Rangiora-Ashley Community Board

High Street, Rangiora
Private Bag 1005, Rangiora 7440

Gov-26-11-04 / 230816125012

16 August 2023

Loburn Home and School Association
C/- Amelia Norman
loburnschoolpta@gmail.com

Good Day Amelia

In February 2023 the Loburn Home and School Association applied to the Rangiora-Ashley Community Board for funding towards the 2023 William Pike Challenge Programme. The Board granted you \$655 towards this initiative and requested that an accountability form be provided with feedback on how the money was spent.

The following is an extract from the Application form:

- 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.

We have noted that no accountability form has yet been received and request that this is sent to enable us to complete the required reporting back to the Board for the funding granted during the 2022/23 financial year.

I have included an accountability form for your information and request your co-operation in completing it and returning it to us.

Thank you for your assistance with this matter.

Kind regards



Kay Rabe
Governance Adviser

Transaction List

Non Profit Organisation - 03-0674-0101705-000

Default view for selected accounts shows transactions processed in last 7 days. Change view by selecting different account or entering new data range.



View Account: Non Profit Organisation - 03-0674-0101705-000 View Transactions : From: 15/05/2022 to: 15/05/2022 Search

Payment Date	Description	Other Party Name	Particulars	Analysis Code	Reference	Debit	Credit
15/05/2023	ONLINE BANKING	M Reed	Internet	Payment	47386120	\$15.00	
15/05/2023	ONLINE BANKING	M Reed	Internet	Payment	47386120	\$35.00	
15/05/2023	ONLINE BANKING	Julie Allaway	Internet	Payment	47386120	\$39.99	
15/05/2023	ONLINE BANKING	Jehma Johnson	Internet	Payment	47386120	\$50.00	
15/05/2023	ONLINE BANKING	Stephane Knight	Internet	Payment	47386120	\$191.00	
15/05/2023	ONLINE BANKING	William Day	Internet	Payment	47386120	\$200.00	
15/05/2023	ONLINE BANKING	Strike Ensemble Ltd	Internet	Payment	47386120	\$862.50	
15/05/2023	ONLINE BANKING	Hokitika's Kiwi Holi	Internet	Payment	47386120	\$2,791.00	
15/05/2023	ONLINE BANKING	Cycle Journeys Ltd	Internet	Payment	47386120	\$2,875.00	
15/05/2023	DIRECT CREDIT	MIN FOR CHLD - OT	1	V29980515331	DC120523		\$1,766.80

Current Balance as at 21/08/2023: \$85,085.73 CR

Closing Balance: \$99,361.99 CR

Opening Balance: \$104,654.68 CR

GOVERNANCE

Rangiora-Ashley Community Board

Accountability Form for 2022/2023 Discretionary Grant Recipients

For funding provided during the period July 2022 – June 2023

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete when the project is completed and return within three months after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project. The information provided will be used in a report to the Board that will be publicly available.

Name of group: Rangiora Community Patrol

Date: 31-5-23 Amount allocated: \$ 439-00

Purpose for grant: Sunhats purchase

Please give details of how money was spent:

<u>20 Sunhats - widebrim</u>	<u>\$ 439 - 30</u>
	\$ _____
	\$ _____

Describe the activities undertaken and benefits that have been achieved with these funds. Please include, where possible, photographs and the number of people who attended or were assisted:

The Sunhats are used by Patrollers at events protecting them from the intense heat in the summer.

20 hats are providing patrollers when out in the community eg. Safety Patrols, BBQ, A.P shows - Patrolling

(Use additional pages if necessary)

Continued over page

Two authorised signatories to complete the details below:

Date: 31/5/23

First contact name: Lorraine Tullett

Signature: [Signature]

Position: Secretary

Phone: [Redacted]

Email: vcpssecretary7400@gmail.com

Address: 5 Crete Rd

Rangiora

Date: 31/5/23

Second contact: Diana Kilton

Signature: [Signature]

Position: Treasurer

Phone: [Redacted]

Email: vcptreasurer7400@gmail.com

Address: 165 White St

Rangiora

Return to:

Governance Team

Waimakariri District Council

Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz



TAX INVOICE

Rangiora patrol

Invoice Date
17 May 2023

Invoice Number
INV-37641

Reference
QU-3034

GST Number
087-348-016

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

Description	Quantity	Unit Price	Amount NZD
To supply Poly Cotton Slouch Hat	20.00	12.60	252.00
To monogram Community Patrols with lettering	20.00	6.50	130.00
		Subtotal	382.00
		TOTAL GST 15%	57.30
		TOTAL NZD	439.30

Due Date: 20 Jun 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

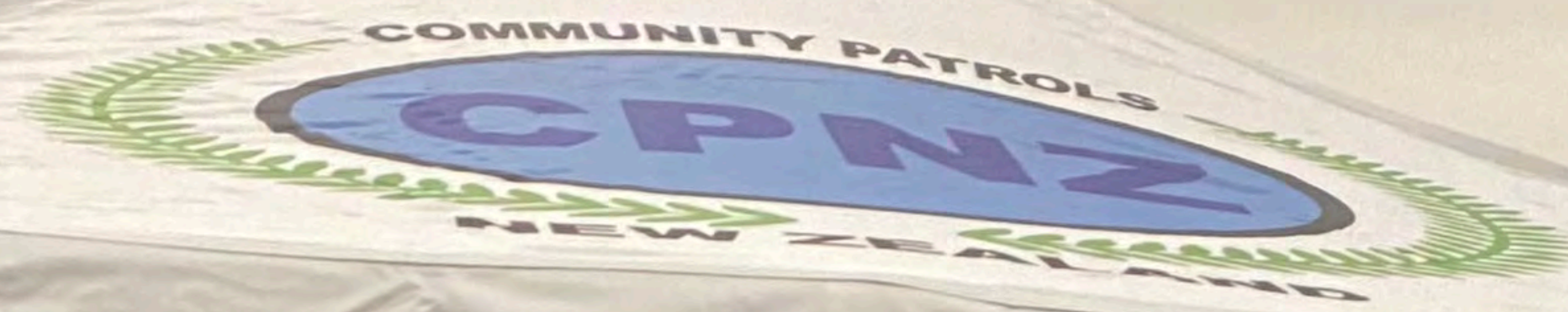
To: Kaiapoi Monograms (2004) Limited
55 Hilton Street
PO Box 343
Kaiapoi
Ph/Fax 03-327-7058
kaiapoimonograms@xtra.co.nz
www.monograms.net.nz

Customer Rangiora patrol
Invoice Number INV-37641
Amount Due 439.30
Due Date 20 Jun 2023
Amount Enclosed \$ 439.30

Enter the amount you are paying above

*Paid by Internet Banking
19/5/23*

Rangiora Community Patrol



Ngiora Community Patrol



GOVERNANCE

Rangiora-Ashley Community Board Accountability Form for 2022/2023 Discretionary Grant Recipients

For funding provided during the period July 2022 – June 2023

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete when the project is completed and return within three months after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project. The information provided will be used in a report to the Board that will be publicly available.

Name of group: Cancer Society North Canterbury

Date: 7/06/23 Amount allocated: \$ 4000.00

Purpose for grant: Cancer Society's Relay for Life North Canterbury 2023 to cover event costs.

Please give details of how money was spent:

<u>Sound system and technician for event</u>	\$ <u>1667.50</u>
<u>Vehicle costs in relation to the event: promotion, logistics</u>	\$ <u>369.14</u>
<u>Hydration Station - water station for participants</u>	\$ <u>402.50</u>

Describe the activities undertaken and benefits that have been achieved with these funds. Please include, where possible, photographs and the number of people who attended or were assisted:

Relay for Life is one of the Cancer Society's major fundraisers and high-profile community led events. All profits go toward providing crucial free services and programmes for those going through a cancer diagnosis and supports their whānau and carers, servicing all districts within Waimakariri. Services and programmes include: accommodation services, driving patients to appointments and treatments, patient navigation and support, cancer research. Relay had 36 teams with 415 participants, over 50 volunteers, 11 committee members and a community of support. Relay celebrates, remembers & fights back against cancer by raising awareness & funds.

(Use additional pages if necessary)

Continued over page

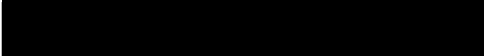
Two authorised signatories to complete the details below:

Date: 15/06/2023

First contact name: Tiffany Wafer

Signature: *Tiffany Wafer*

Position: Fundraising Coordinator

Phone: 

Email: 

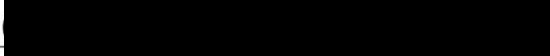
Address: North Canterbury Netball Centre
43 Church Street, Rangiora

Date: 15/06/2023

Second contact: Gabrielle O'Connell

Signature: *Gabrielle O'Connell*

Position: North Canterbury Centre Manager

Phone: 

Email: 

Address: North Canterbury Netball Centre
43 Church Street, Rangiora

Return to:

Governance Team

Waimakariri District Council
Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz

Description	Cost
White candlebag	\$513
Candle lights	\$388.8
Venue Hire - WDC	\$135.98
	\$121.26
	-12.76
Water Hydration Station	402.5
AV equipment and technician	1667.5
Beads	318.5
Beads	99.13
Survivor sashes	306
Vehicle Costs	369.14
	4321.81



11B Douglas Alexander Pde, Rosedale, Auckland 0632, NZ
 11 Armidale St, Petone, Lower Hutt, Wellington 5012, NZ
 Phone: (09) 485 3208 www.boostpromotions.co.nz

Tax Invoice 662836

GST Number: 82-959-572
 Invoice Date: 15 February 2023
 Payment Due: 20 Mar 2023
 Account Ref: CS.CWEST
 Your PO# CS11451

Invoice:

CANCER SOCIETY - CANTERBURY WEST COAST DIVISION
 PO BOX 13450
 CHRISTCHURCH, CAN 8141
 NEW ZEALAND
 ACCOUNTS

Delivered To:

CANCER SOCIETY - CANTERBURY WEST COAST DIVISION
 97 FITZGERALD AVE
 CHRISTCHURCH, CAN 8011
 NEW ZEALAND
 Genevieve Gillespie

Job No.	Description	Qty	UoM	Price	ex GST
Customer Ref#: NORTH CANTY & SELWYN					
474872	CANDLE BAGS WHITE	800	EACH	\$0.70	\$560.00

All invoices are payable 20th of the month following the date of invoice.
 Direct Credit A/C Number 02-0214-0101341-000
 All queries and remittance advices to be emailed to
 accounts@boostpromotions.co.nz

Sub Total	\$560.00
Freight	\$0.00
GST	\$84.00
Total	\$644.00
Amount Due	\$644.00

4870

①



Christchurch
65 Clarence St
Addington
Christchurch
Phone: 03-595-0271

*** Duplicate *** Duplicate ***

Tax Invoice (incl GST) GST # 107-221-72
Tr# 30046131 Operator Trainee
Date 09/01/23 Time 16:42

Duplicate Receipt

Code	Qty	Price	Disc \$	Ext
9051106	144	3.00	43.20	388.80
\$3 Clearance Item				
9079217	19	2.00	3.80	34.20
4PC CANDLE LIGHT 3.5X4cm				
Total (incl GST of \$ 55.17)				423.00
Rounding				0.00
*** Duplicate *** Duplicate ***				
Visa				423.00

*** Duplicate *** Duplicate ***

Note:

Thank you for your purchase.

Refund & Exchange Policy

Retain this receipt as proof of purchase which is required for any refund or exchange.

We do not have to provide a refund if you have changed your mind about a particular purchase.

Faulty Items

If the goods are faulty we will replace or refund.

Store Policy

Exchange is allowed within 7 days of original purchase or we issue a credit note, The item must be in original condition with packaging.

Any wearable items cannot be exchanged or refunded unless goods are faulty.



Private Bag 1005
 Rangiora
 New Zealand
 0800 965 468 (0800 WMK GOV)
waimakariri.govt.nz
office@wmk.govt.nz

Tax Invoice (COPY)

Shaun Fauth
 24 Ivory Street, Rangiora 7400
shaun.fauth@wmk.govt.nz

Invoice Number INV230308401
Booking Reference REF230108542
Customer Number 254509
Invoice Date 23-Mar-2023
GST Number 55-188-688

Booking Date	Venue	Fee Description	Amount (\$)
01-Apr-2023	Dudley Park Pavilion	Dudley Park Pavilion - Casual Hire Fee (16:15 - 22:00) - 50% fee due to booking reserve	31.34

All items are GST inclusive unless specifically marked otherwise.

(*incl GST \$4.09)	Invoice Total	\$31.34*
	Total Payments	\$31.34
	Amount Owing	\$0.00



Private Bag 1005
 Rangiora
 New Zealand
 0800 965 468 (0800 WMK GOV)
waimakariri.govt.nz
office@wmk.govt.nz

Tax Invoice (COPY)

Shaun Fauth
 24 Ivory Street, Rangiora 7400
shaun.fauth@wmk.govt.nz

Invoice Number INV230308400
Booking Reference REF221232158
Customer Number 254509
Invoice Date 23-Mar-2023
GST Number 55-188-688

Booking Date	Venue	Fee Description	Amount (\$)
02-Apr-2023	Dudley Park Pavilion	Dudley Park Pavilion - Casual Hire Fee (08:00 - 12:00)	24.52

All items are GST inclusive unless specifically marked otherwise.

(*incl GST \$3.20)	Invoice Total	\$24.52*
	Total Payments	\$24.52
	Amount Owing	\$0.00

215 High Street RANGIORA 7440

REPRINTED

Tax Invoice

GST no: 55-188-688

23/03/2023 Receipt No: 20394428

To: Cancer Society
143 Percival Street
Rangiora 7400

Thank You For Your Payment

*How was our service? Let us know at
www.waimakariri.govt.nz/have-a-say*

Applic	Reference	Amount
Debtors		
Debtor Number sundrycb		\$121.26
REF230108542 221232158 221232137		
Transaction Total:		\$121.26

Amounts Tendered

Cash	\$0.00
Cheque	\$0.00
Db/Cr Card	\$121.26
Money Order	\$0.00
Agency	\$0.00
Total	\$121.26
Rounding	\$0.00
Change	\$0.00
Nett	\$121.26

Printed 15/06/2023 2:29:38PM

Cashier: RCASH1



Private Bag 1005
 Rangiora
 New Zealand
 0800 965 468 (0800 WMK GOV)
waimakariri.govt.nz
office@wmk.govt.nz

Tax Invoice (COPY)

Shaun Fauth
 24 Ivory Street, Rangiora 7400
shaun.fauth@wmk.govt.nz

Invoice Number INV230308399
Booking Reference REF221232137
Customer Number 254509
Invoice Date 23-Mar-2023
GST Number 55-188-688

Booking Date	Venue	Fee Description	Amount (\$)
31-Mar-2023	Dudley Park Pavilion	Dudley Park Pavilion - Casual Hire Fee (10:00 - 22:00)	65.40

All items are GST inclusive unless specifically marked otherwise.

(*incl GST \$8.53)	Invoice Total	\$65.40*
	Total Payments	\$65.40
	Amount Owing	\$0.00

Cancer Society North Canterbury
PO Box 186
Rangiora 7440

Page 1 of 1

GST Number: 55-188-688

Invoice Date: 05/04/2023

Customer No: 741219

Original Invoice: 806197

Tax Credit: 12276

Description	Amount
The system only credited \$13.54 as that was the balance owing, Should be \$26.30	
Dudley Park Rental	12.76 CR*
(*incl GST -\$1.66)	
Total	\$ -12.76 CR

(Please detach and return this portion with your payment)

REMITTANCE ADVICE

Address Payment To:
Waimakariri District Council
Private Bag 1005
RANGIORA 7440

Customer No: 741219

Tax Credit: 12276

Cancer Society North Canterbury
PO Box 186
Rangiora 7440

Total Due: \$ -12.76 CR

Amount Enclosed:

Paying Over The internet?

Please pay via our website at <https://waimakariri.govt.nz/pay-debtor-invoice>

Alternatively, you can pay to the Council's bank account **01 0877 0129222 00** and **quote your customer number 741219 as the reference**. To register to receive Invoices and Statements by email please email debtors@wmk.govt.nz.

215 High Street RANGIORA 7440

REPRINTED

Tax Invoice

GST no: 55-188-688

23/03/2023 Receipt No: 20394429

To: Cancer Society
143 Percival Street
Rangiora 7440

Thank You For Your Payment of***How was our service? Let us know at
www.waimakariri.govt.nz/have-a-say***

Applic	Reference	Amount
Debtors		
Debtor Number sundrycb		\$135.98
Dudley Reserve		
Transaction Total:		\$135.98

Amounts Tendered

Cash	\$0.00
Cheque	\$0.00
Db/Cr Card	\$135.98
Money Order	\$0.00
Agency	\$0.00
Total	\$135.98
Rounding	\$0.00
Change	\$0.00
Nett	\$135.98

Printed 15/06/2023 2:28:04PM

Cashier: RCASH1

Cancer Society of New Zealand Canterbury-West Coast Division Inc.

Tiffany Wafer
143 Percival Street
Rangiora
7400
tiffany.wafer@cancercwc.org.nz

Event Name

Relay for Life North Canterbury

Event Date

01-04-2023

Event Address

Dudley Park
Rangiora

Delivery needed?

Yes

Name

Cancer Society

Phone

+64211394909

222

Hydration Station

51 Farthing Drive
Prebbleton
7604 Christchurch Canterbury
New Zealand
+64278864396
info@hydrationstation.co.nz



Thank you for booking the Hydration Station for your event. If you need us for any future events, please email us on info@hydrationstation.co.nz or call on 021 0270 1498.

Invoice #15-22

Date 11-04-2023
Booking #22
Pickup 01-04-2023 08:00 AM
Return 01-04-2023 11:45 PM

		Price	Tax	Total
1 x Hydration Station	1 day	\$350.00	GST	\$350.00
			Subtotal	\$350.00
			Total excl. taxes	\$350.00
			GST	\$52.50
			Total incl. taxes	\$402.50
			Outstanding	\$402.50

Thank you for booking with Hydration Station.

If you would like to make any changes to your booking, please contact info@hydrationstation.co.nz or 021 0270 1498 as soon as possible.

Please pay:

Please pay: Four M Investments Limited

Bank Account: 01-0811-0930148-00

OUR TERMS ARE STRICTLY WITHIN 7 DAYS FROM RECEIPT OF THE INVOICE.



TAX INVOICE COPY

GST No: 51-032-713

Deliver From

OFFICEMAX CHRISTCHURCH DC
86 DETROIT DRIVE
ROLLESTON
CHRISTCHURCH

Customer Service

Freephone 0800 426 473

Deliver To

CANCER SOCIETY OF NZ CANT WEST
CHRISTCHURCH CENTRE
PO BOX 13450
ARMAGH
CHRISTCHURCH 8141

CANCER SOCIETY OF NZ CANT WEST
97 FITZGERALD AVENUE
CHRISTCHURCH CENTRAL
CHRISTCHURCH 8011

1 Parcel(s)

Page 1

Customer Number	Customer Order Number	Relates To	Date	Invoice / Credit Number
2040071	RELAY - TIFF	22998718	15/02/23	22998718

Product Code	Shipped	B/order	Product Description	Price	Unit	Amount
2642883	12	0	BEADS PONY CLASSIC CRAFT WORKSHOP PK/1800	11.64	PACK	139.68
2642867	1	7	BEADS PONY GLITTER CRAFT WORKSHOP BX/1800	15.40	PACK	15.40
2424495	3	5	CRAFT STRING SPAGHETTI EC 1MMX60M PVC TUBING BLUE	11.08	EACH	33.24
2669773	8	0	CRAFT STRING SPAGHETTI EC 1MMX60M PVC TUBING YELLOW	11.08	EACH	88.64
ORDERED BY: TIFFANY WAFER PRICE BASED ON QUOTE AND VOLUME.						

OfficeMax New Zealand Limited

If you have any queries with delivery or invoice, or would like to return an item, please contact customer service within 14 days of receipt

Subtotal	276.96
GST	41.54
Total	318.50

FSC Certification Code: SCS-COC-006720
PEFC Certification Code: SCS-PEFC/COC-006720

REMITTANCE ADVICE - Return to OfficeMax, Private Bag 92831, Auckland 1642 or email to receipting@officemax.co.nz

Acceptance of these goods implies acceptance of our current Terms & Conditions of Trade. Please visit our website www.officemax.co.nz for full details.

Invoice To

CANCER SOCIETY OF NZ CANT WEST
CHRISTCHURCH CENTRE
PO BOX 13450
ARMAGH
CHRISTCHURCH 8141

Customer No. 2040071
Bill To No. 92088501
Date 15/02/23
Invoice/Credit No. 22998718
Total 318.50

BANK ACCOUNT FOR DC - 030255 0176753 00, PLEASE QUOTE ACCOUNT AND INVOICE NUMBER ON PAYMENT



TAX INVOICE COPY

GST No: 51-032-713

Deliver From
OFFICEMAX CHRISTCHURCH DC
86 DETROIT DRIVE
ROLLESTON
CHRISTCHURCH

Customer Service
Freephone 0800 426 473

CANCER SOCIETY OF NZ CANT WEST
CHRISTCHURCH CENTRE
PO BOX 13450
ARMAGH
CHRISTCHURCH 8141

Deliver To
CANCER SOCIETY OF NZ CANT WEST
97 FITZGERALD AVENUE
CHRISTCHURCH CENTRAL
CHRISTCHURCH 8011

1 Parcel(s)
Page 1

Customer Number	Customer Order Number	Relates To	Date	Invoice / Credit Number
2040071	RELAY - TIFF	22998718B	24/02/23	22998718B

Product Code	Shipped	B/order	Product Description	Price	Unit	Amount
2642867	2	0	BEADS PONY GLITTER CRAFT WORKSHOP BX/1800	15.40	PACK	30.80
2424495	5	0	CRAFT STRING SPAGHETTI EC 1MMX60M PVC TUBING BLUE	11.08	EACH	55.40

OfficeMax New Zealand Limited

If you have any queries with delivery or invoice, or would like to return an item, please contact customer service within 14 days of receipt

Subtotal	86.20
GST	12.93
Total	99.13

FSC Certification Code: SCS-COC-006720
PEFC Certification Code: SCS-PEFC/COC-006720

REMITTANCE ADVICE - Return to OfficeMax, Private Bag 92831, Auckland 1642 or email to receipting@officemax.co.nz

Acceptance of these goods implies acceptance of our current Terms & Conditions of Trade. Please visit our website www.officemax.co.nz for full details.

Invoice To

CANCER SOCIETY OF NZ CANT WEST
CHRISTCHURCH CENTRE
PO BOX 13450
ARMAGH
CHRISTCHURCH 8141

Customer No. 2040071
Bill To No. 92088501
Date 24/02/23
Invoice/Credit No. 22998718B
Total 99.13

BANK ACCOUNT FOR DC - 030255 0176753 00, PLEASE QUOTE ACCOUNT AND INVOICE NUMBER ON PAYMENT

Z Rolleston
 2 Brookside Road
 Rolleston
 Christchurch 7614

12/04/2023 02:32PM TXN:25-16612
 THIS IS NOT A TAX INVOICE
 GST INCLUSIVE
 GST No. 83-984-848

5 Z 91 \$69.16
 28.010 ltr @ \$2.469/ltr
 TOTAL \$69.16
 Tax amount \$9.02

Odometer 1415
 -----EFTPOS-----
 TERMINAL 12324625
 TIME 12APR23 14:30
 TRAN 002564 CREDIT
 Z-BIZ
 CARD1582
 AUTH 058318
 AUTH TO NZ\$150.00
 TOTAL NZ\$69.16
 FINAL COMPLETION
 ACCEPTED

 Receipt ID:22639023041225016612

- VEHICLE REGISTRATION NO -

Love Coffee? Download our Z
 App at z.co.nz/app

Z Rangiora
 Corner High Street & King Street
 Rangiora
 Phone Number: 03 313 4611
 17/03/2023 1:35:26 PM TXN: 3110030717986
 NOT A TAX INVOICE GST No: 132-609-045
 GST INCLUSIVE

POS: 3 Cashier: Manager 1
 06 Z 91 \$2.459/LI 37.580LT \$92.41

Subtotal \$92.41
 Z-BIZ \$92.41
 Tax amount \$12.05

Earn great rewards with Z App! Download today and receive one 10cpl voucher, a free coffee and \$5 off a Max car wash!

Z RANGIORA
 COR HIGH ST & KING S
 RANGIORA

Odometer 138690

-----EFTPOS-----
 TERMINAL 62768001
 TIME 17MAR 13:35
 TRAN 003530 CREDIT
 Z-BIZ
 CARD1582
 AUTH 009908 NZ\$ 92.41
 PURCHASE NZ\$ 92.41
 TOTAL ACCEPTED NZ\$ 92.41

 INVOICE WITH 900915
 CUSTOMER COPY

We Love Feedback!

www.tellz.co.nz

Survey code 3216923076037986

Scan code with smartphone camera and go into the draw to win a \$500 monthly prize



Oil - R4F Vehicle

Z Rangiora
 Corner High Street & King Street
 Rangiora
 Phone Number: 03 313 4611
 25/03/2023 12:24:38 P Tm: 3110140243917
 NOT A TAX INVOICE GST No: 132-600-045
 GST INCLUSIVE

POS: 4 Cashier: Manager 1
 07 Z 91 \$2,459/LI 42,720/LI \$105.05
 Subtotal \$105.05
 Z-BIZ \$105.05
 Tax Amount \$13.70

Earn great rewards with Z App! Download today and receive one 10cpl voucher, a free coffee and \$5 off a Max car wash!

Z RANGIORA
 CAR HIGH ST & KING S
 RANGIORA

Gummet 139031
 -----EFTPOS-----
 TERMINAL 62708002
 TIME 25MAR 12:24
 TRAR 000125 CREDIT
 Z-BIZ
 CARD1582
 AUTH 035742
 PURCHASE NZ\$ 105.05
 TOTAL NZ\$ 105.05

 INVOICE NUM 000111
 CUSTOMER COPY

We Love Feedback!

www.tellz.co.nz

Survey code 3216923084043917

Scan code with smartphone camera and go into the draw to Win a \$500 monthly prize



Z Ashburton
 141 WEST STREET
 ASHBURTON
 Phone Number: 03-3081612
 13/04/2023 4:11:59 PM Tm: 2640031315594
 NOT A TAX INVOICE GST No: 83-984-048
 GST INCLUSIVE

POS: 3 Cashier: Cashier 2
 05 Z 91 \$2,479/LI 30,060/LI \$74.52
 Subtotal \$74.52
 Z-BIZ \$74.52
 Tax Amount \$9.72

Earn great rewards with Z App! Download today and receive one 10cpl voucher, a free coffee and \$5 off a Max car wash!

Z ASHBURTON
 141 WEST ST
 ASHBURTON

-----EFTPOS-----
 TERMINAL 02041701
 TIME 13APR 16:11
 TRAR 000769 CREDIT
 Z-BIZ
 CARD1582
 AUTH 041448
 PURCHASE NZ\$ 74.52
 TOTAL NZ\$ 74.52

 INVOICE NUM 000745
 CUSTOMER COPY

We Love Feedback!

www.tellz.co.nz

Survey code 1045113103035594

Scan code with smartphone camera and go into the draw to Win a \$500 monthly prize



Z Rangiora
 Corner High Street & King Street
 Rangiora
 Phone Number: 03 313 4611
 4/04/2023 10:14:28 A Tm: 3110030733497
 NOT A TAX INVOICE GST No: 132-600-045
 GST INCLUSIVE

POS: 3 Cashier: Manager 1
 0X HAVOLINE SPN BLEND SN 10 x1 \$28.00
 Subtotal \$28.00
 Z-BIZ \$28.00
 Tax Amount \$3.65

Earn great rewards with Z App! Download today and receive one 10cpl voucher, a free coffee and \$5 off a Max car wash!

Z RANGIORA
 CAR HIGH ST & KING S
 RANGIORA

Gummet 139037
 -----EFTPOS-----
 TERMINAL 62708001
 TIME 04APR 10:14
 TRAR 002443 CREDIT
 Z-BIZ
 CARD1582
 AUTH 071404
 PURCHASE NZ\$ 28.00
 TOTAL NZ\$ 28.00

 INVOICE NUM 002391
 CUSTOMER COPY

We Love Feedback!

www.tellz.co.nz

Survey code 3216923094033497

Scan code with smartphone camera and go into the draw to Win a \$500 monthly prize



Two authorised signatories to complete the details below:

Date: 11 Jul 2023

First contact name: Bev McLean

Signature: *B. McLean*

Position: Treasurer

Phone: [Redacted]

Email: [Redacted]

Address: 48 Bayley Road
RD1 Rangiora 7471

Date: 11 Jul 2023

Second contact: David Petrie

Signature: *David J Petrie*

Position: Vis president

Phone: [Redacted]

Email: [Redacted]

Address: 25 Kvalej St
Rangiora 7400

Return to:

Governance Team

Waimakariri District Council
Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz

GOVERNANCE

Rangiora-Ashley Community Board

Accountability Form for 2022/2023 Discretionary Grant Recipients

For funding provided during the period July 2022 – June 2023

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete when the project is completed and return within three months after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project. The information provided will be used in a report to the Board that will be publicly available.

Name of group: Rangiora Cricket Club

Date: 19/4/23 Amount allocated: \$ 500~~0~~

Purpose for grant: Off Season Pitch repair & Maintenance at Dudley Park

Please give details of how money was spent:

<u>We had our groundsman weed, dethatch, repair</u>	<u>\$1,100 was his charge</u>
<u>sprinklers, reseed grass, repair surface damage,</u>	<u>\$500 grant went</u>
<u>& prep & repair our grass cricket wickets.</u>	<u>towards that.</u>
	<u>\$</u>

Describe the activities undertaken and benefits that have been achieved with these funds. Please include, where possible, photographs and the number of people who attended or were assisted:

As above, after 6 months (Oct - March) of Junior, High school & some senior cricket our clay based grass wickets need a lot of work before next season to keep them in great condition. This grant allows us to cover some of this work which is great. We have 92 kids at our junior club & this will benefit all of them.

(Use additional pages if necessary)

Continued over page

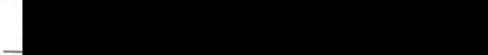
Two authorised signatories to complete the details below:

Date: 19/4/23

First contact name: Nigel Gray

Signature: NGG

Position: Club Secretary

Phone: 

Email: 

Address: 19 Mulberry St

Rangiora

Date: 19/4/23

Second contact: Nick Glennie

Signature: NGG

Position: Club President

Phone: 

Email: 

Address: 26 Sa King St

Rangiora

Return to:

Governance Team

Waimakariri District Council

Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz

GOVERNANCE

Rangiora-Ashley Community Board
Accountability Form for 2023/2024
Discretionary Grant Recipients

For funding provided during the period July 2023 – June 2024

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete this form and return within 20 days after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project and permission to utilise the photos on its on its Facebook page, the Council's website and other social media. The information provided will be used in a report to the Board that will be publicly available.

Name of group: KAIAPOI FOOD FOREST

Date: 17/08/23 Amount allocated: \$ 180 + 70

Purpose for grant: TO PROVIDE A WORKSHOP.

Please give details below of how the money was spent. Include receipts or bank statements as proof of purchase.

<u>HIRE OF FACILITY</u>	\$ <u>70</u>
<u>PAYMENT FOR TWO BOARD MEMBERS TO ATTEND</u>	\$ <u>180 180 180</u>
	\$ _____

Give a brief outline on how the funds were applied and the benefits that have been achieved with these funds including the number of people who attended or were assisted. Please include photographs, where possible:

THE WORKSHOP WAS HELD & THE BOARD MEMBERS ATTENDED, (GAVIN BURDEN & DAWN EASTWOOD)

(Use additional pages if necessary)

Permission to use photos on the Board's Facebook page, the Council's website and other social media: Yes No

Continued over page

Two authorised signatories to complete the details below:

Date: 17/08/23

First contact name: KATH ADAMS

Signature: [Handwritten Signature]

Position: TREASURER

Phone: [Redacted]

Email: [Redacted]

Address: 94 Heywards Rd.
Kaiapoi 7692

Date: 17/08/23

Second contact: Gordon Hamblen

Signature: [Handwritten Signature]

Position: Chairman

Phone: [Redacted]

Email: [Redacted]

Address: 141 England Street,
Linwood,
Christchurch,

Return to:

Governance Team
Waimakariri District Council
Private Bag 1005
Rangiora 7440

OR

IM@wmk.govt.nz



233

Statement of Accounts

Your accounts at a glance as at 14 April 2023

0877

KAIAPOI FOOD FOREST TRUST
 94 HEYWARDS RD
 RD 2
 KAIAPOI 7692



Today's statements

Account type	Account number	Balance
Business Premium Current Account	01-0853-0126828-00	59,127.46

Business Premium Current Account

Account name KAIAPOI FOOD FOREST TRUST
 Account number 01-0853-0126828-00
 Statement number 00117
 Statement period 01 Apr 2023 - 14 Apr 2023

Date	Transaction type and details	Withdrawals	Deposits	Balance
01 Apr	Opening balance			58,317.46
05 Apr	DC MRS N A BROWN Nicki Brown		60.00	58,377.46
05 Apr	DC MRS M B HAINES AND Dave Haines Food forest Course		90.00	58,467.46
05 Apr	DC Rigby A M Andrea Rigby Food forest Design		90.00	58,557.46
05 Apr	BP H FAIRGRAY Fairgray April 16 Permaculture		90.00	58,647.46
05 Apr	DC ANDERSON W R W&AAnder W&AAnder W&AAnder		90.00	58,737.46
11 Apr	AP Gordon Francis Hambl Gordyn Hamblyn		10.00	58,747.46
11 Apr	DC MISS J G LEWIS JasmineLewis		90.00	58,837.46
11 Apr	DC ERGATS DESIGN LIMITE seminar		180.00	59,017.46
11 Apr	DC MRS J BAKER 16 04 course Rangiora Julie Baker		90.00	59,107.46
11 Apr	BP M FLEMING FF Desgn M Fleming		90.00	59,197.46
11 Apr	BP WDC Workshop	70.00		59,127.46
Totals at end of page		\$70.00	\$880.00	\$59,127.46
Totals at end of period		\$70.00	\$880.00	\$59,127.46

Your available credit is **\$59,127.46** as at the closing date of this statement.

AP Automatic Payment BP Bill Payment DC Direct Credit ED Electronic Dishonour 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



GOVERNANCE

Rangiora-Ashley Community Board

Accountability Form for 2022/2023 Discretionary Grant Recipients

For funding provided during the period July 2022 – June 2023

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete when the project is completed and return within three months after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project. The information provided will be used in a report to the Board that will be publicly available.

Name of group: North Canterbury Adventure Club

Date: 17/8/23

Amount allocated: \$ 500

Purpose for grant: First aid supplies and training. Life saving floatation device

Please give details of how money was spent:

St Johns training x 1 person

\$ 195

Restube floatation device

\$ 148.99

First aid Kit and supplies

\$ 156.53

Describe the activities undertaken and benefits that have been achieved with these funds. Please include, where possible, photographs and the number of people who attended or were assisted:

All of the above items will be of benefit to our entire group for a long time. We regularly have 130-150 people at our weekly meet ups. The floatation device will be on hand at every water based meeting in summer (which is basically weekly). We ran our first sports event this week, it was fantastic to be able to have a qualified first aider on hand. I have attached photos and receipts to the email. Thankyou from everyone at Adventure Club.

(Use additional pages if necessary)

Continued over page

Two authorised signatories to complete the details below:

Date: 17/8/23

Date: 17/8/23

First contact name: Carly Tata

Second contact: Joanne King

Signature: [Signature]

Signature: [Signature]

Position: President

Position: Treasurer

Phone: [Redacted]

Phone: [Redacted]

Email: [Redacted]

Email: [Redacted]

Address: 11 Wairepo Close
Rangiora, 7400

Address: 125 Reed Rd, 206 Rangiora
7476

Return to:

Governance Team
Waimakariri District Council
Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz

PAK'nSAVE

Rangiora PAK'nSAVE

Phone: 03 311 8636

Tax Invoice GST No: 1159 61713

Our Shopping Hours are Mon - Sun 7:00am - 10:00pm

Rec# 0020240208 Date 10/08/2023 14:53:17

Operator Customer Service Lane 2

BAND-AID TOUGH STRIPS	1 @	\$3.79 EA =	\$3.79
BAND-AID TOUGH ADHESI	1 @	\$5.79 EA =	\$5.79 *

Total including GST \$9.58

EFTPOS 26486 \$9.58

PAK N SAVE RANGIORA
2 SOUTHBROOK RD
RANGIORA

-----EFTPOS-----

TERMINAL

09046102



Tax Invoice

Puka Nama Tāke

Customer no. 5476832	Invoice no. 30837094	Order no. 20965702	Invoice date 16/06/2023	GST number 10-571-065	P.O no.
--------------------------------	--------------------------------	------------------------------	-----------------------------------	---------------------------------	----------------

North Canterbury Adventure Club
11 Wairepo Close
Rangiora 7400
New Zealand

St John
Private Bag 14902
Panmure
Auckland 1741
New Zealand

Attention:North Canterbury Adventure Club

Description	Qty	Unit \$	Net Total
First Aid Training			
First Aid Level 1	1	\$169.57	\$169.57

Subtotal

Net Total	\$169.57
Shipping	\$0.00
GST	\$25.43
Total	\$195.00

Page 1 of 1

Receipt

Customer Name	Customer no.	Invoice no.	Receipt no.	Payment date
North Canterbury Adventure Club	5476832	30837094	XP20965702	16/06/2023

Total paid **\$195.00**

St John is a charity, you can make a donation online at stjohn.org.nz/donate

Thank you for your business

Hato Hone St John is concerned with protecting the privacy of your personal information. Information provided to us will be used in accordance with our privacy policy and may be used to contact you for feedback and research purposes. You can review our privacy policy at www.stjohn.org.nz/privacy

Email: help@stjohn.org.nz

Phone: 0800 785 646

The Priory In New Zealand of the Most Venerable Order of the Hospital of St John of Jerusalem

www.stjohn.org.nz



Schedule

Rārangi Whakamārama Utunga

Customer no. 5476832	Invoice no. 30837094	Order no. 20965702	Invoice date 16/06/2023	GST number 10-571-065	P.O no.
--------------------------------	--------------------------------	------------------------------	-----------------------------------	---------------------------------	----------------

Customer Name: North Canterbury Adventure Club

First Aid Training

Description	Qty	Date	Venue	Attendees	Status	Phone	Online	NZQA	Employee	Unit \$
First Aid Level 1	1	24 June 2023 08:30 AM	Hato Hone St John Rangiora, 14 Albert Street Waimakariri, Rangiora, 7400	Carly Tata krisandcarls@gmail.com	Not Yet Attended	02102103005	No	No		\$169.57

Thank you for your business

Hato Hone St John is concerned with protecting the privacy of your personal information. Information provided to us will be used in accordance with our privacy policy and may be used to contact you for feedback and research purposes. You can review our privacy policy at www.stjohn.org.nz/privacy

Email: help@stjohn.org.nz

Phone: 0800 785 646

The Priory In New Zealand of the Most Venerable Order of the Hospital of St John of Jerusalem

www.stjohn.org.nz



Tax Invoice

Puka Nama Tāke

Customer no. 5476832	Invoice no. 31224369	Order no. 20973775	Invoice date 04/08/2023	GST number 10-571-065	P.O no.
--------------------------------	--------------------------------	------------------------------	-----------------------------------	---------------------------------	----------------

North Canterbury Adventure Club
125 Reed Road
RD6
Rangiora 7476
New Zealand

St John
Private Bag 14902
Panmure
Auckland 1741
New Zealand

Attention: Joanne King

Description	Qty	Unit \$	Net Total
First Aid Products			
Sports First Aid Kit in Black Carry Case	1	\$120.00	\$120.00

Subtotal

Net Total	\$120.00
Shipping	\$7.78
GST	\$19.17
Total	\$146.95

Page 1 of 1

Receipt

Customer Name Joanne King	Customer no. 5476832	Invoice no. 31224369	Receipt no. XP20973775	Payment date 04/08/2023
-------------------------------------	--------------------------------	--------------------------------	----------------------------------	-----------------------------------

Total paid **\$146.95**

St John is a charity, you can make a donation online at stjohn.org.nz/donate

Thank you for your business

Hato Hone St John is concerned with protecting the privacy of your personal information. Information provided to us will be used in accordance with our privacy policy and may be used to contact you for feedback and research purposes. You can review our privacy policy at www.stjohn.org.nz/privacy

Email: help@stjohn.org.nz

Phone: 0800 785 646

The Priory In New Zealand of the Most Venerable Order of the Hospital of St John of Jerusalem

www.stjohn.org.nz



Schedule

Rārangi Whakamārama Utunga

Customer no. 5476832	Invoice no. 31224369	Order no. 20973775	Invoice date 04/08/2023	GST number 10-571-065	P.O no.
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Customer Name: North Canterbury Adventure Club

Delivery Contact: Joanne King

Phone: 02102489712

Product Delivery Address: 125 Reed Road, RD6, Rangiora, 7476

First Aid Products

Item	Qty	Status
Sports First Aid Kit in Black Carry Case Each	1	Unshipped

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Email: help@stjohn.org.nz

Phone: 0800 785 646

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Marine Deals Ltd.
 410 Rosebank Rd
 Avondale
 Auckland 1025
 GST # 103181291

Order #101203359

Order Date: 2 August 2023

Invoice #101098334

Shipping Address

Carly Tata
 11 Wairepo Close
 Rangiora, Rangiora, South Island Metro, 7400
 New Zealand
 T: 02102489712

Billing Address

Carly Tata
 11 Wairepo Close
 Rangiora, Rangiora, South Island Metro, 7400
 New Zealand
 T: 02102489712

Shipping Method

CourierPost - Standard Rate

Payment Method

Credit Card (Visa / Mastercard), AliPay or UnionPay

Card Type Visa
 Name on Card JM KING

Items Invoiced

Product Name	SKU	Price	Qty Invoiced	Subtotal
Restube Active Inflatable Waistbelt PFD / Lifebuoy 75N	RT-01201-HI	\$139.00	Invoiced: 1	\$139.00
			Subtotal	\$139.00
			Courier	\$9.99
			GST	\$19.43
			Gift Voucher Redemption:	\$0.00
			Grand Total	\$148.99

Close Window



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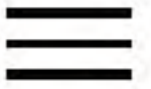


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St John**



Sports First Aid Kit in Black Carry Case

GOVERNANCE

Rangiora-Ashley Community Board

Accountability Form for 2022/2023 Discretionary Grant Recipients

For funding provided during the period July 2022 – June 2023

This form is to tell the Board what you spent the money on.

The purpose of the accountability form is to provide transparency in relation to public funds granted to community groups to provide the Board with feedback on the event/project and its impact in the community.

Please complete when the project is completed and return within three months after the event or completion of the project. You must return this form in order to be eligible for future funding. The Board would also appreciate any photos, where practically possible, of the event/project. The information provided will be used in a report to the Board that will be publicly available.

Name of group: _____

Date: _____ Amount allocated: \$ _____

Purpose for grant: _____

Please give details of how money was spent:

_____	\$ _____
_____	\$ _____
_____	\$ _____

Describe the activities undertaken and benefits that have been achieved with these funds. Please include, where possible, photographs and the number of people who attended or were assisted:

(Use additional pages if necessary)

Continued over page


Two authorised signatories to complete the details below 245

Date: 17/8/2023

First contact name: David Buckley

Signature: 

Position: President

Phone: 

Email: 

Address: 24 Church Street

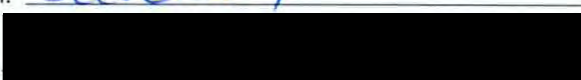
Oxford 7430

Date: 19/08/2023

Second contact: Marshall Duff

Signature: 

Position: Secretary

Phone: 

Email: 

Address: 610 Coburn Whiterock Road

RD2, Rangiora

Return to:

Governance Team

Waimakariri District Council
Private Bag 1005 Rangiora 7440

OR

com.board@wmk.govt.nz

The printer / scanner / copier (MFD for short) was in service from 25th May until 8th July, part of the rehearsal and production period for our most recent production. During this time, the MFD was regularly used, though not in the way that was expected, but that may be because the MFD missed the beginning of the production process. Because of the timing, there was less need for printing / copying than expected. Most of the printing and copying that has occurred has been for Committee meetings.

However, even in the short time we have had the MFD, it has transformed our administrative and financial reporting. A production involves the purchasing of dozens of items, many of them being low price items, with just a till receipt, and keeping track of all these bits of paper is now possible in a way that it never was. This has dramatically improved the accuracy of expense reporting, and improved the timeliness of our reporting on productions.

Because of space issues, the printer was put in a back room for the show dates, but immediately after the show run the MFD was again placed in the theatre for use. We are about to embark on another show, and we expect to see more typical use of mainly copying as notes get handed out.

Having stated that our use of the printer so far has not been as expected, we are about to enter the pre-production phase of the next play; for this we need to print scripts, and the current show requires eight scripts of 35 pages each, a total of 280 pages. We've previously had scripts printed using printonline.com, and at the Warehouse copy shop. Analysis of the total costs of printing (including consumables and postage as appropriate) shows:

Warehouse copy shop	\$56
Printonline.com (including postage)	\$30.68
Our new printer (including consumables and paper)	\$23.30

Thus the printer is not only improving convenience and speed of delivery, but saving the Society money.

The Rangiora Players are most grateful to the Rangiora-Ashley Community Board for making this incredibly useful resource available to the Society.

The Warehouse

Rangiora, 11 High Street

Rangiora

Phone: (03)313-0414

thewarehouse.co.nz

Till: 180XM

Tax Invoice GST # 41-482-354

DK: 4054 SP:Neema 25-May-23 5:08pm

Brother MFC-L3770CDU Colour Laser Printer

4977766790659

\$595.00

Total	\$595.00
includes GST of	\$77.61
EFTPOS AMEX	\$595.00

TWL Rangiora
11 High St

```

*-----EFTPOS-----*
TERMINAL                0001
25 May 23 17:06        CREDIT
AMEX                    ICC CONTACT
AID                     A000000025010801
APP LABEL               AMERICAN EXPRESS
CARD                    *****5002
PAN SEQ Number         00
AUTHORISATION          845290
REFERENCE               063811
PURCHASE                NZD595.00
TOTAL                  NZD595.00

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PIN VERIFIED

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*-----*
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Update an Asset

Locked	<input type="checkbox"/>
Asset	141
Description*	Printer - Brother MFC-L:
Department*	Society
Asset Group	0
Storage Location	
Serial Number or other identity	E79065-B3N257329
Count	1
Who or where acquired from	Warehouse Rangiora
Date Acquired	25/05/2023
Acquired Reference	0001004685ba443c2b40
Original Value	595.00
Value Source	Price paid
Funding Source	Grant - Rangiora-Ashley Community Bo
Depreciation Method	Straight Line <input type="button" value="v"/> <i>Automatically calculated from Original Value if "stright line" selected. If Original Value is less than \$500 (\$200 before assets acquired prior to 19 May 2005), then the asset does not depreciate over time, it is written off immediately, and thus has a book value is zero.</i>
Ird Depreciation Category	<input type="text"/> <i>See ir265 for industry and asset categories.</i>
Depreciation Notes	<input type="text"/>
Depreciation Years	5 <input type="text"/> Years depreciated: 0
Book Value	595.00
Replacement Value	649.95
Replacement Notes	RRP
Notes	Rangiora-Ashley board community grant of \$500, plus Society contribution of \$95.
Hire Per Week	0.00
<input type="button" value="Duplicate"/> <input type="button" value="Cancel"/> <input type="button" value="Update"/>	

Fields marked as * must be filled in.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: Gov-26-11-06 / 230807119799

REPORT TO: RANGRIOA-ASHLEY COMMUNITY BOARD


DATE OF MEETING: 13 September 2023

AUTHOR(S): Thea Kunkel (Governance Team Leader)

SUBJECT: Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund

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

_____ General Manager

_____  Chief Executive

1. SUMMARY

1.1. The purpose of this report is to consider the following five funding applications:

Name of Organisation	Purpose	Amount requested
Waimakariri Access Group	Towards seeding costs to hold an inclusive sports day	\$750
Southbrook Cricket Club	Towards the purchase of three tablets	\$500
Rachel's House Trust	Towards a community music event	\$435
Waimak Touch Incorporated	Towards the purchase of gear bags, balls and cones	\$1,000
North Canterbury Classics Leisure Marchers Incorporated	Towards registration costs to attend the National Leisure Marching Event	\$400
Total:		\$3,085

Attachments:

- i. Application from Waimakariri Access Group (Trim Ref: 230807119512).
- ii. Application from the Southbrook Cricket Club (Trim Ref: 230801117105).
- iii. Application from Rachel's House Trust (Trim Ref: 230821128198).
- iv. Application from Waimak Touch Incorporated (Trim Ref: 230822128945).
- v. Application from North Canterbury Classics Leisure Marchers Incorporated (Trim Ref: 230821128077).
- vi. Spreadsheet showing previous two years' grants.
- vii. Board funding criteria for the 2023/24 financial year (Trim Ref: 210603089776).

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Approves** a grant of \$..... to the Waimakariri Access Group towards seeding costs to host an inclusive sports day.
OR
- (b) **Declines** the application from the North Canterbury Inclusive Sports Festival.
- (c) **Approves** a grant of \$..... to the Southbrook Cricket Club towards the purchase of three tablets.
OR
- (d) **Declines** the application from the Southbrook Cricket Club.
- (e) **Approves** a grant of \$..... to the Rachel's House Trust towards hosting a community music event.
OR
- (f) **Declines** the application from the Rachel's House Trust.
- (g) **Approves** a grant of \$..... to Waimak Touch Incorporated towards the purchase of gear bags, balls and cones for the teams and coaches.
OR
- (h) **Declines** the application from Waimak Touch Incorporated.
- (i) **Approves** a grant of \$..... to the North Canterbury Classics Leisure Marchers Incorporated towards registration fees for the National Leisure Marching.
OR
- (j) **Declines** the application from the North Canterbury Classics Leisure Marchers Incorporated.

3. **BACKGROUND**

- 3.1 The ***Waimakariri Access Group*** is requesting seeding funding on behalf of the North Canterbury Inclusive Sports Group to host an inclusive sports day.
- 3.2 The ***Southbrook Cricket Club*** is requesting funding to purchase of three tablets for scoring games.
- 3.3 ***Rachel's House Trust*** is requesting funding towards hosting a community music event for children under six and their families.
- 3.4 ***Waimak Touch Incorporated*** is requesting seeding funding to purchase gear bags, balls and cones for teams and coaches.
- 3.5 ***The North Canterbury Classics Leisure Marchers Incorporated*** is requesting funding to register 16 members to attend the National Leisure Marching event in Invercargill.
- 3.6 The current balance of the 2023/24 Discretionary Grant fund is \$13,860.

4. **ISSUES AND OPTIONS**

Waimakariri Access Group (WAG)

- 4.1 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 several 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.
- 4.2 Young people with disabilities often find it challenging to be part of sports for various reasons, including cost and lack of opportunities nearby. Therefore, this opportunity could be life-changing for 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 sports can provide and teach them skills that are not readily available by other means.
- 4.3 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. These groups aim to involve, promote and support inclusivity and participation in the day's activities. The Organising Committee has representatives from Parafed Canterbury, Halberg Trust, for each sport offered and WAG. Locally, it will raise the profile of sports and active opportunities for people with disabilities.
- 4.4 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.
- 4.5 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 available, 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 daily.
- 4.6 The event is scheduled for from 10.30am to 2.30pm on 29 September 2023 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. WAG applied to all Community Boards for funding, i.e Kaiapoi-Tuahiwi Community Board for \$750 and \$500 from the Woodend-Sefton and Oxford-Ohoka Community Boards. This is the first time that WAG has requested funding from the Boards.

Southbrook Cricket Club (the Club)

- 4.7 Southbrook Cricket Club is based at the Southbrook Domain and boasts a long-standing history of being one of the top-performing clubs in the Canterbury Country Combined Competition. The Club has a Premiere Men's side, which is the feeding competition to the prestigious and very successful Canterbury Country Cricket Team, the Three Third Grade sides, and a Section Four Junior side. The majority of the Clubs' members are from the Rangiora-Ashley Ward.
- 4.8 The Club is requesting funding to purchase three tablets to keep score as matches are now digitally scored with the scorecards uploaded to the internet. New Zealand Cricket introduced this new regulation for the new season, which starts in October 2023. Although the application states that only players (and officials) would benefit from this initiative, club cricket is a family sport, and the gains would extend into the wider community.
- 4.9 This purchase will be made even if this application is unsuccessful, as it is a requirement for playing during the new season. However, the purchase will place pressure on the Club's finances, whose only source of income is from grants and a smaller portion from members' fees. This is the first time the Club has applied for funding from the Board.

Rachel's House Trust (RHT)

- 4.10 RHT is a non-government service that began in 2008 as a full wrap-around service in response to a need in the local community for accommodation and support for pregnant teens. RHT now supports all parents and whānau with young children and works alongside other community organisations, complementing what they provide. RHT also assists and connects with expectant mothers, providing ongoing support for parents and their children. RHT is a visible, approachable agency equipped to provide practical help, advice, advocacy, counselling, mentoring, workshops, one-on-one support, and material needs.
- 4.11 RHT is requesting funding to host a community music event for children under six and their families. This will be a fundraising event and create awareness of RHT's work within the community. RHT hopes to host a 'Music with Michal' show in Rangiora at a minimum cost to families. It is estimated that 200 to 400 people will attend this event, most of whom are from the Rangiora-Ashley Ward. 'Music with Michal' encourages children and their families to engage and participate in her performance by singing, dancing and laughing. The benefit to RHT would be raising awareness and connecting people within the community with their services and assistance.
- 4.12 The estimated cost of this event will be approximately \$1,980, and if this application is unsuccessful, it is unlikely that the event will proceed. The RHT receives a Community Facilities Grant from the Council and will be applying to Visit Waimakariri for an Event Coordination and Promotion Grant. This is the first time RHT is applying to the Board for funding.

Waimak Touch Incorporated (the Club)

- 4.13 The Club started as a set of teams run by the Fernside School, and over time, the initiative grew from three teams to seven and became too large for the school to manage. Hence, the Club was established. Since then, the Club has expanded and currently has 15 teams supported by a few local businesses. This allows the Club's registration fee to be kept down to \$35 for the season. The Club has now become an Incorporated Society to reduce the registration cost, allowing more children to play.
- 4.14 The Club promotes sports and social interaction for children aged five to 13 years, and the funding is expected to benefit approximately 150 people from the Rangiora-Ashley Ward. These will be children, parents, and families involved in their children's sports and interests. Some of the senior players assist with coaching and umpiring the younger teams. This teaches responsibility, leadership skills, and a better understanding of the game, discipline, and rules.

- 4.15 It is essential to have the right gear for the children to train and coach. Therefore, The Club is seeking funding to purchase basic gear such as balls, cones, and bags to store the kit to ensure it is not lost or damaged. The Club plays at various venues such as Southbrook or the Fernside School, so keeping gear together and easily transportable is vital. The overall cost of the equipment required is estimated at \$1,500, and the project will continue if this application is unsuccessful. However, a grant will mean that the equipment can be purchased while the Club utilises its current funds to purchase 'Player of the Day' trophies and offer skills clinics for participants. With the purchase of this gear, there is a likelihood that the Group will grow. No other fundraising has been undertaken. This is the first time this Club has applied for funding.

North Canterbury Classics Leisure Marchers Incorporated (the Group)

- 4.16 North Canterbury Classics Leisure Marchers Incorporated was formed 28 years ago and became an Incorporated Society in February 2023. The Group aims to provide seniors in the community the opportunity to enjoy the sport, which helps keep members both physically and mentally agile. It also allows the wider family, especially the young, to participate from an early age, where they can see the enjoyment and lifelong friendships that can be formed.
- 4.17 The Group requests assistance registering 16 team members to attend the National Leisure Marching event in Invercargill in March 2024. There will be over 35 teams attending the event. This activity assists in fostering a strong sense of team spirit and self-discipline, heightens the powers of concentration and maintains physical fitness. The benefit to the Group is promoting its achievements and the pride taken for a small North Canterbury community to compete in this growing sport.
- 4.1 Members are between 60 and 85 years of age, with 70% now retired and who have limited funds available to support their marching. Since the pandemic, the Group have been unable to raise the funding needed to cover the event costs. Thus, the Group will be unable to attend the event without assistance. A grant will allow the Group to use its existing reserves and other fundraising to pay for accommodation and transport costs to Invercargill. Team members run a weekly Kiwi Scratchies Board at the Rangiora RSA, and members also cater at bereavement functions for a donation towards the Group. No other funding applications have been completed. This is the Group's first application for funding to the Board.

- 4.24 The Board may approve or decline grants as per the grant guidelines.

4.25 **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.

- 4.26 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, as the work of the organisations and groups applying will benefit all sectors of the population.

5.2 Groups and Organisations

No other groups and organisations other than those that 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 to 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.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1 **Financial Implications**

6.1.1 The Annual Plan for 2023/24 includes budget provision for the Rangiora-Ashley Community Board to approve grants to community groups up to \$10,160. It is anticipated that an amount of \$8,566 will be carried forward from the 2022/23 financial year, bringing the Discretionary Grant Fund to a total of \$18,726 this financial year.

6.1.2 The current balance of the Rangiora-Ashley Community Board's Discretionary Grant Fund for 2023/24 is \$13,860, and if all the applications in this report are approved, the balance would be \$10,775.

6.1.3 The application criteria specify that grants are generally limited up to \$1,000 in any financial year (July to June), however, groups can apply twice in a year, providing it is for different projects. Where applicable, GST values are calculated and added to appropriately registered groups if decided benefits exceed Board resolved values.

6.1.4 The Board may consider granting more than \$1,000 in exceptional circumstances provided that detailed reasons for exceeding the present limit are provided.

6.3 **Sustainability and Climate Change Impacts**

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

6.4 **Risk Management**

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

6.5 **Health and Safety**

All health and safety-related issues will fall under the auspices of the groups and organisations that applied for funding.

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**

Community Boards have delegated authority to approve Discretionary Grant Funding.

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Groups applying for Board Discretionary Grants 2023/2024

Name of group: North Canterbury Inclusive Sports Festival

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

Contact person within organisation: Zack Lappin or Shona Powell - Chair WAG

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: \$1,000

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 Rangiora-Ashley community or wider district?

To give young disabled people the opportunity close to home to try out modified sports. Latest study - 11% of young New Zealanders have a disability. They live in this area, some attend the Lighthouse programme at Rangiora High School. To 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 (WAG)

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 - Woodend-Sefton \$500, Oxford-Ohoka \$500, Kaiapoi-Tuahwi \$750.

Have you applied to the Rangiora-Ashley 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: Shona Powell

Date: 4 August 2023



4 August 2023

Rangiora-Ashley 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



Halberg
Foundation

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	01-0877-0032914-00	3,303.52

Business Premium Current Account

Account name WAIMAKARIRI ACCESS GROUP
Account number 01-0877-0032914-00
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 DD Direct Debit EP Electronic Debit FX Foreign Exchange IP International EFTPOS Transaction IR International Payment
 AT Automatic Teller Machine CQ Cheque Withdrawal DD Direct Debit EP EFTPOS Transaction IM International Money Machine MT Mta Transaction

RECEIVED: 1 AUG 2023

To: THEA

Groups applying for Board Discretionary Grants 2022/2023Name of Group: Southbrook Cricket Club Inc.

Address: _____

Contact Person within Organisation: Pave ParisPosition within Organisation: Secretary/Treasurer

Contact phone number: _____

Email: _____

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

To Purchase 3 tablets to enable ~~use~~ our 3 teams to score their games as games are now scored digitally with the scorecards being uploaded to the internet.

What is the timeframe of the project/event date? Next cricket season starting in October.Overall Cost of Project: \$531-00Amount Requested: \$500-00How many people will directly benefit from this project? 45

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 _____% Rangiora-Ashley 100% 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?

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

Being able to score our games in the manner required by N.Z Cricket

What is the benefit(s) to your organisation?

It will make our club compliant with the new regulations with regard to scoring our games

What are the benefit(s) to the Rangiora-Ashley community or wider district?

As ~~an example~~ most of our players are from the Rangiora/Ashley community it will benefit them as members of our club.

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

If yes, name of parent group: Canterbury Country Cricket Assoc. (CCCA)

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

~~Our~~ The Southbrook Cricket Club is affiliated to CCCA.

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:

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

If yes, please supply details:

As a sports club we rely heavily on Grants + Funding to help provide the necessary things we need to provide for our members to play Cricket. Our subs will only cover a portion of the funds needed.

- 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: _____

D. J. Piri

Date: _____

25/7/23

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The Warehouse

Rangiora, 11 High Street

Rangiora

Phone: (03)313-0414

thewarehouse.co.nz

Till: 180XN

QUOTE ONLY

DK: 58093 SP:Aaron 09-Jul-23 12:10pm

Southbrook Cricket Club

Lenovo Tab M8 8 inch Tablet

193638287094 3x \$179.00

\$537.00

Quote Total \$537.00



0 0 0 B F F B 9 7 9 4 5 0 7 D 5 4 3 0 0

This quote is not a sales receipt and is not acceptable as proof of purchase. The prices stated are valid for 7 days and the products are subject to availability at the time of your return.

CUSTOMER

Harvey Norman AVIT
 as as
Harvey Norman AVIT Hornby
 GST No. 68.036.003

Date: 19/07/23
 Assistant: 1228/Sonu
 Customer: 3103187

Dave Paris
 Rd2
 169 Carrs Rd
 Loburn Ch 7472
 3103187

**Quotation
 No# NZ-059-1203818**

QUOTATION No# NZ-059-1203818

Quotation Items	Quotation Qty	Quotation Price
LENOVO TAB M8 (GEN 2) 8IN - A22 2GB 32GB Product Code 81488.	3	\$177.00
Price valid to 31-07-23		
Manufacturer's Warranty of 12 Months See Manufacturer's documentation for warranty details EXCLUDEPRODCARE EXCLUDING PRODUCT CARE		\$531.00

Quotation Offer Period: 19/07/2023 to 31/07/2023 (inclusive)	Total (incl. GST)	\$531.00
--	--------------------------	-----------------

Customer to Sign
 Customer acknowledges they have read and understood the Terms and Conditions overleaf, and agrees to be bound by those Terms and Conditions.

Southbrook Cricket Club**Annual Accounts 2021/2022**

	<u>2021/2022</u>	<u>2020/2021</u>
Total Income	\$11552.12	\$26722.32
Total Expenditure	\$ 9856.33	\$24924.22
<u>Total</u>	<u>\$ 1695.79 Profit</u>	<u>\$ 1798.10 Profit</u>

Opening account balance
as at 01/08/21 \$1953.89

Closing account balance
as at 31/07/22 \$3649.68

Accounts Outstanding
as at 31/07/22 Nil

Income Outstanding
as at 31/07/22 Nil

Southbrook Cricket Club**Annual Accounts 2021/2022****General Income Account**

<u>2021/2022</u>		<u>2020/2021</u>
\$ 3950.00	Subs	\$ 4550.00
\$ 1000.00	Sponsorship	\$ 1000.00
\$ 6037.50	Grants	\$20585.44
\$ 450.00	Fundraising	\$ 585.00
\$ 144.62	Other	\$ 1.38
<u>\$11552.12</u>	<u>Total Income</u>	<u>\$26722.32</u>

Southbrook Cricket Club**Annual Accounts 2021/2022****General Expenditure Account**

<u>2021/2022</u>		<u>2020/2021</u>
\$ 328.75	Gear	\$ 7335.06
\$ 95.42	Repairs	\$ 728.76
\$ 30.02	Advertising	\$ 51.94
\$ 232.29	Fuel	\$ 162.53
\$ 6037.50	Wickets	\$12998.78
\$ 872.10	Other	\$ 2111.90
<u>\$ 9856.33</u>	<u>Total Expenditure</u>	<u>\$24924.22</u>

Southbrook Cricket Club**Annual Accounts 2021/2022****Assets and Liabilities****Assets**

Roller	\$ 1000.00
Wicket Covers	\$ 1500.00
Mowers	\$ 1200.00
Sundry Equipment	\$ 500.00
Cricket Equipment	\$ 2200.00
Cash in Bank	\$ 3649.68
<u>Total Assets</u>	<u>\$10049.68</u>

Liabilities

No Current Liabilities	\$ 0.00
<u>Total Liabilities</u>	<u>\$ 0.00</u>

Total Assets	\$10049.68
Less Liabilities	- \$ 0.00
<u>Net Assets (Liabilities)</u>	<u>\$10049.68</u>
<u>Total Assets as at 31/07/2022</u>	<u>\$10049.68</u>

Groups applying for Board Discretionary Grants ²⁷² 2022/2023Name of Group: Rachel's House TrustAddress: [REDACTED]Contact Person within Organisation: Belinda ToppPosition within Organisation: Funding AdministratorContact phone number: [REDACTED] Email: funding@rachelshouse.org.nz**Describe what the project is and what the grant funding be used for?** (Use additional pages if needed)

We are planning a community music event aimed out our target market (children aged 6 and under and their families). The idea is to organise an event to raise funds and awareness of our trust aswell as an accessible music event for our community to enjoy in their own backyard. Please see the attached cover letter for further information.

What is the timeframe of the project/event date? Sunday 12 November 2023Overall Cost of Project: \$1,979.48 Amount Requested: \$434.78How many people will directly benefit from this project? 200 - 400

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 10 % Rangiora-Ashley 60 % 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?

'Music with Michal' is a NZ Celebrity and has her own TV Show, to have her here in Rangiora and the cost to attend kept to a minimum will provide an opportunity that many couldn't usually access where they would have to travel to CHCH and pay alot more. It will also remove a significant fundraising opportunity for our trust, which we are now relying on to operate.

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

Encouragement, engagement, participation. Music with Michal encourages children and their families to engage and participate with her performance. It's a chance for the to sing, dance, lauh.

What is the benefit(s) to your organisation?

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Raising awareness of our Trust is at the top of our priorities, to connect people within our community with the services we provide. We offer support to an incredibly vulnerable

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Accessing a music show by a popular children's entertainer on their own doorsteps. Encouraging participation and fun at a time where this couldn't be more needed aswell as connecting with

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 or intend to apply to for funding this project and amount applied for this project:

WDC - Community Facilities Grant
Visit Waimakariri - Event Coordination and Promotion Grant

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

If yes, please supply details:

N/A

- 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: B J ToppDate: 19 August 2023

Music with Michal Event - Rachel's House Trust		
		EXCL G.S.T
Expenses	Cost	Notes
Michal Entertainment Fee	\$434.78	
Venue Hire	\$424.70	Town Hall Auditorium
Event Coordination	\$800.00	20 hours @ \$40
Lunch Packs	\$100.00	Hopefully cost less with local business donations
Raffle Miscellaneous Costs	\$20.00	Need to gather donations from businesses for prizes, this is for any raffle books, printing, wrapping etc
Facebook Boost	\$200.00	
Total Expenses	\$1,979.48	
Income	Cost	Notes
Rangiora Community Board Grant	\$434.78	Towards entertainer's fee
WDC Community Facilities Grant	\$424.70	
Visit Waimakariri	\$500.00	50% of coordination and 50% of Facebook promotion
Ticket Sales	\$1,400.00	100 @ \$14 (With an aim to sell a lot more)
Raffle Ticket Sales	\$450.00	150 @ \$3 (With an aim to sell a lot more)
Snack Packs (Presales and at event)	\$500.00	100 @ \$5 (Sandwich, fruit, raisins, Muesli bar)
Lucky Dip	\$50.00	25 @ \$2
Total Income	\$3,759.48	
Projected Profit	\$1,780.00	



QUOTE

Rachel's House Trust
Upstairs in Gables Arcade
96 High Street
Rangiora
Rangiora 7400
NEW ZEALAND

Date
9 Aug 2023

Expiry
8 Sep 2023

Quote Number
QU-0002

GST Number
83612495

Music with Michal
12 Mataroa Place
Tumara Park
Christchurch 8083
NEW ZEALAND

Description	Quantity	Unit Price	GST	Amount NZD
Music with Michal Show - 40 Mins	1.00	434.78	15%	434.78
			Subtotal	434.78
			TOTAL GST 15%	65.22
			TOTAL NZD	500.00

Rachel's House Trust

Young Parent Support
PO Box 6, Rangiora 7440
Upstairs Gables Arcade, 96 High Street, Rangiora
Website: <http://www.rachelstrust.org.nz/>
Email: admin@rachelshouse.org.nz
Phone: 021 191 0103



Governance Team
Waimakariri District Council
Private Bag 1005
Rangiora 7440

19 August 2023

Re: Grant Application for Rachel's House Trust.

Dear the Rangiora-Ashley Community Board.

We are applying for a grant of \$434.78 towards the cost of a Music Entertainer to aid Rachel's House Trust (RHT) to organise a successful and profitable fundraiser and community music event.

Included in this application is our draft profit and loss report and a draft assets and liabilities report. Our accountant is yet to finish our finalised Financial Report for the year ending 31 March 2023.

Rachel's House Trust (RHT) is a non-Governmental service which began in 2008 as a full wrap around service in response to a need in the local community for accommodation and support for our pregnant teens. We now offer support to all parents and whānau with young children. RHT works alongside other community organisations, complementing what is provided. The Trust assists and connects with expectant mothers, providing ongoing support for parents, and their children.

In recent times and most specifically in the past 12 months we have seen an increasing need for our services as we discover the real impact of the rising cost of living. The cost of food is clearly affecting many of our clients and others within our community which we see evidently through our 'Kai Pantry' where we offer food packages to those in need. The housing shortage is hugely affecting young families also.

Our Social Worker and Support Worker are the two key roles within Rachel's House Trust who both work to facilitate support of our young families to help in all areas of life. Due to the extra pull on both staff member's services, we have increased their hours and are aiming to fund an additional part time Social Worker this year to support this need within our community.

Rachel's House Trust is committed to the support of single mothers, expectant mothers, young parents, and their children. We are a visible, approachable agency that is equipped to provide practical help, advice, advocacy, counselling, mentoring, workshops, one on one support, connect groups and material needs. We liaise and advocate on behalf of young parents to access financial assistance, housing, education, and other relevant services. Rachel's House offers a safe, empowering environment where young vulnerable families are supported to live a life of confidence, hope and create a positive future for their children for as long as it takes.

From teens through to twenties, young mums and dads and their children are all part of our clientele. They are referred through many agencies and medical centres, by midwives and whanau, or self-referred. Our staff together with a great team of volunteers remain alongside our clients for as long as we are needed, which makes us unique.

We have a Whanau Drop-in Centre, a Baby Store where everything is free - baby furniture, clothes, bedding, toys etc, we deliver food parcels, the one-on-one support with our Social Worker and Support Worker provides a safe person to connect with who sees and hears concerns for the family and empowers the parents to connect to the services needed. They provide advocacy for the client and will explore plans of safety, parenting and future projects for training and employment. We offer one on one mentoring where a client is matched to a stable member of the community who can connect, communicate, and support them on a weekly basis. Our playgroup and connect groups provide social connection for young families, who often have no other fit in the community. We collaborate with other organisations such as the Christchurch Women's Hospital, Oranga Tamariki and midwives. We will often receive referrals from them as they are not able to offer the support that we can. We can react quickly to meet the needs of our clients.

We see young parents empowered to help themselves and their children which will then affect the next generation in a positive way. Our young parents are supported by our staff to give them the confidence to make valuable responses to life's decisions rather than acting out of emotion. We see young parents being enabled to help themselves and their children to become responsible and respected members of our community. Our young parents make positive changes in their circumstances as our social worker cares and walks alongside them. We improve community wellbeing through building strong whānau/families.

In the past year we have provided help to the following numbers for each of our services:

Kai Baskets: 1679 were received.
624 of these went to RHT families.
1055 went to the drop in cupboards, preschools, and schools.

Social worker caseload:

New referrals: 36
Current: 28
Discharged: 21
Shared clients: 6

Client funded counselling sessions: 12

Play Group: 24 sessions.

Drop in Clothing: Accessed 466 times.

Drop in Kai: Accessed 206 times, serving 282 adults and 291 children.

Volunteer Hours: Volunteers gave 680 hours.

To assist in funding the operational costs of RHT we are planning a ticketed music event marketed at 6-year-olds and younger (and their parents) as a fundraiser. The aim is to keep the cost to the event as low as possible, so the event is not only beneficial as a fundraiser but provides a fabulous opportunity for young children in our community to participate in an engaging and interactive music event in their own district. We have tentatively booked a popular children's entertainer 'Music with Michal' who now has a significant following and has her own tv shows. The event will raise awareness of RHT and the services we provide as well as who can access them. Sometimes, simply finding the support you need when you are struggling with life every day is a challenge, by holding this event we will have an opportunity to connect with our attendees and inform them of how we can support them and how they can access this if they need it.

Crowned 'Best Children's Artist' at the 2022 NZ Children's Music Awards – Michal Bush (aka Music with Michal) is one of Aotearoa's most prolific Children's Artists. Her song 'Brave' was awarded 'Best Children's Song' in the 2021 New Zealand Children's Music Awards, as well as placed second in the

International Songwriting Competition in 2022. Gaining international recognition as well as national – Michal has recently been invited to become a member of the Recording Academy.

Michal is known for her vibrant and interactive performance style – both in live shows and in her online music club which streams regularly to her subscribers and public audience. With shows often selling out quickly – she has the ability to captivate both large audiences and more intimate theatre seasons – connecting with her young audience as well as being popular amongst parents, caregivers and educators.

If we are successful with our application, we will acknowledge the support from the Rangiora-Ashley Community Board on our Facebook page, website, and at our AGM as a minimum.

Thank you for your consideration, please do not hesitate to contact me if you have further queries.

Kindest regards,

Belinda Topp
Funding Administrator

Balance Sheet

Rachel's House Trust As at 31 March 2023

31 MAR 2023

Assets

Bank

Business Prepaid Mastercard	295.46
Online Saver	952.64
Rachel's House Trust	60,851.65
Total Bank	62,099.75

Current Assets

Cash on Hand	20.80
Total Current Assets	20.80

Fixed Assets

Computer Equipment	6,018.60
Office Equipment	1,386.09
Total Fixed Assets	7,404.69

Total Assets **69,525.24**

Liabilities

Current Liabilities

Accounts Payable	1,015.51
GST	3,151.01
Rounding	0.01
Unexpended Grants	41,324.50
Total Current Liabilities	45,491.03

Total Liabilities **45,491.03**

Net Assets **24,034.21**

Equity

Current Year Earnings	161.10
Retained Earnings	23,873.11
Total Equity	24,034.21

Profit and Loss

Rachel's House Trust For the year ended 31 March 2023

2023

Trading Income

Donations	2,111.33
Fundraising	346.43
Grants	67,814.83
Interest Income	296.12
Total Trading Income	70,568.71

Gross Profit

70,568.71

Operating Expenses

ACC	300.51
Advertising	681.64
Bank Fees	34.00
Consulting & Accounting	993.44
Counselling for Clients	347.85
Electricity	821.21
Fundraising Expenses	104.87
General Expenses	1,501.08
Groups Expenses	1,513.37
Insurance	938.93
Meeting Expenses	38.26
Office Expenses	558.07
Printing & Stationery	171.42
Rent	9,099.96
Repairs and Maintenance	216.55
Salaries	46,910.67
Supervision	920.00
Telephone & Internet	1,317.08
Training	508.71
Travel Allowance	2,913.20
Website Expenses	516.79
Total Operating Expenses	70,407.61

Net Profit

161.10

Groups applying for Board Discretionary Grants 2023/2024

Name of group: Waimak Touch IncorporatedAddress: [REDACTED]Contact person within organisation: Mitchell BaileyPosition within organisation: PresidentContact phone number: [REDACTED]Email: [REDACTED]**Describe what the project is and what the grant funding will be used for?** (Use additional pages if needed)

Starting up a Touch Club to promote sports and social interaction for children aged 5-18 years. Project will be to purchase gear bags, balls and cones for the teams/coaches.

What is the timeframe of the project/event date? Summer sports season Oct-MarchOverall cost of project: \$1,500 Amount requested: \$1,000How many people will directly benefit from this project? 150+

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 _____% Rangiora-Ashley 100% 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?

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

By having gear, we can help a whole community of children engage in the sport of Touch and support them with both skills and social interaction.

What is the benefit(s) to your organisation?

These funds will help the organisation utilise its funds to purchase player of the day trophies and offer skill clinics for all its participants as we will have funds available to pay our coaches for their time in a small capacity.

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Waimak Touch has over 150 children currently playing touch and this application may help us grow even further and encourage more children and families to join. We also purchase all our products from local businesses to ensure funds stay in our region.

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 to, or intend to apply to for funding this project and the amount applied for, including applications to other Community Boards.

None.

Have you applied to the Rangiora-Ashley 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: 11/8/23

Waimak Touch initially started as a set of teams run out of Fernside school where I am a teacher and over time it grew from 3 teams to about 7 in 2 years.

From that point, the numbers got too big for the school to continue to run, so as opposed to it stopping all together, I created a small touch club and ran it by myself so our students and kids near the area could engage in the sport.

Since then, I have expanded it to be a Club that allows anyone from within the Rangiora area to play the game and help them join teams. We have grown to be about 15 teams and are supported by a few local businesses that contribute to the cost of uniforms that helps us keep the fee for children to play down at \$35 for the season.

We allow children aged 5-13 to play and have paid for coaches to attend courses to help our players learn more about the game. Many of our older players are transitioning into refereeing the game also and being able to coach our juniors through school and other events as well.

This year, I have Incorporated the Club into a Society so we can keep all of the money in a business account and have the means to access better lines of funding without needing to increase the playing fee keeping it affordable for many families who all play.

This season we are hoping to create 2 adult teams, either a men's and mixed or two men's teams. These players can be people from the local area wanting to meet new people and engage in a social activity while being involved in physical activity which is great for Mental Health.

The long term goal would be for Waimak Touch to grow to the point where would have teams playing a few nights of the week at local touch modules and helping our children engage in a sport that I am hugely passionate about as well as supporting them in giving back as a referee or coach.



FERNSIDE SCHOOL
 O'ROARKES ROAD
 RD1
 RANGIORA

QUOTATION	
Quotation Number	010719
Date	11/08/2023
Our Code	FERN SCH
Your Reference	Mitchell
Page	1
Salesperson	LYN

GST #: 88 099 966

Product Code	Description	Quantity	Unit Price	Disc %	Line Total
RBT-NZRMON	Silver Fern Monster Junior Touch Ball	15.00	\$19.13		\$286.95
RBT NZMTD	NZ Touch Rugby Tornado Match Ball	10.00	\$28.69		\$286.90
MC2-50BB	Marker Cones- Kicking Tee Set of 50	4.00	\$47.83		\$191.32
455590	Freight	1.00	\$20.00		\$20.00

Please pay within 14 days of invoice. Payment can be made to our bank 010877008403600 ANZ ChCh

Thank you for your custom. As we are a small business cashflow is very important to us. Please make payment within 7 days. Payment can be made to ANZ 010877008403600.

Sub-Total	\$785.17
GST	\$117.78
Total	\$902.95

INVIEWPRINT
www.inview.co.nz

www.inview.co.nz
657 Lineside Rd, Rangiora 7400
PO Box 434, Rangiora 7400
Rangiora Ph: 3139009
Christchurch Ph: 327 4388
Email: print@inview.co.nz

QUOTE

Quote no 2308011.1

Mitchell Bailey
mitchell.l.bailey@hotmail.com

Date: 11-Aug-23

To Supply:

B439 The Big Kit Bag - Black
Alt: BKDS Kodiak Sports Bag - \$65.75 plus GST

Team Name on Bag Top - Text only

Qty	Unit \$	Total \$
1	\$45.75	\$45.75
1	\$10.00	\$10.00
GST exclusive		\$55.75
GST		\$8.36
GST inclusive		<u>\$64.11</u>

All quoted prices exclude GST, Freight, and Embellishment costs (unless noted separately)

Please note Inview Print has minimum quantities for production, being 5 units for Embroidery, 10 units for Screenprinting, 10 units for Colourfull Transfers. Please note these minimums will be reflected through a minimum embellishment charge.

Thanks,



Chris Plows.

Please confirm acceptance of this quote by signing and returning to us or FORWARD our email containing this quote

- 1 - This quote is valid for 30 days from the date of the quote.
- 2 - Please note we cannot guarantee the availability of any ex-stock garments listed above, but will confirm stock availability on confirmation of order detail.
- 3 - Please note, unless stated otherwise, the delivery time will be 10 working days from the latest action required of the client (15 working days for client-provided product).
- 4 - Please note any changes to details contained in this quote, or related proof, may result in a change in the quoted cost of the job.
- 5 - The following credit terms apply to all jobs undertaken by Inview Print, and the acceptance of this quote is acceptance of these terms:
 - a. Unless otherwise agreed in writing all goods shall be paid prior to or on pickup unless the client has an approved credit account, in which case payment is due the 20th of the month following the invoice date.
 - b. Payment after the contracted due date may result in late payment penalties of 1% above the prevailing overdraft rate from our bank.
 - c. All debt collection costs, including but not limited to solicitors costs, collection costs, court fees incurred in relation to any debt outstanding, will be incurable & payable by the purchaser.
- 6 - Inview Print retains the copyright in all original artwork and designs created by the company, unless these are assigned in writing to the customer. Inview Print will always provide customers with free use of such copyrighted articles, for future work undertaken with Inview Print, but external use of the aforementioned articles, will need to be negotiated with Inview Print.
- 7 - Please note minimum charges do apply for work undertaken by Inview Print.

For a full list of our terms and conditions please refer to our website - <https://www.inview.co.nz/terms-of-trade>.
Acceptance of the above quote acknowledges and constitutes an acceptance by the client of these terms and conditions

Emily Cameron

From: Mitchell Bailey <mitchell.l.bailey@hotmail.com>
Sent: Monday, 14 August 2023 4:14 PM
To: IM Staff
Subject: Waimak Touch Application
Attachments: 0486_001.pdf; Waimak Touch Gear quote.pdf; Team bags Quote- Mitchell Bailey.pdf

Caution: [THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you recognise the sender email

Hi there,

Please find attached my application for Waimak Touch including quotes for our project. I would also love the opportunity to come and speak with you in person so that you may gain a better understanding of what we are trying to achieve in our little club as it's so much more than just the sport of Touch.

I am currently unable to provide a statement of account as this organisation is brand new and I am in the process of opening a bank account and registering with the NZ companies office so that we might be able to apply for funding through organisation such as yourself.

Attached is two quotes, one for new gear; balls and cones for our teams to replace old gear that is no longer suitable for purpose and also a quote for a larger team bag. This is so that each team has a bag that is suitable for them to hold all the gear. While the quote is only for 1, we will likely be purchasing 5-6 bags depending on our team numbers for this season.

Warm regards,
Mitchell Bailey
027 748 9090

Groups applying for Board Discretionary Grants ²⁸⁷ 2022/2023

Name of Group: North Canterbury Classics Leisure Marchers Incorporated

Address: [REDACTED]

Contact Person within Organisation: Lynn Ivory

Position within Organisation: Funding Manager/Team member

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

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

Registration for 16 team members to attend the National Leisure Marching Event to be held in Invercargill ILT Stadium on 22nd & 23rd March 2024.
There will be over 35 other teams also attending this event.

What is the timeframe of the project/event date? 22nd & 23rd March 2024

Overall Cost of Project: \$400 Amount Requested: \$400

How many people will directly benefit from this project? 16

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 6% Rangiora-Ashley 70% Woodend-Sefton _____% Kaiapoi-Tuahiwi 6%

Other (please specify): ChCh/Belfast/Redwood 18%

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?

Helps foster a strong sense of team spirit and self-discipline. Leisure marching heightens our powers of concentration as we age and helps us maintain our physical fitness.

What is the benefit(s) to your organisation?

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Financial help for the registrations will allow us to use our existing monetary reserves to pay for accommodation and transport costs down to Invercargill.

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Attending the Nationals in Invercargill will allow us as a team to show that we take pride in coming from a small North Canterbury community to participate in this growing sport.

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:

Our team members run a weekly Kiwi Scratchies Board at the Rangiora RSA. For a donation we also cater at bereavement functions. We have not applied elsewhere for funding for this project.

Have you applied to the Rangiora-Ashley 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: Lynn IvoryDate: 9th July 2023



NORTH CANTERBURY CLASSICS LEISURE MARCHERS INCORPORATED

C/- Lynn Ivory
163 Kainga Road
Kainga, Christchurch 8083

mob: 0220830193
lmivory9@gmail.com

9 July 2023

Governance Team
Waimakariri District Council
Emailed to: records@wmk.govt.nz

Dear Governance Members

North Canterbury Classics Leisure Marchers Incorporated respectfully requests funding in the amount of \$400.00 to help towards our registration costs for the National Leisure Marching event to be held in Invercargill in March 2024.

Our team was formed as North Canterbury Classics Leisure Marchers in Rangiora 28 years ago and we became Incorporated in February of this year. Our aim is to give senior ladies and gentlemen in our community the opportunity to enjoy the sport of 'leisure marching' which helps to keep us agile as we age. It also allows us to encourage our wider family members, especially the young, to participate in the sport at an early age where they can see the enjoyment and lifelong friendships that we have fostered.

Presently we have sixteen team members who travel to Rangiora for practice from the surrounding area as well as from the Christchurch district. Members are between 60 and 85 years of age with 70% now retired and who have limited funds available to support their marching. Since the pandemic we have not been able to raise the amount of funding we would like to cover all of our event costs.

Our dedicated team members attend practice once a week to learn a five minute display. This routine is then performed twice yearly at major leisure marching events held throughout New Zealand and Invercargill's event in the South Island is one of these.

We believe that leisure marching is a wonderful way of keeping both mind and body active and we would like to thank you for your time in considering our application.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lynn Ivory', written over a white background.

Lynn Ivory - Funding Manager

National Leisure Marching Event 2024

ILT Stadium
Stadium Street
Invercargill

FRIDAY & SATURDAY 22ND & 23RD March 2024

REGISTRATION FORM (registrations are Non-Refundable)

Team Name North Canterbury Classics Leisure Marchers Incorporated.

Leader ASST. Coach: Jan Benney

Coach Senny Power

Team Colours white / black City/Town Rangiora

Number in

Team 16

Team Contact Senni Brook

Address [REDACTED] Post Code 7400

Phone [REDACTED] Email [REDACTED]

PREFERRED Email or Post email

PREFERRED DAY TO MARCH- Friday or Saturday

Registration Fee- \$25.00 per person **TOTAL \$** 400

REGISTRATIONS CLOSE 28 October 2023

Payment to be made by direct credit to: ASB 12-3154-0049679-00

Foveaux Pearls Leisure Marching Team

PLEASE USE TEAM NAME AS REFERENCE

Registrations forms to be emailed to: foveaux.pearls@gmail.com

OR Posted to: Foveaux Pearl Leisure Marching Team, Dianne Blair, 6 Gretna Street, Heidelberg, Invercargill 9812

Dianne's Cellphone for enquires: 0273299389

There will be availability to practice once through per team at the stadium

Thursday 21st afternoon 12-5pm **OR** Friday 22nd 9am-10.30am

Preferred day: _____

Remember it's once only per team. Please register for this practice. Thanks.

AGM Minutes of North Canterbury Classics Leisure Marcher

held Rangiora Borough School Hall

Thursday 27 April 2023 at 7.00pm

Present: Jan Moran, Gail Dunlop, Sherrill Matterson, Sally Shackleton, Brenda Watson, Jan Benney, Lil Lilly, Dianne Cox, Colleen Marsden, Yvonne Dowling, Jenny Power, Glenda Ramsay, Marion Crowe Lynda Horwarth, Maree Taylor, Pat Youngman (Chair) Jenni Brook (Sec)

Apologies: Dallas Merrin, Lynn Ivory

Minutes of the previous meeting: AGM Minutes held 24 August 2022 were circulated and adopted as a true and correct record.

Proposed: J Power
Seconded: G Ramsay - carried

Finance:

Jan Moran circulated a business statement 1 April 2022 to 31 March 2023 the total in the bank being \$3,105.47.

Motion: That the Treasurers report For Year Ending 31 March 2023 be accepted as a true and correct record.

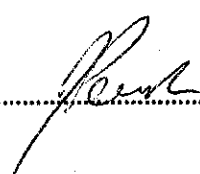
Proposed: J Moran
Seconded: S Shackleton - carried

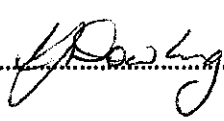
Jan explained that we still have a credit with Air New Zealand for approximately \$900-\$1,000.

Motion: That all finances in the bank be transferred to North Canterbury Classics Leisure Marchers Incorporated and that the current bank account be closed and reopened in the Incorporated Society Name.

Proposed: Y Dowling
Seconded: D Cox - carried

There being no further general business for North Canterbury Classic Leisure Marcher the meeting closed at 7.13pm

Signed by.....

Signed by.....

Date:..... 4.5.23

North Canterbury Classics Leisure Marchers (Inc.)**Statement of Income & Expenditure****For the period 1 April 2023 to 31 March 2024**

	FYE 31 March 2024	As at 30 June 2023
INCOME	Budgeted amount	Actual amount
Interest Received	60.00	11.90
Donations - General	-	210.00
Donations - Bereavement Functions	3,150.00	1,125.00
Grants	10,000.00	-
Kiwi Scratchy Board Income	2,300.00	557.20
Members' Subscriptions	4,080.00	1,546.00
Trip Money/Field Days - In	850.00	-
TOTAL INCOME	\$20,440.00	\$3,450.10

	FYE 31 March 2024	As at 30 June 2023
EXPENDITURE	Budgeted amount	Actual amount
Accommodation	8300.00	-
Donations/Grants Refunded	-	-
Event Registrations	1160.00	-
General Expenses	800.00	-
Stationery	150.00	-
Travelling Expenses	7750.00	-
Trip Money/Field Days - Out	850.00	-
Uniforms	-	-
TOTAL EXPENDITURE	\$19,010.00	\$0.00

Operational Surplus/(Deficit)	\$1,430.00	\$3,450.10
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NORTH CANTERBURY CLASSICS LEISURE MARCHERS
STATEMENT OF FINANCIAL PERFORMANCE
FOR THE YEAR ENDED 31 MARCH 2023

Income	Note	2023	2022
Interest Received		52	4
Donations - General			
Donations - Bereavement Functions		2,277	2,034
Housie		173	-
Kiwi Scratchie Board Income		2,545	700
Members' Subscriptions		1,169	3,806
Trip Money/Field Days - In		1,725	2,123
		<u>7,941</u>	<u>8,667</u>
Less Expenses			
Accommodation		7,355	-
General Expenses		850	184
Travelling Expenses		5,998	184
Trip Money/Field Days - Out		3,631	3,025
		<u>17,834</u>	<u>3,393</u>
Profit/(Loss) for the year		<u>(9,893)</u>	<u>5,274</u>

**NORTH CANTERBURY CLASSICS LEISURE MARCHERS
STATEMENT OF FINANCIAL POSITION
AS AT 31 MARCH 2023**

	2023	2022
Current Assets		
Westpac Banking Group	3,105	13,553
Sundry Debtors	650	-
Prepayment Air Fares	950	950
	<u>4,705</u>	<u>14,503</u>
Current Liabilities		
Sundry Creditors	95	-
	<u>95</u>	<u>-</u>
Nett Assets	1 <u>4,610</u>	14,503
Accumulated Funds		
Balance brought forward 1 April	14,503	9,229
Surplus/(Deficit)	(9,893)	5,274
Balance carried forward 31 March - Refer Note below	1 <u>4,610</u>	<u>14,503</u>

Accumulated Funds Note as above

Balances have been transferred to North Canterbury Classics Leisure Marchers Incorporated as from 1 April 2023 according to the final AGM Minutes of North Canterbury Classics Leisure Marchers dated 27th April 2023 (see attached minute)

1

The committee has reviewed these financial statements, bank statements and associated collection of fees and conclude that these financial statements reflect an accurate and fair view of the North Canterbury Classics Leisure Marchers financial position for the year ended 31 March 2023

.....
Jennifer J Power
President

.....
Jennifer A Brook
Treasurer/Secretary

Spreadsheet Showing Rangiora-Ashley Community Board Discretionary Grant
for the 2023/2024 Financial Year

Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
		2023/24 = \$10,160 + carry forwards \$8066 = Returned funds \$500 =			\$ 18,726.00
12-Jul	North Canterbury Athletics Club	Information Booklet Printing	\$495	\$495	\$ 18,231.00
12-Jul	North Canterbury Pony Club	Towards the cost of a new cross country course	\$500	\$1,000	\$ 17,231.00
9-Aug-23	Coastguard North Canterbury	towards upgrading the swift water rescue vessel	\$500	\$500	\$ 16,731.00
9-Aug	The Hope Community Trust	towards a two day cooking class	\$323	\$371	\$ 16,360.00
9-Aug	The Rangiora and Districts Early Records Society Inc	towards a replacement computer	\$1,800	\$1,000	\$ 15,360.00
9-Aug	Big Brothers Big Sisters	towards office printer	\$1,000	\$1,000	\$ 14,360.00
9-Aug	North Canterbury Scouts Group	Cost of attending the 23rd New Zealand Jamboree	\$500	\$500	\$ 13,860.00
13-Sep	North Canterbury Classics Leisure Marchers Inc	towards registration for attending the National Leisure Marching event	\$400		
13-Sep	Waimakariri Access Group	Towards running an Inclusive Sports Event	\$750		
13-Sep	Rachel's House Trust	towards community music event	\$435		
13-Sep	Waimak Touch Incorporated	Gear bags,ball and cones	\$1,000		
13-Sep	Southbrook Cricket Club	Towards three tables	\$500		

Spreadsheet Showing Rangiora-Ashley Community Board Discretionary Grant
for the 2023/2024 Financial Year

	Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
Rangiora-Ashley Community Board 10.137.100.2410			2022/23 = \$10,100 + Carry forwards \$7,909 = Total \$18,067			\$ 18,069.00
	14-Dec	The Lions Club of Rangiora NZ Inc	Dog agility stations at Milton Reserve	\$500	\$500	\$ 17,569.00
	14-Dec	Cust Bowling Club	Paint for fences and buildings	\$452	Declined	\$ 17,569.00
	15-Feb	Loburn Home and School Association	2023 William Pike Challenge Programme	\$665	\$665	\$ 16,904.00
	15-Feb	Rangiora Community Patrol	Wide brim sunhats for patrollers to wear at community events	\$439	\$440	\$ 16,464.00
	15-Feb	North Canterbury Pride	Picnic in the Park	\$275	\$275	\$ 16,189.00
	15-Feb	Clarkville Playcentre	First Aid Courses	\$387	Declined	\$ 16,189.00
	8-Mar	Relay for Life event	Costs of hosting	\$500	\$4,000	\$ 12,189.00
	12-Apr	Rangiora and Districts Early Records Society Inc	Purchasing folding chairs and a teardrop flag	\$800	\$800	\$ 11,389.00
	12-Apr	Rangiora Cricket Club	Maintenance and repair of cricket wickets	\$500	\$500	\$ 10,889.00
		Meeting considered	Group	Project	Amount Requested	Amount Granted
	12-Jan	Kaipoi Food Forest	rangiora residents sponsorship to attend course	\$180	\$180	\$ 10,709.00
	10-May	North Canterbury Adventure Club Home School Club	first aid kit and supplies and a swimming tube	\$1,000	\$500	\$ 10,209.00
	10-May	Rangiora Dramatic Society (Rangiora Players)	copier/printer/scanner	\$400	\$500	\$ 9,709.00
	10-May	Rangiora Volunteer Fire Brigade	Dishwasher	\$5,000	\$1,000	\$ 8,709.00
	16-Jun	Southbrook Netball Club	Hall hire and storage space	\$500	\$643	\$ 8,066.00

GOVERNANCE

Rangiora-Ashley 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 \$1,000 in any financial year (July to June), but a group can apply twice a year, providing it is for different projects. The Board will consider granting more than \$1,000 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 Rangiora-Ashley Community Board, including information on applications to other Community Boards.
- Grant applications will be considered every month by the Rangiora-Ashley 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.

Our Ref: LTC-03-19-02/230220022903

15 August 2023

Mr J. Gerard
 Chairperson
 Rangiora-Ashley Community Board
 via email: com.board@wmk.govt.nz

Dear Jim

DRAFT ANNUAL PLAN 2023-2024

Thank you for taking the time to submit on the Council's Annual Plan.

This letter is a follow up to the one you received from us earlier and aims to specifically address your points of submission. For ease of reference, your order of topic has been retained.

Key issues for Consultation

Investment needed to meet new water standards - *The Board supports the Council's preferred option, except for fast-tracking UV treatment projects.*

We note your point that, even with UV treatment, chlorine exemption applications may still not be accepted. Despite this, UV treatment is the most cost-effective treatment barrier to meet the Drinking Water Quality Assurance Rules with or without chlorine.

There is a strong case that UV treatment can provide an adequate treatment barrier to viruses, particularly with deep high-quality groundwater sources. This has not yet been accepted by Taumata Arowai and will likely require site by site modelling and analysis. There are risks associated with delaying all UV works until a final and absolute position on this matter has been reached.

If further treatment barriers were still required to provide an even higher level of viral treatment that does not involve chlorine - such as membrane treatment - UV would still be complementary to this. The reason is that while membrane provides good viral and protozoal treatment, either UV or chlorine would still be required to provide bacterial treatment if chlorine is not to be used.

To summarise, it is difficult to see a future compliance pathway that would not benefit from UV treatment, despite all the various permutations of the chlorine exemption process and consideration of viruses.

The Board's views are noted with respect to maintaining an adequate but not excessive chlorine dose (should exemptions be unsuccessful) as well as the need to undertake community engagement and education on this topic.

Stormwater upgrades needed to help weather extreme events - *The Board agrees that having well-functioning stormwater infrastructure is vital to our community getting through extreme major weather events. The Board, therefore, supports the Council's preferred option.*

Council acknowledges your support for this project.

Inflation fuelling higher roading costs – *The Board supports option C to fully fund the shortfall which means our road network receives the maintenance and renewals needed.*

The area of road maintenance has been challenging with constrained national funding, increased traffic volumes within the District, along with an increased number of flood events over the last two years. Increasing construction costs are resulting in less work being able to be carried out, which will subsequently result in further deterioration of the transportation network. Council acknowledges your support for this project.

Walking and Cycling Network Plan - The Board also wishes to urge the Council to prioritise funding for the Priority One projects identified in the Council's Walking and Cycling Network Plan and Infrastructure Prioritization Programme, which include:

- Ashley Street/Ivory Street/Percival Street – On-road cycle lanes (connecting existing)
- Railway Road/Torlesse Street/Coronation Street/Ellis Road – Separated path or shared path (dependent on scheme design) and neighbourhood greenway
- Dixons Road/Loburn Whiterock Road/Hodgsons Road (Rangiora Leigh Holiday Park to Loburn School) – Gravel shared path (Note the Dixons Road Bridge will remain a deficiency in this link until budget to construct a clip-on becomes available in the future).

The Board's support for progressing Priority One Walking & Cycling Projects is noted and these are largely included within the current Transport Choices Programme, except for the Dixons Road Gritted Path.

Multi-use paths in new subdivisions - Walking positively impacts people's mental and physical health and alertness. However, multi-use paths are badly lacking in the rural areas of the District. Therefore, the Board wishes to actively advocate for developing multi-use paths in new subdivisions in rural areas and near rural schools.

Safe pedestrian and cycling access for all users is important. Walking and cycling provides good health benefits and dedicated facilities can encourage the use of these alternate modes of travel, which also reduces greenhouse gas emissions.

The Council has redeveloped its Walking & Cycling Network Plan. It was adopted in October 2022 and prioritises gaps in the network. An assessment of all rural schools will be carried out as part of the next review of the Walking & Cycling Plan.

For all new developments, provision will be made at the subdivision planning stage for walking and cycling facilities, to encourage active transport.

Smart Parking Technology - The Board acknowledges that sufficient parking in the Rangiora Town Centre remains a challenge and therefore wishes to request the Council to invest in 'smart parking' technology to enable the public to utilise the existing parking better.

Regular surveys of parking occupancy are undertaken around Rangiora, and generally parking supply sits at around 25% availability. Optimum parking occupancy ideally sits between 80 and 85% as this means the land for parking is being effectively utilised.

The Council acknowledges improvements such as Smart Parking technology can help with management of the parking stock by indicating where parking is available as well as providing enforcement opportunities.

Business and Centres staff held a workshop with Council on this subject late in 2022 and are currently preparing information for the Council and the Rangiora-Ashley Community Board. It is intended to bring a report to Council on this issue later this year.

Food security Initiatives - The Board requests the Council to support food security initiatives by providing suitable spaces for the location of Food Forests and community gardens in the Rangiora-Ashley Ward.

Thank you for your submission point regarding Council's role in supporting the food secure programme and ongoing establishment of food rescue, food banks, community pantries, community gardens and food forests.

Council's Community Team contributes to and facilitates the Food Secure North Canterbury Programme which combines food rescue, increased collaboration between food banks, and support for local food forest initiatives. This has included establishing sustainable funding strategies to ensure that the programme is also sustainable, and reliable for those who need their support.

A key aspect of the Greenspace function with respect to food security is working with community partners interested in establishing community gardens and food forests to identify potential private or Council-owned sites that would be suitable. Considerations include availability, cost, soil quality, location and accessibility for the community. There are currently food secure initiatives operating on both Council and private land.

The Trevor Inch Memorial Library - The Board urges the Council to consider bringing the expansion and upgrade of the Trevor Inch Memorial Library forward.

The Council has used Better-Off Funding from central government to undertake the feasibility study for the Civic Precinct Project of which the library is a component. From this staff will be preparing an updated recommendation to the 2024 Long Term Plan for the timing of the Civic Precinct and Trevor Inch Memorial Library.

Extend Dudley Pool Facilities - The Board acknowledges the importance of swimming pools in the District and is grateful for the facilities offered by the Dudley Aquatic Facility. However, the Board notes that this facility is already almost at capacity. The Board would therefore like to request that consideration be given to expanding (on a user-pays basis) the pool to include children's play features such as wave pools and hydro-slides. In light of the District's ageing population, the Board also believes the Council should consider providing hydro and water therapy facilities at the Dudley Aquatic Facility.

Over the next six months staff will review the District's Aquatic Strategy to test the assumptions, growth projections and demonstrated community need for expanded facilities. This review will inform recommendations for the Long Term Plan to ensure any development caters for changing needs and growth.

Safer Communities - The Board is aware that increased growth also brings increased challenges that our local communities and businesses face, such as increased crime. The Board, thus, encourages the Council to do all it can to ensure a visible New Zealand Police presence in the Rangiora Town Centre and review its CCTV network to improve safety and security.

Thank you for raising the issue of increased crime in the Rangiora Town Centre. Council's Greenspace Team is responsible for the installation and maintenance of CCTV cameras in public areas (outside of buildings it might own/administer). Staff are undertaking a network plan approach to this system and working with Police to ensure that coverage is adequate to assist them in tracking, identifying and helping resolve crime.

The camera footage is only available to both the Police and approved neighbourhood support groups. Council staff do not have access to the footage itself, only ensuring the cameras are operational and the placement is as required.

You can expect to see a report from the Greenspace team on current camera locations and proposed updates to the network plan for cameras.

Rangiora Streetscapes - Over 60% of Waimakariri residents view Rangiora as their primary destination for shopping and services. People place a greater emphasis on town centre experiences, which means providing a mix of activities, well-designed public spaces, and an attractive environment are increasingly important. The Council is consequently requested to ensure that the landscaping, historic buildings and public spaces along High Street, Rangiora are well maintained and revitalised. Creating a pleasant pedestrian environment that encourages people to walk, shop, and linger in cafés and other public spaces is essential.

We agree that creating a pleasant environment for people is important to encourage people to spend time in all our town centres. Council adopted the latest Rangiora Town Centre Strategy in July 2020 to ensure the town continues to meet the needs of our community. Significant funding has been allocated in the Long Term Plan to ensure the projects in the strategy can be implemented, and many projects are either complete or underway.

Copies of the adopted Annual Plan are available at the Rangiora, Kaiapoi and Oxford Service Centres and Libraries and on the Waimakariri District Council website at this link:

https://www.waimakariri.govt.nz/_data/assets/pdf_file/0024/135159/Annual-Plan-2023-2024-Full-Documents-Web.pdf

Once again, thank you for your interest and contribution to the development of our District's Annual Plan. The Council and I appreciate your support and the excellent advocacy you and the Board provide for and on behalf of the Rangiora-Ashley Community Board.

Yours sincerely



Dan Gordon
MAYOR

CHAIRPERSON'S REPORT*For the month of August 2023*

CHAIRPERSON'S DIARY	
<i>Date</i>	<i>Events attended</i>
Wednesday 2 August	Meeting regarding trees by Wiltshire Court.
Thursday 3 August	Meals on Wheels.
Monday 7 August	RACB pre-Board meeting with staff to discuss agenda.
Tuesday 8 August	Attended Harry Harper's Funeral
Wednesday 9 August	Rangiora-Ashley Community Board meeting.
Thursday 10 August	Ashley Friendship Club.
Tuesday 15 August	Council/Board Chairs Flooding workshop.
Wednesday 16 August	Council/Board Chairs /Deputy Chairs Speed Management workshop.
Monday 21 August	Meeting with the Mayor, Councillor Al Blackie, and the General Manager Community and Recreation regarding Cust Equestrian.
Thursday 24 August	Meals on Wheels.
	Rangiora Museum function - Bruce McLaren speaker.
Friday 25 August	School Speed Management workshop.
Monday 28 August	District Licensing Committee hearing.
Tuesday 29 August	Meet and Greet with the Youth Council.

Jim Gerard
Chairperson
Rangiora-Ashley Community Board

RANGIORA-ASHLEY COMMUNITY BOARD
MEMBERS INFORMATION EXCHANGE

*For the month of **August 2023***

Member Name: **Bruce McLaren**

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
August	Rangiora Community Patrol (RCP)	Monitoring the WDC security cameras while the patrol car is out. Training new volunteers. Managing risks as the H&S Officer.
August	Justice of the Peace	Voluntary JP services to the community
3 August 2023	North Canterbury Neighbourhood Support	RACB appointee to this group. Monthly meeting held in the Kaiapoi library.
9 August 2023	RACB meeting	
24 August 2023	Rangiora Early Records Society	RACB appointee to this group. Guest speaker at their monthly public event.

Member' Name: **Steve Wilkinson**

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
August 23	Lead Judge Business Awards -2 weeks	
31/8/2023	Drop in Meeting re Cycleways	