

MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY 18 SEPTEMBER 2023 AT 4PM.

PRESENT

J Watson (Chairperson), S Stewart (Deputy Chairperson), A Blackie, T Bartle, T Blair and R Keetley.

IN ATTENDANCE

P Redmond (Kaiapoi-Woodend Ward Councillor).

C Brown (Community and Recreation Manager), S Binder (Senior Transportation Engineer), J McBride (Roading and Transport Manager), G Stephens (Design and Planning Team Leader), Don Young (Senior Engineering Advisor), K Rabe (Governance Advisor), and A Connor (Governance Support Officer).

There was one member of the public present.

1 APOLOGIES

Moved: J Watson

Seconded: T Bartle

THAT an apology for absence be received and sustained from N Atkinson.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 21 August 2023

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 21 August 2023, as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

4 DEPUTATIONS AND PRESENTATIONS

4.1 D Young – Update on Kaiapoi to Woodend Cycleway

D Young informed the Board it was proving to be difficult having the cycleway in the previously proposed location. The updated route would go up Old North Road, cut across two lakes properties to come out on Williams Street. It would then continue up Williams Street on the western side and would cross over to the eastern side after the gated community. This linked bus stops along Williams Street and provided a link from Lees Road to Pineacres both of which had been requested during the consultation process. Council staff's next step was to contact land owners who had shown a positive reaction to the change. Houses along the newly proposed route were fairly private and the cycleway should not affect resident's livability. This project had very tight timeframes. Staff would not need to come back to the Board for approval however they would come back with a further update. He noted the only other change to the proposed route was at Ready Mix. The change would influence the operations at Ready mix

however they were comfortable with the proposed change. There would be appropriate barriers, fencing and signage installed. If staff received any concerns or comments they would get in touch with the Board Chairperson.

J Watson felt taking the cycleway down Williams Street was good solution as it was a wide road with houses set back.

S Stewart questioned why the cycleway could no longer go through the road reserve. D Young replied they had many conversations with Ngāi Tūāhuriri who did not want the cycleway to go through the road reserve.

P Redmond sought clarity on which side of Williams Street the cycleway would go down. D Young clarified the cycleway would run up the western side of Williams Street until the gated community where it would then switch over to the eastern side. P Redmond then asked if there would be any disincentives to continue down the western side of Williams Street to encourage cyclists to cross over. D Young noted they had not thought that far however it was a good suggestion which staff would take on board.

C Brown asked if staff would be utilising the existing car park and road on the developed lake. D Young confirmed he had been in contact with Greenspace staff who were happy for the existing developed area to be used. He noted the exact path to be taken was yet to be finalised.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Kaiapoi-Tuahiwi Board Area – S Binder (Senior Transportation Engineer) and J McBride (Roading and Transport Manager)

S Binder noted staff were requesting approval to go out for consultation on the Speed Management Plan. Two options were before the Board for consideration. Recommendations (b) to (e) were recommendations based of the Boards feedback and only included schools and the area along Beach Road and Ferry Road. Option two was recommendation (f) which was staff's recommendation. Recommendations (g) to (o) were all for information.

A Blackie questioned why the 30km/h on Heywards Road started 20m south of Tram Road instead of starting from the corner. S Binder replied the change had to be a certain distance back from the intersection to ensure there were not too many signs at the intersection. People would not be able to take that corner at 80km/h and therefore would already be slowed to a lower speed and would not have time to get back up to 80km/h before it became 30km/h. J McBride also noted the change was discussed in depth with Waka Kotahi staff due to the school's proximity to a main busy road. It was not expected to get compliance on Tram Road if the 30km/h was included there.

A Blackie then asked why staff were recommending in Table six that a 60km/h speed at Heywards Road from 300m south of Tram Road to Mabers Road. S Binder clarified the recommendation was due to the possibility of students walking or cycling to and from school. A Blackie stated there were not any children who walked or cycled down that road and the change would result in three speed limits on one road. J McBride noted there was an existing speed limit of 70km/h which needed to be addressed. Staff were aware that parent parking was occurring on the grass berm away from the school during drop off and pickup which influenced the recommendation of 60km/h.

J Watson sought clarity on the definition of variable speed limits. J McBride clarified a variable speed limit was when speed limit changed around set times of the day whereas permanent speed limits were implemented all the time and would not change. Staff tried to balance variable and permanent speed limits in the recommendations due to some schools being

located on roads that were already low speed roads and were not main through roads. There were additional costs for variable speed signage and as well as ongoing operational costs. There was normally electronic variable signage on major roads with static signage on side roads that indicated the times the variable limit was in place.

P Redmond questioned if the public would have the opportunity to comment on variable or permanent signage. J McBride replied the information provided in the consultation would include if a road was being proposed to have a variable or permanent speed limit.

P Redmond noted there were roads not adjacent to schools that were having proposed speed limit changes and asked why those had been included in the recommendation. S Binder noted those roads tended to be dead end roads that were off a section of the primary road where the speed was being dropped.

T Bartle noted there was a comment regarding a road accident on Beach Road and questioned what the outcome of the police report was. J McBride replied that Council did not receive police reports and would only see any findings on the outcomes of the investigation that had requirements for Council to complete. Council would complete an investigation of the accident site to confirm if there were any improvements that could be made. The investigation was not to find cause of the accident it was to confirm an appropriate speed limit for the area.

Moved: T Bartle

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230530079555.

AND

THAT the Kaiapoi-Tuahiwi 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 were within the Board's area.
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Beach Road and Ferry Road** (refer to TRIM No. 230731116010 and 230731116038), **as shown in bold text in Table 3 and Table 8 below**. These roads were within the Board's area.
- (d) **Notes** that, staff would 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 was following the Central Government election and Council would have final approval on the consultation.
- (e) **Notes** that Recommendation (b) was considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* required the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024.

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

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
			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 (Black 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)	
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)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable

Table 2. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50

Table 3. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60

Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60
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AND:

- (f) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (g) **Notes** that the Beach Grove development had been progressing on the northern side of Beach Road. Another collector road from this development would intersect Beach Road within the existing 70 km/h zone and therefore, to ensure safe operation of the intersection in its urban context, the speed limit needed to be reduced along Beach Road for the extents noted in Recommendation (c).
- (h) **Notes** that at the recommendation of the engineering report following a fatal crash on Beach Road, near the intersection of Ferry Road, a lower speed limit had been proposed and included in Recommendation (c). Both sections of Ferry Road had also been included in this recommendation, as they are unsealed, dead-end roads which intersect Beach Road and do not meet the minimum length requirement to retain a 100 km/h speed limit.
- (i) **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 would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (j) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which had 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.
- (k) **Notes** that while the draft Speed Management Plan was in line with national strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (l) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (f) included 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.
- (m) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.

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

CARRIED

J Watson felt getting speed lowered near schools was important.

6.2 **Pines Oval Playground Relocation – G Stephens (Design and Planning Team Leader)**

G Stephens took the report as read. He highlighted that the playground was unusable in winter months due to filling with water and had found the operational expenditure was higher due to having to replace equipment more often. The relocation was not solely about moving the playground out of the water; it was also creating a central point to work alongside the Pines Kairaki Hall and the existing swings. There was a shortfall of budget however there was \$28,000 budgeted for the development of Reid Memorial Reserve which could be reallocated to this project. Staff had spoken with a member from the Pines Kairaki Beaches Association who felt this change would be greatly supported by the community. Consultation would not occur until funds were guaranteed.

A Blackie questioned if this project needed to go out for public consultation if there was already support from the residents in such a small community. G Stephens replied that in staff's experience it had always been good to get community feedback on playgrounds as it informed the public that work would be occurring in the future. People often made suggestions that could be incorporated into the plan.

P Redmond asked if the consultation could be targeted to Pines Kairaki Beach residents. G Stephens noted consultation was usually targeted to within 500 metres of a playground. Staff would do a mailbox drop to the Pines Kairaki community and the consultation would be on the Council's website on 'Let's Talk'. P Redmond further questioned if staff were able to identify where submitters resided through the Let's Talk consultation. G Stephens replied the consultation could ask if they were a resident of Pines Kairaki but they would not ask for specific addresses.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. TRIM 230907139033.
- (b) **Notes** that there was currently \$90,000 allocated to the relocation of the Pines Beach Playground.
- (c) **Notes** the current cost estimate for the project was \$120,000. Staff had suggested the reallocation of the remaining Reid Memorial Reserve project budget of \$28,350 to make up the shortfall and complete the playground relocation successfully.
- (d) **Approves** public consultation being carried out on the relocation of the Pines Beach Playground (*Pines Beach Playground Relocation Concept Plan TRIM 230908140076*).
- (e) **Notes** that following consultation staff would bring a revised Concept Plan to the Board for approval, this plan would take into account consultation feedback.
- (f) **Recommends** that Community and Recreation reallocate the remaining Reid Memorial Reserve project budget of \$28,350 (2023/24) to the Pines Beach Playground Relocation project in 2023/24.

CARRIED

J Watson noted she was the Board's representative on the Pines Kairaki Beaches Association, and they were excited to see the playground being relocated to a more appropriate place.

A Blackie stated this project had been talked about for long time and as the funding was available it would be good to see it completed.

6.3 **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – K Rabe (Governance Advisor)**

K Rabe stated this was an annual report brought to Boards at the end of the financial year. If a group had not provided accountability for a previous project and then applied for another grant the application would not be considered until the accountability form was returned.

Moved: J Watson

Seconded: T Bartle

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230816125341.
- (b) **Notes** that of the \$7,897 allocated to the Board for the 2022/23 financial year, \$6,259 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$1,632 was carried forward and added to the 2023/24 allocation of \$5,390, bringing the current financial year's total to \$7,522.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

CARRIED

7 **CORRESPONDENCE**

7.1 **Letter regarding the Board's Draft Annual Plan Submission**

7.2 **Elmer's Ōtautahi Elephant Trail Memo**

J Watson noted the artist had designed the elephant very relevant to Kaiapoi.

P Redmond noted the elephant was lightweight and asked if they were confident it would remain in place. C Brown replied it was not the Council's responsibility as they were only providing a space for it.

Moved: J Watson

Seconded: T Bartle

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the correspondence No. 230220022903.
- (b) **Receives** the Memo No. 230904136986.

CARRIED

8 **CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for August and September 2023**

- Had a conversation with medical students about the role of the Community Board.
- Attended the Pines Kairaki Beaches association meeting. There was discussion regarding new signage at the end of Beach Road.
- Attended Youth Council meet and great and meeting. It was great to see such an energised and enthusiastic group.
- Pegasus Bay Bylaw Advisory Group. There were comments about a large number of vehicles using the beach. Emphasised the recreational usage.
- Attended Kane Sheild Kaiapoi Swimming Competition. There were 21 teams and was a fantastic unique competition.
- Attended the Darnley Club Annual General Meeting. Very nice to hear the enthusiasm from everyone.

- Attended All together Kaiapoi monthly meeting.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal update from the Kaiapoi-Tuahiwi Community Board Chairperson.

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.
- 9.2 Rangiora-Ashley Community Board Meeting Minutes 8 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 Avian Botulism Management 2022/23 – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.9 Private Well Study – Results from 2022 Study – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.10 Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

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

Moved: J Watson

Seconded: T Bartle

THAT the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.10.
- (b) Receives the separately circulated public excluded information in item 9.11.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

B Cairns

- Recently there had been 9 vehicles parked on what was Jollie Street. People were sleeping in their cars. There had been a complaint however T Sturley and the Community team and been working on finding locations for these people to move to along with further support for them.
- Food Secure North Canterbury had a review of their strategy.

T Blair

- Attended monthly Darnley Club meeting and Annual General Meeting. They needed more committee members.

T Bartle

- Attended Youth Council meeting and meet and greet. Found it fascinating to see the up and coming new leaders. It was great to hear their views and speak to them.
- North Canterbury Neighbourhood Support meeting. It was a strategy meeting for their vision and plan. Also met the new police liaison officer.

A Blackie:

- The Island Road traffic lights were debated at Council and were passed with six votes to five. Those who voted for the traffic lights voted yes as there would be a need in the future rather immediately.
- Huria Reserve planting day was well attended. Planted 900 plants. The next stage was out to tender and would include the entrance waha for the three entrances. This would all be budgeted and managed by the Te Kohaka o Tuhaitara Trust.
- Chaired the Creative Communities Committee meeting which allocated the funds. Twenty-two applications were received however due to having less funding to distribute groups could only receive half of what they had applied for. There was a special post covid fund for festivals which All Together Kaiapoi applied and been successful for Waitangi Day celebrations.
- Attended Council Risk workshop. Discussed moving to a no risk organisation meant more costs were involved. You could never have a 'no risk' situation and the more you went down that track the more it cost rate payers.
- Pegasus Bay Bylaw Committee. Were having their usual issues with vehicles, horses and dogs.

R Keetley:

- Attended Museum Historical Society Day and helped with stair lift discussions.

S Stewart:

- Attended Youth Council meet and greet an meeting.
- Planted replacement oak trees with Keep Rangiora Beautiful. Council staff were in attendance and were hopeful the ongoing issues with Council contractors would be remedied.
- Attended Council Long Term Plan workshop. Requested that Board members be informed of workshop topics via the weekly meeting schedule.
- Kaiapoi Promotions Association had a new president Janine Duke.
- Attended Greypower meeting. Election candidates were present.
- Attended All Boards briefings.
- Attended Huria Reserve planting day.
- Attended Darnley Annual General Meeting.
- Attended Biodiversity Trust final seminar on estuary and coastal issues. There were 90-100 different species of birds in the estuary. M Kwant spoke on Pegasus Bay Bylaw Review.
- Attended Mandeville resurgence drainage drop-in session. The cost could possibly go on the general rate under drainage district wide.

P Redmond:

- Island Road traffic lights were not regarded as urgent however Waka Kotahi had money to spend this financial year and were happy to fund the project if Council was ready.
- Attended a number of cycleway drop in sessions in Woodend and Kaiapoi.
- Attended the Traffic Institute of New Zealand Conference.
 - The President of the group was the Deputy Mayor of Nelson, Rohan O'Neill-Stevens.
 - He attended as the Roothing Portfolio holder for the Council. It was fair to say that he had changed his opinion in some areas around safety, speed, and wire road barriers. They had overseas speakers presenting.
 - The politicians spoke during one session and David Parker had said road maintenance needed 9% per annum replacement or maintained but over recent years that had dropped to 6% and he said that increased funding was needed, and they were offering that at the election. He accepted that the need to upgrade the roading network could impact on land use for housing and affordability.
 - Paul Goldsmith from the National Party talked about reducing congestion and travel times and having an efficient network. He was not in agreement with permanent speed reductions around schools but supported variable speeds.
 - Julie Anne Genter wanted to reduce the number of car journeys and interestingly supported light rail coming to Christchurch.
 - Simon Court from the Act Party was talking about 30 year infrastructure plans, possibly having tolls, and having decisions made locally in the regions.
 - The overall consensus was that there was a need to balance movement, efficiency, safety, productivity and connected communities when it came to transport matters.
 - Vision Zero which was the precursor to the road to zero proposal with Waka Kotahi. This had started in Sweden in 1997 where you were trading off safety against mobility. Safe drivers, safe vehicles, safe roads. They all reduced crashes and the impact and speed was one of the factors put into the equation. 70% of deaths were on rural state highways in Australia but suspect it was similar in New Zealand.
 - The Ministry of Transport was promoting the road to zero campaign. The director of Road to Zero, Bryan Sherritt, presented and he noted that a road death cost \$13.4 million and a serious injury was \$1.3 million.
 - New Zealand had a fairly high death rate from accidents compared with overseas apart from the United States of America. In 2021 we had 6.4 deaths per 100,000 people and in 2022 there were 7.3 deaths per 100,000 people. There were concerns that New Zealand was trending upwards and had worse numbers than Australia and all of Europe.
 - Median barriers, had a target of 1,000 kilometer by 2030. He could see some benefit in having them in some road corridors.
 - They had an action plan from the Ministry of Transport and a monitoring report which was available but was yet to be released by Cabinet.
 - There was a session on EVs and emissions. They were exploring roaming billing so different charging station providers could have a centralized billing system. EVs were now able to tow so that effected how they were charged if you were towing a caravan, how you would pull into a charging station.
 - They talked about micro mobility, e-scooters and the difference between the hire scooters and ones that were privately owned. The privately owned ones had a higher use of helmets and generally seemed to be more responsible with the use of them.
 - The Police spoke and used the Blenheim to Nelson Highway experience where the speed limit had been reduced from 100km/h to 80km/h which had an 80% reduction in crashes and fatalities. It had added four minutes to the journey. It had less impact on St Johns and FENZ and hospital staff.
 - Over a long weekend they had a pilot where a few radio stations played music with a slower beat and according to the study it resulted in a 6% slower average speed over that long weekend.

11 **CONSULTATION PROJECTS**

11.1 **Playspaces in Kaiapoi East**

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

Consultation closes Friday 22 September 2023.

11.2 **Mandeville Resurgence Channel Upgrades**

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

Consultation closes Friday 29 September 2023.

11.3 **Integrated Transport Strategy**

<https://letstalk.waimakariri.govt.nz/integrated-transport-strategy>

Consultation closes Sunday 1 October 2023.

12 **BOARD FUNDING UPDATE**

12.1 **Board Discretionary Grant**

Balance as at 31 August 2023: \$5,422.

12.2 **General Landscaping Budget**

Balance as at 31 August 2023: \$27,370 with a carry forward still to be determined.

13 **MEDIA ITEMS**

14 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: A Blackie

Seconded: J Watson

1. That the public be excluded from the following parts of the proceedings of this meeting:

Item 14.1 Rent review Whow Aqualandnz.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to the matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
14.1 Rent review for Whow Aqualandnz.	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or

		disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
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CARRIED

CLOSED MEETING

The public excluded portion of the meeting was held from 5.05pm to 5.21pm.

Resolution to resume open meeting.

Moved: J Watson Seconded: A Blackie

THAT open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

OPEN MEETING

15 QUESTIONS UNDER STANDING ORDERS

Nil

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

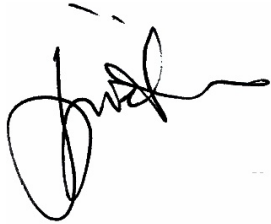
NIL

NEXT MEETING

The next meeting of the Kaiapoi-Tuahwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 16 October 2023 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 5.21PM.

CONFIRMED



Chairperson

16 October 2023

Date

Workshop (5.21-5.28)

- *Members Forum*
 - *The Board plan would need to be reviewed in February 2024. Staff would bring the Board Plan for adoption to the February 2024 meeting however the Board could request a workshop for a previous meeting to discuss the plan.*
 - *The Board discussed their annual end of year dinner.*