

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 Goldsworthy

- 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 Roothing 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