Oxford-Ohoka Community Board

Agenda

Thursday 3 November 2016

7.00pm

Oxford Jaycee Hall
56 Main Street
Oxford

Members:
Mark Brown
Wendy Doody
James Ensor
Shirley Farrell
Kevin Felstead
John Lynn
Doug Nicholl
Thomas Robson
Board Members Elect

OXFORD-OHOKA COMMUNITY BOARD

AGENDA FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD IN THE OXFORD JAYCEE HALL, 56 MAIN STREET, OXFORD ON THURSDAY 3 NOVEMBER 2016 AT 7PM.

Karyn Ward
Community Board Advocate

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

BUSINESS

1 APOLOGIES

2 CONFLICTS OF INTEREST

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Oxford-Ohoka Community Board – 27 October 2016

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:
(a) Confirms the minutes of the Oxford-Ohoka Community Board meeting held 27 October 2016, having been circulated, as a true and accurate record.

Note: the minutes will be circulated separately.

4 DEPUTATIONS AND PRESENTATIONS

5 ADJOURNED BUSINESS

6 REPORTS

6.1 Draft Walking and Cycling Strategy for Public Consultation – Lynley Beckingsale (Policy Analyst)

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:
(a) Receives report No. 161027110503.

(b) Notes there will be further assessment of individual projects once the strategy is confirmed. Any projects requiring additional funding will be consulted through the Annual and/or Long Term Plan processes.
6.2 Approval to install cattle stops in Moderates Road – Ken Stevenson (Roading Manager)

**RECOMMENDATION**

THAT the Oxford-Ohoka Community Board:

(a) Receives report N° 161019107953.

(b) Approves the construction of two cattle stops and associated fences and gates on Moderates Road at the location shown on the attached plan (Doc 161020108377) for the purpose of enabling the safe and efficient movement of cows across Moderates Road while at the same time keeping the road accessible and safe for road users.

(c) Approves the attached Licence to Occupy Agreement (Doc 161020108375).

(d) Notes that all costs associated with the construction and maintenance of the cattle stops, fences and gates will be met by the property owner.

(e) Notes the property owner will be required to remove the cattle stops, fences and gates if and when they cease dairy farming operations or if they change their method of operation that does not require the regular movement of cows across Moderates Road.

(f) Circulates this report to the Utilities and Roading Committee.

6.3 Appointments To Advisory Groups And Outside Organisations – Karyn Ward (Community Board Advocate)

**RECOMMENDATION**

THAT the Oxford-Ohoka Community Board:

(a) Receives Report No. 161021108777.

(b) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Ashley Gorge Reserve Advisory Group.

(c) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to Eyreton Domain Advisory Group.

(d) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to Ohoka Domain Advisory Group.

(e) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to Oxford Promotions Action Committee.

(f) Approves the appointment of Board Members …………………… and ……………………as Board representatives and liaison persons, to Pearson Park Advisory Group.

(g) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to View Hill Domain Advisory Group.

(h) Approves the appointment of Board Member ……………………as a Board representative and liaison person, to the Ohoka Residents' Association.
(i) Approves the appointment of Board Member ………………as a Board representative and liaison person, to the Oxford Historical Records Society Inc. Committee.

(j) Approves the appointment of Board Member ………………as a Board representative and liaison person, to the North Canterbury Neighbourhood Support.

(k) Approves the appointment of Board Member ………………as a Board representative and liaison person, to the Waimakariri Health Advisory Group.

(l) Approves the appointment of Board Member ………………as a Board representative and liaison person, to Grey Power North Canterbury Group.

(m) Approves the appointment of Board Member ………………as a Board representative and liaison person, to the Ohoka Rural Drainage Advisory Group.

(n) Approves the appointment of Board Member ………………as a Board representative and liaison person, to the Oxford Rural Drainage Advisory Group.

7 CORRESPONDENCE

8 CHAIRPERSON’S REPORT

9 MATTERS FOR INFORMATION

9.1 Woodend-Ashley Community Board meeting minutes – 19 September 2016 (Trim No. 160916095728)

9.2 Oxford-Eyre Ward Advisory Board meeting minutes – 21 September 2016 (Trim No. 160916095763)

9.3 Kaiapoi Community Board meeting minutes – 26 September 2016 (Trim No. 160922097905)

9.4 Capital Projects Report for the period ended 30 June 2016 - Paul Christensen (Finance Manager) – Audit Committee, 20 September 2016 (Trim No. 160905091231)

9.5 Summary of Status of Council Water Supply Schemes - Colin Roxburgh (Water Asset Manager) – Utilities and Roading Committee, 27 September 2017 (Trim No. 160914094969)

9.6 Joining of Fernside Water Supply Scheme to Mandeville – Feedback from Community Consultation - Colin Roxburgh (Water Asset Manager) and Gary Stevenson (Utilities Projects Team Leader) – Council, 4 October 2016 (Trim No. 160921097653)

9.7 Chairperson’s End of Term Report – Robyn Wallace (Chairperson, Kaiapoi Community Board) – Council, 4 October 2016 (Trim No. 160912093902)

9.8 Chairperson’s End of Term Report – Judith Hoult (Chairperson, Rangiora Community Board) – Council, 4 October 2016 (Trim No. 160912093829)

9.9 Chairperson’s End of Term Report – Karen Eastwood (Chairperson, Woodend-Ashley Community Board) – Council, 4 October 2016 (Trim No. 160912093764)
9.10 Chairperson’s End of Term Report – Vic Allen (Chairperson, Oxford-Eyre Ward Advisory Board) – Council, 4 October 2016 (Trim No. 160912093801)

RECOMMENDATION

THAT the Oxford-Ohoka Community Board receives the information in items 9.1-9.10.

Note: items 9.1-9.10 were circulated separately to members, 27 October 2016.

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.

11 CONSULTATION PROJECTS

11.1 Draft Walking and Cycling Strategy
The Council is seeking community views on the Draft Walking and Cycling Strategy. Submissions can be submitted online through the Council’s website or using forms that can be collected from the Council’s service centres in Rangiora, Kaiapoi or Oxford. Submissions close Monday 7 November 2016.
http://www.waimakariri.govt.nz/have-a-say/lets-talk

11.2 Waimakariri District Development Strategy
The Council will be putting together a draft Strategy over the coming months and wants to hear community views early in relation to some of the key issues, opportunities and priorities facing the Waimakariri District over the next 30 years. This is a conversation starter and will be key to informing a draft Strategy in due course.
A feedback form can be found on the Council’s website and needs to be returned by Friday 11 November 2016.
http://www.waimakariri.govt.nz/your-council/district-development

11.3 Let’s Talk About Speed Limits
Should the Council change the speed limit on Fernside Road, Flaxton Road and Todds Road? The Council is proposing to put in place an 80km/h speed limit on the following roads:
- Fernside Road, between Flaxton Road and Townsend Road
- Flaxton Road, from north of Camwell Park to the existing 50km/h speed limit at Kingsford Smith Drive
- Todds Road, from the intersection with Fernside Road to the existing 70km/h speed limit

The closing date for feedback is 5pm, Monday 14 November 2016.
http://www.waimakariri.govt.nz/have-a-say/lets-talk
12 REVITALISATION PROJECTS

Regular updates on the Oxford Town Centre projects are emailed regularly to Board members. These updates can be located at the link below:


13 BOARD FUNDING UPDATE

13.1 Board Discretionary Grant
Balance as at 27 October 2016: $2,360.

13.2 General Landscaping Budget
Balance as at 27 October 2016: $11,650.

14 MEDIA ITEMS

15 QUESTIONS UNDER STANDING ORDERS

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Thursday 8 December 2016 at the West Eyreton Hall, corner Earlys Road and North Eyre Road, West Eyreton.

<table>
<thead>
<tr>
<th>Members' Forum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Workshop</td>
</tr>
<tr>
<td>1. Community Board Flyer. Karyn Ward (Community Board Advocate)</td>
</tr>
</tbody>
</table>

| Staff Briefing (Public Excluded) |
| 2. Current Board matters. Simon Markham (Manager, Strategy and Engagement) |
1. SUMMARY

1.1. The purpose of this report is to update the Oxford Ohoka Community Board on the review of the Council’s Walking and Cycling Strategy.

1.2. The review of this strategy began earlier this year with a district-wide survey that attracted 258 responses. This provided a wealth of information about people who enjoy walking and cycling, it provides a measure of activity, what does/does not motivate people to walk and cycle, and suggestions for additional paths or an increased level of service.

1.3. A Reference Group was set up and included Councillors, representatives of walking and cycling groups from across the District and the Waimakariri Access Group.

1.4. This draft strategy has been developed in conjunction with the Reference Group, assisted by the information received via the Walking and Cycling Survey.

1.5. The draft strategy is available for public consultation from Monday 17 October until Monday 7 November. The purpose of the consultation is to seek feedback on the overall direction of the strategy and to ascertain whether or not the priorities and proposed actions identified in the draft strategy are supported by the community.

1.6. The action plan at the back of the document identifies projects already underway and proposed. Once the strategy itself is confirmed further assessment will be undertaken regarding specific walking and cycling projects and this will feed into the next LTP.

Attachments:

i. Draft Walking and Cycling Strategy (Trim No: 160907092274)
ii. Feedback form (Trim No: 161006102996)
iii. Walking and Cycling Survey Report (Trim No: 160310020867[v2])

2. RECOMMENDATION

THAT the Oxford Ohoka Community Board:

(a) Receives report No. 161027110503.
3. ISSUES AND OPTIONS


3.2. This strategy has been developed in a different funding environment to the 2010 strategy with funding being available, through the New Zealand Transport Agency’s Urban Cycleway Fund, for two of this District’s most widely supported projects. These cycleways are the Rangiora to Kaiapoi and Rangiora to Woodend shared use paths.

3.3. The Walking and Cycling Survey attracted 258 responses with a large number of walking and cycling paths suggested around the District. Some of these paths and linkages are included in the action plan, others will require additional funding and these will be assessed as part of the process to complete the Walking and Cycling Strategy.

3.4. Community feedback is being sought on the overall direction of the strategy and the priorities identified in the draft strategy and the proposed actions to meet these priorities.

3.5. Public consultation is being undertaken over a three week period (Monday 17 October to Monday 7 November), this has included representation at the Rangiora A & P Show over Labour Weekend. Submissions are accepted via mail, email and online. The documents are available through the Council’s service centres and libraries as well as through the Council’s website.

4. COMMUNITY VIEWS

4.1. The draft Walking and Cycling Strategy has been informed by the respondents to the Walking and Cycling Survey and through the Walking and Cycling Reference Group representatives.

4.2. Consultation on this draft strategy will enable further community participation in the development of the final strategy.

5. FINANCIAL IMPLICATIONS AND RISKS

5.1. The 2015 – 2025 Long Term Plan has budgetary provision for walking and cycling projects.

5.2. The two major Urban Cycleway projects have attracted funding from both NZTA and the National Land Transport Programme (NLTP), contributing 2/3 of the cost. The Council’s contribution is budgeted through the 2016/17 Annual Plan.

5.3. The strategy will provide the direction for the next LTP and will help support any applications for funding through the NLTP. The amount of funding the Council may wish to allocate to walking and cycling in the LTP will be a matter for Council to consider at that time.

6. CONTEXT

6.1. Policy

This is not a matter of significance in terms of the Council’s Significance Policy.
6.2. Legislation

Land Transport Management Act 1998
NZ Transport Strategy
Government Policy Statement for Land Transport Funding
National Land Transport Programme
National “Getting there – on foot, by cycle” Strategy
Regional Land Transport Strategy
Safer Journeys, New Zealand’s Road Safety Strategy 2010 - 2020

6.3. Community Outcomes

There is a safe environment for all

Public spaces and facilities are plentiful, accessible and high quality

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

Transport is accessible, convenient, reliable, affordable and sustainable
Vision

Waimakariri residents choose to walk and cycle
The environment is friendly, safe and accessible for walkers and cyclists
Index

Let's get moving ........................................................................................................................................... 2

The Council’s Role ....................................................................................................................................... 3

Vision and Priorities ..................................................................................................................................... 5

1. Inclusive Infrastructure ............................................................................................................................... 7

2. Community Connections .......................................................................................................................... 12

3. Safe Travel ....................................................................................................................................... 16

4. Healthy Lifestyles ................................................................................................................................ 18

Action Plan – Scheduled and Proposed Projects ...................................................................................... 22
Let’s get moving...

The Walking and Cycling strategy aims to encourage people to walk and bike both for recreation, and transport to and from work. It also provides a way to identify and prioritise new or improved walking and cycling opportunities throughout the District.

This Strategy uses the terms walking and cycling in their broadest sense. They are inclusive of wheelchairs, prams, mobility scooters and other similar devices, as well as skateboards, scooters, rollerblades and the like. It also includes cycling and walking for recreation, fitness and commuting.

<table>
<thead>
<tr>
<th>Community benefits of walking and cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Quick to start with door to door access</td>
</tr>
<tr>
<td>• Health and fitness</td>
</tr>
<tr>
<td>• Non-polluting and quiet</td>
</tr>
<tr>
<td>• Connect communities</td>
</tr>
<tr>
<td>• Increase neighbourhood safety</td>
</tr>
<tr>
<td>• Bikes are cheap to operate and easy to park</td>
</tr>
<tr>
<td>• Bikes cause no damage to the road</td>
</tr>
</tbody>
</table>

Why have a strategy?

This strategy provides a clear vision, identified priorities and direction going forward for the Council and the community. It also helps to ensure that Council can make the most of any opportunities for funding of walking and cycling projects.

This strategy has been lined up with the New Zealand Transport Strategy 2008, the Regional Land Transport Strategy and other national and regional policy documents.

When it comes to implementing the actions in this strategy the Council will work with Christchurch City Council, Environment Canterbury, the New Zealand Transport Agency and other central government agencies. This will enable us to develop a unified and effective walking and cycling environment for Greater Christchurch and the District as a whole.

Walking and Cycling in the Waimakariri District

Survey Report, April 2016

In October 2015 the Walking and Cycling Survey was available on the Council’s website, and was widely distributed in hard copy through the Council’s Service Centres and libraries. The purpose of the survey was to gather information to assist in identifying gaps in the current walking and cycling provision and what the Council can do to encourage these activities in the District. The survey attracted 285 responses and these views have been taken into account when developing the priorities set out in this draft Strategy, and are highlighted throughout this document.
The Council’s role

The Council contributes to the planning and provision of walking and cycling infrastructure in a number of ways with central Government also providing leadership, regulation and funding for walking and cycling projects.
How this strategy fits into the wider picture...

**National Policy Context**
- Land Transport Management Act
- NZ Transport Strategy
- Government Policy Statement
- National Land Transport Programme
- National "Getting there - on foot, by cycle" Strategy

**Regional Policy Context**
- Canterbury Regional Land Transport Strategy
- Canterbury Active Transport Forum
- Regional Land Transport Programme

**Walking and Cycling Strategy**

**Local Policy Context**
- Roading Activity Management Plan
- Reserve Management Plan
- District Plan
- 2015-25 Long Term Plan
- Development Structure Plans

**Community and other organisations**
- New Zealand Transport Agency
- New Zealand Police
- Canterbury District Health Board
- Waimakariri Access Group
- North Canterbury Sports and Recreation Trust
- North Canterbury Cycle Club
- District Walking and Cycling groups
- Residents of the Waimakariri and visitors
Vision and Priorities

Council mission statement: “To pursue with the community a high quality physical and social environment, safe communities, and a healthy economy.”

Vision

Waimakariri residents choose to walk and cycle
The environment is friendly, safe and accessible for walkers and cyclists

Key Priorities...

Inclusive Infrastructure
- providing / advocating for new and extended on-off road walking and cycling infrastructure
- providing cycle links between the District’s main towns
- supporting the cycle link project between Kaiapoi and Belfast
- integrating walking and cycling into public transport planning

Community Connections
- ensuring walking and cycling linkages are provided in new urban subdivision areas
- working towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- promoting walking and cycling as a way of making connections with others and the natural environment

Safe Travel
- providing safe walking and cycling access to and from schools
- Ensuring walking routes are usable for people with restricted mobility
- Supporting programmes that improve safety for motorists, pedestrians and cyclists

Healthy Lifestyles
- working with organisations to develop sustainable travel plans
- promoting walking and cycling as a healthy lifestyle choice
- promoting walking and cycling opportunities

Safe walking and cycling networks may include:
- Quiet roads and shared streets
- Existing paths – for example through parks
- Existing and new footpaths
- Existing and new dedicated cycle paths and lanes
- Informal links through open spaces (e.g. through a town square)
- Safe ways to cross roads and intersections, especially those where vehicle speeds and/or traffic volumes are high

Vision

Waimakariri residents choose to walk and cycle
The environment is friendly, safe and accessible for walkers and cyclists

More people walking and cycling make environments safer and more enjoyable, so more people are encouraged to walk and cycle more often.
Our Activities Today

Urban cycleway projects underway
New footpaths in major towns programme 2015/16
District Plan: Cycle parking Subdivision design Transportation
Town Centre Plans
Cyclist and Pedestrian counts and monitoring
Travel planning Road Safety
Collaboration with other agencies

Key Priorities

1. Inclusive infrastructure
2. Community connections
3. Safe travel
4. Healthy lifestyles

The Challenges we have

Rapid growth District-wide
An aging population along with increasing numbers of young children
Demand for higher levels of service for walking and cycling
Increasing traffic congestion into Christchurch
Aligning projects with Central Government funding requirements
Increasing cost of infrastructure

Community Priorities

“Develop more off road cycle lanes”
“Ensure paths are accessible for all”
“Safety”
“Ensure there are walking and cycling paths provided in new subdivisions”
“Support and promote driver and cyclist education to encourage sharing the road”
“(put) more bike stands around High Street and at play grounds”
“Advertise the existing walkways and cycleways.”
1: Inclusive infrastructure

- Providing/advocating for new and extended on-off road walking and cycling infrastructure
- Providing cycle links between the District’s main towns
- Supporting the cycle link project between Kaiapoi and Belfast
- Integrating walking and cycling into public transport planning

Over the years people who have responded to a number of Council surveys have asked for separate cycle lanes for routes between the Districts main towns, in particular Rangiora and Kaiapoi and Rangiora and Woodend. Recently these routes have attracted funding through the Governments Urban Cycleways Programme. The paths are shared paths defined by NZTA as “A shared path is shared with pedestrians and possibly others (for example mobility scooter riders). The desirable width of unsegregated shared-use paths for recreational or mixed use is 3.5 metres.”

It is anticipated that these cycleways will help attract new people to ride bikes for commuter and recreational purposes, improve transport choices for residents in these communities and provide a safer and more comfortable route for people to walk and ride.

To assist commuters traveling to and from Christchurch park and ride facilities have been identified in the Council’s 2015-2025 Long Term Plan for completion in the 2022/23 and 2023/24 years. The timing and cost of these facilities will be discussed further in preparation for the 2018-2028 Long Term Plan consultation.

A safe, direct cycling route from the Waimakariri District to Christchurch has been sought by cyclists for many years. Currently the only options to cross the Waimakariri River by bike or on foot are the Old Waimakariri River Bridge or the Waimakariri River Gorge Bridge just out of Oxford.

The Old Waimakariri River Bridge is a narrow, two lane bridge east of the motorway bridge and adjacent to a railway bridge. This bridge is not an attractive option for less confident or new bike riders.

---

In 2015 a business case has been put to the New Zealand Transport Agency by Christchurch City Council and the Waimakariri District Council for consideration for funding. Through the development of this business case it has been identified that a ‘clip-on’ shared cycleway could be built onto the motorway bridge. It is anticipated this path will be developed alongside the Northern Arterial Route into Christchurch.

![People traveling to Christchurch for work from the Waimakariri District](image)

**People traveling to Christchurch for work from the Waimakariri District**

- Rest of District: 4254
- Rangiora: 2727
- Kaiapoi: 2448
- Woodend/Pegasus: 1062
- Oxford: 234

Number of Waimakariri residents traveling to Christchurch for work

![Number of Waimakariri residents traveling to Christchurch for work](image)

**Number of Waimakariri residents traveling to Christchurch for work**

- 2006: 10,000
- 2013: 12,000

Source: Statistics NZ, 2013 Census

**What you told us:**

Rangiora/Kaiapoi path – comments about this path were enthusiastic with suggestions of additional landscaping and the provision of seating to enhance the route. Some concern was expressed about the speed cyclists might reach on the path and the need for additional width to accommodate both cyclists and walkers.

Rangiora/Woodend path – comments about this path were enthusiastic particularly around the separation of the path from the road. Concerns expressed were around visibility from driveways bisecting the path and the proximity and speed of traffic along the road impacting on the path.
221 people live in Kaiapoi and work in Rangiora
204 people live in Woodend/Pegasus and work in Rangiora
150 people live in Rangiora and work in Kaiapoi

10,725 people living in the Waimakariri District work in Christchurch

2,058 people live in Christchurch and work in the Waimakariri District

Source: Statistics New Zealand 2013 Census (www.stats.govt.nz)
Inclusive Infrastructure

1.1 Providing / advocating for new and extended on-off road walking and cycling infrastructure

Review adequacy of service levels in Roading and Greenspace Activity Management Plans for the provision of infrastructure along walking and cycling routes. Infrastructure includes things such as directional signage, rubbish bins, seats, drinking fountains, toilets, lighting and bike parks.

Activity Management Plans are reviewed every three years and contribute to preparation of the Council’s Infrastructure Strategy and Long Term Plan.

1.2 Providing cycle links between the District’s main towns

Work with NZTA and other parties to advocate for and lead the development of new cycle ways.

Kaiapoi/Rangiora cycleway including Southbrook links
An 8km shared path linking Rangiora and Kaiapoi along-side, but separate from, Lineside Road.
It will also provide a connection from Rangiora to Christchurch via a link to the Christchurch Major Cycle Routes – passing through the future Belfast-Kaiapoi cycle facility.

Rangiora/Woodend cycleway
A 6.5 km shared path providing a connection for residents of Woodend with the schools, workplaces, retail and health centres in Rangiora. The route will be along-side, but separate from, the Rangiora Woodend Road.
This path will also provide a connection for recreational users to facilities such as the Woodend to Woodend Beach path.

Make budgetary provision in Long Term Plans for continuously improving walking and cycling linkages.

The Council’s Long Term Plan provides an opportunity for the Waimakariri community to offer an opinion on the proposed walking and cycling provisions, including ratepayer financial contributions, for the District. The next long term plan will be consulted on in 2017, and will make provisions for walking and cycling for the 2018-2028 period.

Ensure District Plan provisions promote connectivity to and from new development areas.

1.3 Supporting the cycle link project between Kaiapoi and Belfast

Work in collaboration with Christchurch City Council and NZTA to advocate for the development of the Kaiapoi – Belfast cycle link.
A link from Kaiapoi to Christchurch’s Major Cycle Routes. A collaborative project with Christchurch City Council and NZ Transport Agency which is currently being developed.
Retain budgetary provision for the project in the Long Term Plan in years 2017/18.
1.4 Integrating walking and cycling into public transport planning

Advocate for walking and cycling to be key components of public transport planning in the Regional Policy Statement and Regional Land Transport Plan.

Create park and ride facilities in Silverstream and Rangiora to facilitate commuting transport to Christchurch.


Further community consultation to be undertaken through the 2018 - 2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee.
2: Community Connections

- Ensure walking and cycling linkages are provided in new urban subdivision areas
- Work towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- Promote walking and cycling as a way a making connections with others and the natural environment

Waimakariri District Plan

The District Plan\(^2\) seeks to reduce demand for transport and provide choice for a variety of transport modes. These aims are supported by rules that control the design and location of facilities in a way that considers the needs of people who walk and cycle as well as other transport modes. New residential developments are encouraged to consider connectivity for all transport modes.

Activity Management Plans (AMP)

Activity Management Plans describe the assets and agreed level of service that contribute to the community outcomes identified in the Long Term Plan. The outcomes are the aspirations of the District’s communities that show the kind of environment and lifestyle people are seeking.

Roading AMP – Roading includes all forms of transportation including walking, cycling and passenger transport.
To improve sustainability of the roading activity one of the objectives is to reduce the reliance on private motor vehicles by ensuring that the roading layout in new development areas is designed for use by all types of transport. This is supported by education and promotion of different types of transport and road safety programmes.

Green Space AMP – Green space is provided by the Council in the form of neighbourhood parks, sports and recreation reserves, natural parks, recreation and ecological linkages, public gardens, cultural heritage sites, civic spaces and streetscapes.

A large number of recreation and ecological linkages are provided in towns to provide connections between streets and are well used by walkers and cyclists. Streetscapes improve the street environment providing opportunities for people to enjoy open space within built up areas and enhance accessibility along road corridors and pedestrian avenues.

A rapidly growing population.....

What you told us:
The benefits gained by walking for health and well-being are high on the list of reasons why people like this activity. This is associated with enjoyment from looking at neighbourhood gardens, the wider scenery and generally being outdoors and undertaking gentle physical activity. Other positive outcomes of walking commented on are: meeting with neighbours, having companionship and the ‘time to talk’.

2013 Census – District Profile

Usually Resident Populations
1996  32,346
2001  36,900
2006  42,834
2013  49,989

*Estimated Resident Population – 30 June 2015 - 56,400

<table>
<thead>
<tr>
<th>Population growth in the main towns</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Rangiora</td>
</tr>
<tr>
<td>Kaiapoi</td>
</tr>
<tr>
<td>Woodend</td>
</tr>
<tr>
<td>Oxford</td>
</tr>
</tbody>
</table>

3 2013 District Profile (Trim No: 140619065234)
## Community Connections

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td><strong>Ensuring walking and cycling linkages are provided in new urban subdivision areas</strong></td>
</tr>
<tr>
<td></td>
<td>Ensure District Plan provisions promote walking and cycling linkages for new urban subdivision areas. The District Plan includes provisions that require consideration of transport connections for walking and cycling, including the provision of functional cycle parking and safe movement for pedestrians in and around car parking facilities. Active transport connections are also considered in the assessment of new residential, recreational or business developments. The District Plan is being reviewed, this process will include consideration of transportation matters and there will be opportunities for community input through both informal consultation and formal submission processes in relation to active transport. Ensure accessible and safe walking and cycling linkages are provided in outline development plans. When a new residential area or subdivision is proposed, an Outline Development Plan is created that sets out the pattern of roads and services. It may also include other transport links such as footpaths, cycleways and bridle paths. These Plans need to consider not only how transport links work within the new development area, but how it will connect to the wider transport network. Promote the development of recreation and transport linkages for walking and cycling in Reserve Management Plans. The Neighbourhood Reserves Management Plan and Sport and Recreation Reserves Management Plan recognise that walking and cycle paths are an essential part of reserves as they provide safe passage within and around the reserve. The reserve management plans also seek to provide walking and cycling links between key destinations in the District.</td>
</tr>
<tr>
<td>2.2</td>
<td><strong>Working towards safe and convenient walking and cycling within and around smaller settlements and rural areas</strong></td>
</tr>
<tr>
<td></td>
<td>Promote the provision and development of linkages for walking and cycling in peri-urban areas in District Plan outline development plans and the Recreation and Ecological Linkages Reserve Management Plan Make budgetary provision in Long Term Plans for continually improving walking and cycling infrastructure in smaller settlements</td>
</tr>
<tr>
<td>2.3</td>
<td><strong>Promoting walking and cycling as a way of making connections with others and the natural environment</strong></td>
</tr>
<tr>
<td></td>
<td>Support the development of local walking and cycling groups Provide information systems that allow residents to identify and join local groups Ensure residents and visitors can easily source information about walking and cycling facilities and routes. Ensure walking and cycling maps and associated signage is up-to-date</td>
</tr>
</tbody>
</table>
3: Safe Travel

- Provide safe walking and cycling access to and from schools
- Ensure walking routes are usable for people with restricted mobility
- Support programmes that improve safety for motorists, pedestrians and cyclists

The District has 21 primary schools, two composite schools, and two high schools, which together educate a total of almost 8,400 students. The Rangiora High School is the largest school in the District with around 1,650 students. Most of the primary schools in the main urban areas school approximately 400 children, while the rural primary schools teach between 56 and 250 children. The Department of Education has bought land in the west of Rangiora for a new primary school to accommodate the increase in the number of children in that area.

The Waimakariri District Road Safety Coordinating Committee (RSCC) is a working party for the Council’s Utilities and Roading Committee and its membership consists of Waimakariri District Councillors, Council Staff and external road safety partners.

The purpose of the Committee is to improve road safety in the district by coordinating the work of all the agencies that have district road safety functions to ensure a safe systems approach is followed as envisaged by New Zealand's road safety strategy, Safer Journeys. This includes the integration of education, enforcement and engineering programmes and initiatives.

The District Road Safety Action plan is a collaboration between various agencies including Council, New Zealand Police, New Zealand Transport Agency and related stakeholders. The Road Safety Co-ordinating Committee oversee the actions in this plan and regularly monitor and evaluate the various programmes, enforcement and measures that are implemented from the plan.

The Committee is the overarching body that coordinates the implementation of the District’s Road Safety Strategy and oversees the local Road Safety Action Plan. Collaborating with relevant partners will ensure education, training and safety initiatives for pedestrians, cyclists and motorists is relevant, timely and effective.

The strategy recognises that more people walking and cycling to school will reduce the number of cars moving and parking around schools and this will make it safer for people using all transport types. Prioritising active transport by Council and schools should help to make walking and cycling a more convenient, attractive and safer option.

What you told us:

Concerns about safety are the main reason parents or caregivers don’t want children biking or walking to school or other activities. Dedicated off-road footpaths and cycleways are identified as the main improvement that would encourage more children to walk or cycle.
## Safe Travel

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.1 Provide safe walking and cycling access to and from schools</strong></td>
<td>Ensure children and young people have the opportunity to engage in active travel for school journeys by working with schools to identify barriers to active school travel, areas of concern and ways of addressing these. Ensure the existing footpath and cycleway network is well maintained with a safe and comfortable surface.</td>
</tr>
<tr>
<td><strong>3.2 Ensure walking routes are usable for people with restricted mobility</strong></td>
<td>Ensure Town Centre Development plans take into account the needs of people with restricted mobility. Ensure new urban footpaths meet the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards. Ensure, as far as practicable, footpath upgrades in urban areas and small settlements include design elements consistent with the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards. Review WDC Engineering Code of Practice design standards for consistency with the NZTA Pedestrian Planning Guide 2009. Work with the Waimakariri Access Group and other community groups to identify specific safety concerns and ways of addressing these.</td>
</tr>
<tr>
<td><strong>3.3 Support programmes that improve safety for motorists, pedestrians and cyclists</strong></td>
<td>Educate and inform the community about road safety, particularly related to vulnerable users, e.g. &quot;Share the Road&quot; campaigns. Collaborate with other agencies and stakeholders to promote consistent messaging around road user behaviour. Regularly monitor and survey the community to measure success of programmes and initiatives.</td>
</tr>
</tbody>
</table>
As communities develop and grow, increased pressure is placed on the transport network.

A travel plan allows a business, workplace or school to look at the ways their staff, workers or students travel to and from work or school and consider more cost efficient, safer, healthy and environmentally friendly modes of transport.

Encouraging businesses, workplaces and schools to develop and maintain travel plans can assist to reduce costs, address safety concerns and increase the health and productivity of staff, workers and students.

An increase in sustainable travel also has a positive effect on communities by reducing congestion, improving local air quality and encouraging increased community awareness and communication.

The Waimakariri District has an aging population. Although older people may have restricted mobility, anyone may at some time find their mobility is limited or impaired because of:

- their life-stage - parents with pushchairs or toddlers;
- injury or surgery - people on crutches or in wheelchairs.

Mobility scooters are becoming more common on the streets in our District. Scooter riders need to be able to use the footpaths safely taking into consideration their scooter will be heavier and faster than most pedestrians. Scooters may also be difficult for the rider to control over varying surfaces textures or gradients and some are large which makes sharing space on a narrow footpath difficult.

If the design of a footpath is suitable for people with restricted mobility it will be suitable and pleasant for everyone.
The New Zealand Health Survey\(^4\) indicates an increasing problem with obesity in young children. This is of concern because obese children are at risk of diabetes, are likely to have early signs of cardiovascular disease and obese children are at greater risk of bone and joint problems, sleep apnoea, and social and psychological problems such as bullying and poor self-esteem (Daniels et al 2005).

\(^4\) The New Zealand Health Survey (Ministry of Health 2014)
### Healthy Lifestyles

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.1 Integrating walking and cycling into public transport planning</strong></td>
<td>Park and Ride facilities created in Rangiora and Silverstream for commuters to Christchurch. Budget provisions in 2015-25 Council Long Term Plan for years 2022-23 and 2023-24 for future park and ride facilities in Rangiora and Kaiapoi. Further community consultation to be undertaken through the 2018-2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee. Advocate for walking and cycling to be a key component of public transport planning in the Regional Policy Statement and Regional Land Transport Plan Advocate for integrated walking and cycling and public transport planning through membership of the Greater Christchurch Joint Passenger Transport Committee.</td>
</tr>
<tr>
<td><strong>4.2 Developing sustainable travel plans</strong></td>
<td>Support travel demand management by supporting businesses, workplaces and schools who wish to implement Work and School Travel Plans to encourage an increase in walking and cycling to and from work and school. This will be a collaborative approach with the community with ongoing projects throughout the year to increase sustainable travel. Work with communities and individuals to identify alternative travel options such as ride-share, walk-ride, and cycle-ride. Collaborate with neighbouring Districts to promote and facilitate sustainable travel by commuters.</td>
</tr>
<tr>
<td><strong>4.3 Promoting walking and cycling as a healthy lifestyle choice</strong></td>
<td>Promote the well-being aspect of walking and cycling Investigate opportunities for working with other agencies such as the Canterbury Area Health Board and community groups to promote the well-being aspect of walking and cycling. Work with schools to develop programmes that promote walking and cycling as a ‘first choice’ travel to and from school option</td>
</tr>
<tr>
<td>Priority</td>
<td>Description</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td><strong>4.4 Promoting walking and cycling opportunities</strong></td>
</tr>
<tr>
<td></td>
<td>Ensure information is available on walking and cycling facilities in our District.</td>
</tr>
<tr>
<td></td>
<td>Develop brochures highlighting walking and cycling opportunities within the District.</td>
</tr>
<tr>
<td></td>
<td>Ensure walking and cycling symbols are included on Council Reserve Activity Signs where facilities exist.</td>
</tr>
<tr>
<td></td>
<td>Ensure adequate directional signs are provided along main walking and cycling routes.</td>
</tr>
<tr>
<td></td>
<td>Regularly monitor and survey the community to measure success of programmes and initiatives.</td>
</tr>
</tbody>
</table>
### Action Plan…

#### Scheduled projects

<table>
<thead>
<tr>
<th>Description</th>
<th>Priority link</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with Waimakariri Access Group and other community groups to identify specific safety concerns and how these can be addressed</td>
<td>3.2</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Park and Ride facilities developed in Silverstream</td>
<td>1.4, 4.1</td>
<td>2016</td>
</tr>
<tr>
<td>Park and Ride facilities developed in Rangiora</td>
<td>1.4, 4.1</td>
<td>2016</td>
</tr>
<tr>
<td>Review of District Plan ensures provisions that promote connectivity to and from new development areas</td>
<td>1.2, 2.1, 2.2</td>
<td>2016</td>
</tr>
<tr>
<td>Baker Park, Kaiapoi walking and cycling reserve link</td>
<td>2.1, 2.2</td>
<td>2016</td>
</tr>
<tr>
<td>Gladstone Park, Woodend walking and cycling reserve link (Gladstone Park to Hakatere Road, Pegasus)</td>
<td>2.1, 2.2</td>
<td>2016</td>
</tr>
<tr>
<td>Koura Reserve, Rangiora walking and cycling reserve link to connect with Northbrook Wetlands</td>
<td>2.1, 2.2</td>
<td>2016</td>
</tr>
<tr>
<td>Collaborate with CCC and NZTA to advocate for the development of the Kaiapoi/Belfast cycle link</td>
<td>1.3</td>
<td>2016/17</td>
</tr>
<tr>
<td>Extend path from Fawcetts Road to the new Ashley Bridge to complete the path between Ashley and Rangiora</td>
<td>1.1</td>
<td>2016/17</td>
</tr>
<tr>
<td>Kaiapoi to Rangiora shared path</td>
<td>1.2</td>
<td>2017/18</td>
</tr>
<tr>
<td>Rangiora to Woodend shared path</td>
<td>1.2</td>
<td>2017/18</td>
</tr>
<tr>
<td>Gladstone Road walking and cycling improvements to connect Woodend to Gladstone Park</td>
<td>1.1</td>
<td>2017/18</td>
</tr>
<tr>
<td>Future park and ride facilities in Kaiapoi and Rangiora</td>
<td>1.4, 4.1</td>
<td>2022/24</td>
</tr>
</tbody>
</table>
### Proposed projects

<table>
<thead>
<tr>
<th>Proposed project</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate an electronic mapping application accessible via the Council’s website for walkers and cyclists</td>
<td>2.3</td>
</tr>
<tr>
<td>Capture data regarding new and existing footpaths and cycle paths in a format that can be integrated with Council databases</td>
<td>2.3</td>
</tr>
<tr>
<td>Share the Road campaign</td>
<td>3.3</td>
</tr>
<tr>
<td>Visibility campaign</td>
<td>3.3</td>
</tr>
<tr>
<td>Sustainable travel projects</td>
<td>4.2</td>
</tr>
<tr>
<td>Investigate opportunities to work with other agencies such as the Canterbury Area Health Board and community groups to promote the well-being aspect of walking and cycling</td>
<td>4.3</td>
</tr>
<tr>
<td>Work with schools to develop programmes promoting walking and cycling as a ‘first choice’ travel to and from school</td>
<td>3.1</td>
</tr>
</tbody>
</table>
Walking and Cycling Strategy
Your feedback

We are seeking your views on this draft Walking and Cycling Strategy which covers the period 2017 to 2022.

This draft strategy was developed using the information we received from people who completed the Walking and Cycling Survey earlier this year, with assistance from a reference group made up of Councillors and representatives of walking and cycling groups and the Waimakariri Access Group.

We would like to hear whether you agree with the four following priorities identified in the strategy and what you think about the proposed actions for meeting these:

- Inclusive Infrastructure
- Community Connections
- Safe Travel
- Healthy Lifestyles

You can tell us what you think by filling out this form and free-posting it back to us by 7 November 2016, or:

Submit online: waimakariri.govt.nz/have-a-say/lets-talk
Write to us: Walking and Cycling Strategy
Waimakariri District Council
Freepost 1667
Private Bay 1005
Rangiora 7440

Email us: office@wmk.govt.nz
Any questions: Lynley Beckingsale, 3118900 ext 8645
Walking and Cycling Strategy Feedback Form

First Name: ___________________________ Last Name: ___________________________

Address: ______________________________________________________________________

Email: ________________________________________________________________________

Do you think this strategy will enable us to achieve the vision as outlined?

______________________________________________________________________________

Are there any other priorities you think are more important?

______________________________________________________________________________

Do you have any comments on the priorities identified in this strategy:

1. Inclusive Infrastructure?

______________________________________________________________________________

2. Community Connections?

______________________________________________________________________________

3. Safe Travel?

______________________________________________________________________________

4. Healthy Lifestyles?

______________________________________________________________________________

Any other comments you would like to make:

______________________________________________________________________________

Thank you for assisting in the development of this Strategy.
Walking and Cycling in the Waimakariri District

Survey Report
April 2016
# INDEX

1. **Introduction** .......................................................................................................................... 1
2. **The Survey** ............................................................................................................................ 1
3. **Who responded to the survey?** ............................................................................................ 1
4. **People who use the walking and cycling network** ................................................................. 3
   4.1 Walkers .................................................................................................................................. 3
      4.1.1 Why people are walking .................................................................................................... 4
      4.1.2 How often are people walking? .......................................................................................... 5
      4.1.3 How long are they walking for? .......................................................................................... 5
      4.1.4 How far are they walking? .................................................................................................. 6
      4.1.5 What people like about walking ......................................................................................... 6
      4.1.6 What stops people from walking? ....................................................................................... 7
   4.2 Cyclists .................................................................................................................................. 8
      4.2.1 How often people ride their bikes ....................................................................................... 8
      4.2.2 How long are they biking for? ............................................................................................ 10
      4.2.3 How far are they biking? ................................................................................................... 10
      4.2.4 What people like about biking ......................................................................................... 10
      4.2.5 What stops people from biking? ....................................................................................... 11
5. **Improvements the Council could make for walking and cycling in our District** .................. 12
   5.1 Walkers .................................................................................................................................. 12
      5.1.1 Where formed footpaths (sealed/unsealed) are wanted .................................................. 12
   5.2 Cyclists .................................................................................................................................. 14
      5.2.1 Where bike lanes (on road) or bike paths (off road) are wanted .................................. 14
6. **As a parent or caregiver** ......................................................................................................... 16
   6.1 Do the children in your care walk to school and/or other activities? ..................................... 16
   6.2 Why children don’t walk to school or other activities ............................................................. 16
   6.3 What would encourage children to walk more often? ............................................................. 17
   6.4 Do the children in your care bike to school and/or other activities? ....................................... 17
   6.5 Why children don’t bike to school and other activities .......................................................... 17
   6.6 What would encourage children to bike more often? ............................................................. 18
7. **Urban Cycleway Projects** ...................................................................................................... 19
   7.1 Rangiora / Kaiapoi .................................................................................................................. 19
   7.2 Rangiora / Woodend ............................................................................................................... 22
8. **Conclusion** ............................................................................................................................ 24
   8.1 Why and how far people walk and cycle .................................................................................. 24
   8.2 What stops people from walking and cycling .......................................................................... 24
   8.3 What would encourage people to walk and cycle more often ................................................ 24
   8.4 Children walking and cycling .................................................................................................. 24
   8.5 Improved or additional paths for walking and cycling ............................................................ 25
   8.6 Urban Cycleway Projects ........................................................................................................ 25

**Appendix 1 – Map of suggested paths** .................................................................................. 26

**Appendix 2 – Survey questionnaire** ....................................................................................... 27
Index of Figures

Figure 1: Where the survey participants live ............................................................................................... 2
Figure 2: Survey participants age and gender .................................................................................................. 2
Figure 3: Walkers activities .......................................................................................................................... 3
Figure 4: Why people walk .......................................................................................................................... 4
Figure 5: Why people walk by age group ...................................................................................................... 4
Figure 6: Why and how often people walk .................................................................................................... 5
Figure 7: Time spent walking ......................................................................................................................... 5
Figure 8: Distance walked ............................................................................................................................ 6
Figure 9: What people like about walking ..................................................................................................... 6
Figure 10: What stops people from walking .................................................................................................. 7
Figure 11: Why people bike .......................................................................................................................... 8
Figure 12: Why people bike by age group ..................................................................................................... 8
Figure 13: Why and how often people ride a bike ......................................................................................... 9
Figure 14: Time spent biking ......................................................................................................................... 10
Figure 15: Distance biked ............................................................................................................................. 10
Figure 16: What people like about biking ..................................................................................................... 11
Figure 17: Issues that stop people biking .................................................................................................... 11
Figure 18: I would walk more often if there were ........................................................................................ 12
Figure 19: I would bike more often if there were ........................................................................................ 14
Figure 20: How often are children walking to school or other activities? .................................................... 16
Figure 21: How often are children biking to school or other activities? ....................................................... 17
Figure 22: Rangiora / Kaiapoi cycleway indication of use ........................................................................... 19
Figure 23: Rangiora / Woodend cycleway indication of use ......................................................................... 22
1 Introduction

The Waimakariri District Council is undertaking a review of its Walking and Cycling Strategy. The purpose of the strategy is to encourage people in the District to walk and cycle for both transport and recreation.

The strategy provides a way for the Council to prioritise new and/or improved walking and cycling opportunities throughout the District and ensure the best use of funding for walking and cycling projects.

Throughout the strategy and survey the terms ‘walking and cycling’ are used in a broad sense. They include wheelchairs, prams, mobility scooters and other similar devices as well as skateboards, scooters, rollerblades and the like.

2 The Survey

The purpose of the survey was to gather information to assist in identifying gaps in the current walking and cycling provision and what the Council can do to encourage walking and cycling. The results from the survey will contribute to the draft Walking and Cycling Strategy which will go out for public consultation to encourage more comments about walking and cycling in the District and where improvements can be made to this network.

The survey was available on the Council’s website from mid-October 2015 to 29 January 2016. It was widely distributed in hard copy through the Council’s Service Centres, libraries and the Council’s stand at the Rangiora A and P Show and the Kaiapoi Christmas Carnival.

A total of 258 completed surveys were received for analysis. It is not appropriate to calculate a sampling error as the survey was open to anyone with an interest in responding on this subject.

The majority (43%) of respondents live in Rangiora, with only 4% living in Kaiapoi. Woodend/Woodend Beach is represented by 35 people (14%), followed by the more rural areas of East and West Eyreton, Clarkville, Mandeville, Ohoka and Swannanoa (10%) and people living north of the Ashley/Rakahuri River (7%). The smaller towns of Pegasus, Oxford, Cust/Springbank, Waikuku and Waikuku Beach are represented by a further 18 respondents (6%). In addition seven people from outside the Waimakariri District completed the survey and 31 people did not indicate where they lived.

The raw data is not available to anyone other than Council staff and is stored securely outside of the document management system. Methods such as rounding or consolidation of data into wider categories mean that no individual will be able to be identified through the information published in the report. The final report will be available through the Council’s document management system or website.

When designing the questionnaire, care was taken to avoid creating opinions by providing prompts, instead open questions were used to invite comments or suggestions for change.

3 Who responded to the survey?

The people responding to the survey live across the District although the majority live in Rangiora (including Fernside and Tuahiwi) with very few from Kaiapoi. The following table shows the distribution with a further seven people from outside of the Waimakariri District who completed the survey and 31 people who did not indicate where they lived.
Figure 1: Where the survey participants live

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Number of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora including Fernside and Tuatiwi</td>
<td>120</td>
</tr>
<tr>
<td>Woodend and Woodend</td>
<td>35</td>
</tr>
<tr>
<td>Clarkville, Mandeville, Swannanoa and Ohoka</td>
<td>20</td>
</tr>
<tr>
<td>North of the Ashley River</td>
<td>19</td>
</tr>
<tr>
<td>Kaipoi</td>
<td>11</td>
</tr>
<tr>
<td>Pegasus</td>
<td>8</td>
</tr>
<tr>
<td>East and West Eyreton, Eyrewell</td>
<td>5</td>
</tr>
<tr>
<td>Oxford</td>
<td>4</td>
</tr>
<tr>
<td>Cust and Springbank</td>
<td>4</td>
</tr>
<tr>
<td>Waikuku and Waikuku Beach</td>
<td>2</td>
</tr>
</tbody>
</table>

Slightly more females completed the survey than males. Eight people did not indicate their gender.

More people over the age of 40 completed surveys with a lot fewer responses from people under the age of 30, two people did not indicate their age.

Figure 2: Survey participants age and gender

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - 12 years</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>13 - 17 years</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>18 - 29 years</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>30 - 39 years</td>
<td>18</td>
<td>23</td>
</tr>
<tr>
<td>40 - 49 years</td>
<td>23</td>
<td>23</td>
</tr>
<tr>
<td>50 - 59 years</td>
<td>44</td>
<td>32</td>
</tr>
<tr>
<td>60 - 69 years</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>70 + years</td>
<td>15</td>
<td>11</td>
</tr>
</tbody>
</table>

Legend: Blue = Male, Red = Female
4 People who use the walking and cycling network

The questionnaire asked walkers and cyclists for similar information about their current level of activity and how they use the walking and cycling network. To assist with developing the strategy they were also asked what would encourage them to walk and cycle more and where they feel the gaps in the network are.

4.1 Walkers

Walking is a broad category and to assist with understanding this group, further breakdown of this activity is included. This shows that walking is the most common activity undertaken followed by running. A few participants used scooters or skateboards and mobility scooters or wheelchairs.

Figure 3: Walkers activities

222 walk
86 run or jog
22 ride scooters
6 ride a skateboard
5 use a mobility scooter or wheelchair
4.1.1 Why people are walking

Figure 4: Why people walk

The main reasons people are walking are for recreation and health. A smaller group walk to work or school. Taking the dog for a walk is another popular reason for walking as is the close proximity to shops for a number of respondents.

Please note that this number totals more than the number of completed surveys as people were able to select more than one reason for walking.

Walking is a popular activity for all age groups with recreation and health being dominant reasons for walking.

Figure 5: Why people walk by age group
4.1.2 How often are people walking?

Of the 239 people who answered this question the majority (74%) indicated they walk either daily or several times a week. A further 10% of respondents indicated they walked once a week with the remaining once a fortnight or less.

The following table shows the reasons people walk (with the number of people who indicated each reason in parenthesis).

**Figure 6: Why and how often people walk**

<table>
<thead>
<tr>
<th>I walk for:</th>
<th>Recreation (198)</th>
<th>Health (156)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>29%</td>
<td>34%</td>
</tr>
<tr>
<td></td>
<td>50%</td>
<td>47%</td>
</tr>
<tr>
<td></td>
<td>11%</td>
<td>12%</td>
</tr>
<tr>
<td></td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>6%</td>
<td>4%</td>
</tr>
</tbody>
</table>

This table indicates that around 80% of people who walk for health and/or recreation do so very regularly.

A further 68 people indicated they walked to school or to work and 90% of these people did this daily or several times a week.

4.1.3 How long are they walking for?

The majority of people who answered this question are walking more than once a week for over 30 minutes on each occasion.

**Figure 7: Time spent walking**

<table>
<thead>
<tr>
<th>Time spent walking</th>
<th>How often do you walk?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>Less than 30 minutes</td>
<td>20</td>
</tr>
<tr>
<td>30 minutes to 1 hour</td>
<td>40</td>
</tr>
<tr>
<td>More than 1 hour</td>
<td>11</td>
</tr>
<tr>
<td>No response</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>73</td>
</tr>
</tbody>
</table>
4.1.4 How far are they walking?

The majority (95) of people who answered this question are walking more than once a week and traveling less than 5 km, followed closely by the 74 people who are traveling between 5 and 10 kms.

Figure 8: Distance walked

<table>
<thead>
<tr>
<th>Distance walked</th>
<th>How often do you walk?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>Less than 5 km</td>
<td>35</td>
</tr>
<tr>
<td>Between 5 km and 10 km</td>
<td>22</td>
</tr>
<tr>
<td>More than 10 km</td>
<td>1</td>
</tr>
<tr>
<td>No response</td>
<td>15</td>
</tr>
<tr>
<td>Total</td>
<td>73</td>
</tr>
</tbody>
</table>

4.1.5 What people like about walking

The benefits of walking for health and wellbeing (both mental and physical) are high on respondents list of why they enjoy this activity. Many also mention the enjoyment they get from gardens, scenery and generally being out-doors undertaking gentle physical activity. The companionship with other walkers and meeting neighbours and having time to talk are also mentioned as positive outcomes of walking.

Figure 9: What people like about walking
4.1.6 What stops people from walking

Inclement weather stops a lot of people from walking, with rain and the cold easterly wind being mentioned as the main inhibitors. Time, family and work constraints affect the ability for some people to walk more often, particularly for those commuting to Christchurch. Those living in rural areas report they are reluctant to walk along rural roads where traffic is travelling at 100km/hr and road verges may be wet and muddy or inadequate.

Figure 10: What stops people from walking

![Bar chart showing the number of people mentioning each reason for not walking. The reasons and their respective numbers are as follows: Weather (53), Time/life interferes (37), Heavy/speeding traffic (21), Not enough walks away from traffic (19), Work commitments (14), Safety concerns (14), Inconsistency in the footpaths (11), Health issues (10), Uncontrolled dogs (7), No footpaths/narrow roads in rural areas (5), Difficult access to the countryside (5).]
4.2 Cyclists

Riding a bike is a popular activity for people who completed questionnaires with 195 indicating they biked for a variety of reasons.

Most people bike for recreation and recognise the health benefits that come with this activity. A smaller number of people bike to work and school.

Please note that this number totals more than the number of completed surveys as people were able to select more than one reason for riding a bike.

A further three people said they used their bike to run errands including going to the supermarket or dairy, taking children to school and going to cafés, shops and church. A small number of people indicated they were training for events and/or competition.

Age is no barrier to people riding their bikes for recreation and health with all age groups indicating these as their predominant reasons for biking. A few people are biking to work and/or school with young people being under represented (most likely) due to the lower response rate to the survey by this group.

4.2.1 How often people ride their bikes

Of the 209 people who responded to this question 73% ride their bikes regularly. The majority (52%) indicated they bike either daily or several times a week. A further 20% of respondents indicated they biked once a week with the remaining once a fortnight or less.

The following table shows the reasons people walk (with the number of people who indicated each reason in parenthesis).
Of the 57 people who indicated they rode their bike to work or school 75% said they biked daily or several times a week with a further 11% indicating they biked once a week and the remaining 14% biking once a fortnight or less.

This would indicate that although fewer people are riding their bikes to work, these people are undertaking this activity more often than those who ride for recreation and/or health.
4.2.2 How long are they biking for?

Figure 14: Time spent biking

<table>
<thead>
<tr>
<th>Time spent biking</th>
<th>How often do you bike?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Up to 30 minutes</td>
<td>5</td>
</tr>
<tr>
<td>30 minutes to 1 hour</td>
<td>8</td>
</tr>
<tr>
<td>More than 1 hour and less than 3 hours</td>
<td>8</td>
</tr>
<tr>
<td>More than 3 hours</td>
<td>2</td>
</tr>
<tr>
<td>No response</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>23</td>
</tr>
</tbody>
</table>

The majority of people biking are doing so for more than 30 minutes but less than three hours. Those that indicated they are biking for more than three hours are the people who also said they are biking for competition or training purposes.

4.2.3 How far are they biking?

Figure 15: Distance biked

<table>
<thead>
<tr>
<th>Distance biked</th>
<th>How often do you bike?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>Less than 5 km</td>
<td>1</td>
</tr>
<tr>
<td>Between 5 km and 10 km</td>
<td>2</td>
</tr>
<tr>
<td>More than 10 km and less than 20 km</td>
<td>8</td>
</tr>
<tr>
<td>More than 20 km</td>
<td>9</td>
</tr>
<tr>
<td>No response</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>23</td>
</tr>
</tbody>
</table>

The distance covered by cyclists reflects the amount of time they are spending biking with the majority traveling more than 10 km and with most of these traveling more than 20 km. Of the 152 people who bike once a week or more 68% (104) are traveling, on each occasion, more than 10 km.

4.2.4 What people like about biking

The following graph shows the main reasons people enjoy biking. The people responding to this question often gave more than one reason for biking. Included in the fitness category is both physical fitness and mental wellbeing. More than one person indicated the benefits they got from cycling to relieve stress and to assist with relaxation as well as the companionship they enjoyed while riding or after a ride. The fresh air, variety of scenery, tracks and trails are also appreciated by the cyclists with many mentioning the off road tracks particularly alongside the Ashley/Rakahuri and Waimakariri Rivers.
4.2.5 What stops people from biking?

The following graph illustrates the reasons people are reluctant to bike with the volume of traffic, traffic speed and concerns regarding roundabouts being the issues that most concerned cyclists. There is a lot of support for dedicated bike paths with separation from the traffic, particularly to provide routes between the major towns of the District. The lack of attention shown by some motorists is also highlighted by respondents with motorists using cell phones being identified as a particular issue. The condition of the roads at the shoulder was also mentioned with loose shingle, pot holes and rough seal causing concern. A further two respondents mentioned the lack of safe, secure storage for their bikes and gear when they reached their destination as an issue for them.

Figure 17: Issues that stop people biking
5 Improvements the Council could make for walking and cycling in our District

5.1 Walkers

The majority of people who responded to this question are seeking better footpaths including improved surfaces, more variety, better lighting and good width. Footpath network links both in the urban and rural areas were also mentioned with suggestions for safe, separate tracks and paths away from speeding and heavy traffic. There are also suggestions for increased signage to show where the footpaths/linkage paths are in both urban and rural areas, with a comment that these signs could include distance to destination information. Dogs not being under control are a concern for a few respondents as was the speed of traffic with the Woodend/Rangiora Road being mentioned as an example.

The following graph shows the suggestions by broad category:

**Figure 18: I would walk more often if there were…**

- Better paths: 51 people
- Safe, separate tracks: 38 people
- Rural footpath network: 14 people
- Subdivision links: 10 people
- Company: 7 people
- Signage: 7 people

5.1.1 Where formed footpaths (sealed/unsealed) are wanted

A number of areas have been identified where new or extended footpaths are suggested along with some more general comments regarding maintenance, the need for footpaths close to schools (both rural and urban), support for new developments and upgrades such as Beach Road and Meadow Street. The following areas are where suggestions have been made for footpaths with the number of people mentioning each in parenthesis.

**Urban Cycleway Projects**
- Rangiora to Woodend (13)
- Kaiapoi to Rangiora (8)

**Rangiora**
- River banks (18)
  - Extend the tracks around the Ashley/Rakahuri River
  - Unsealed paths connecting all the stop banks
  - More tracks away from roads
River Road (4)
- Seal River Road

Kippenberger Avenue (4)
- Roadside along Kippenberger Avenue to the Horncastle subdivision
- Kippenberger Avenue (not further defined)
- More designated loops and tracks and unsealed footpaths on Kippenberger Avenue

North Rangiora/Ashley/Loburn
Cones Road (4)
- Cones Road leading to the river and along River Road
- Cones Road between River Road and Milton Road
- Cones Road, north of the Ashley River to Ashley village and Loburn Lea
- Ashley/Rakahuri Bridge to the show grounds

Lehmans Road (3) (Not further defined)

Rural west of Rangiora
Oxford Road (3)
- Oxford Road from Oxford Estate to Lehmans Road, north to the Ashley River
- Oxford Road (Rangiora – Fernside – Springbank – Cust)

Fernside Road (3)
- Fernside Road, Townsend Road, Flaxton Road loop
- Fernside Road to Rangiora

Woodend/Pegasus
Gladstone Road (10)
- Along Gladstone Road to Gladstone Park
- At the end of Infinity Drive, through to Gladstone Road, and back into Pegasus
- Gladstone Road past Petries Road

Woodend/Woodend Beach (5)
- Around Woodend (not further defined)
- Woodend to Woodend Beach

Chinnerys Road (3)
- Along Chinnerys Road

Woodend to Pegasus (4) (not further defined)

Ohoka area
Ohoka (4)
- More around Ohoka area (not further defined)
- Footpath going from the Ohoka Domain to school
- Ohoka area (Tram Road, Whites Road, Jacksons Road, Bradley’s Road, Mill Road)

Bradleys Road (3)
- From Bradleys Road to the dairy
- Bradleys Road, Whites Road, Jacksons Road, Mill Road, Threlkolds Road loop

Kaiapoi and Tuahiwi
Kaiapoi to Woodend (4) (not further defined)
Tuahiwi (4)
- General request not further defined
- Turiwhaia Road
- Woodend to Tuahiwi

(See Appendix 1 for map of paths)
5.2 Cyclists

The majority of people who ride bikes indicated that having dedicated, off road cycle lanes would encourage them to bike more often. Associated with this was a lot of support for the proposed urban cycleway projects between Rangiora and Kaiapoi, and Rangiora and Woodend. There is enthusiasm for a variety of off-road trails for mountain bikes and BMX tracks. A number of people asked for the road edges to be improved and rural roads to be widened to improve cycle safety. Lack of cycle racks and secure parking was a concern to a number of respondents. A number of people asked for ongoing driver/cyclist education to improve safety for both.

The following graph shows the suggestions by broad category:

**Figure 19: I would bike more often if there were…**

- **Off road cycle paths**: 97
- **Increased variety of tracks/trails**: 18
- **Road improvements (edges, width, surface)**: 14
- **Driver and cyclist education**: 9
- **Cycle racks/parking**: 7

### 5.2.1 Where bike lanes (on road) or bike paths (off road) are wanted

The cyclists have identified a number of roads where loop cycle paths could be developed. These include areas such as Loburn, Ashley, Ohoka and Clarkville as well as around the more urban areas of Rangiora and Silverstream in Kaiapoi. There were also suggestions for improving the road surface to assist cyclists with High Street in Rangiora from the town centre to West Belt being mentioned. There were also a number of requests for walking/cycling paths around rural schools to encourage children to walk or bike particularly where the open road speed limit is 100 km/hr.

**Urban Cycleways Projects**
- Rangiora/Kaiapoi (26)
- Rangiora/Woodend (38)

**Other major routes**
- Kaiapoi/Christchurch (9)
- Kaiapoi/Woodend (11)

**Rangiora**
- King Street
- Queen Street
- Leading to Rangiora High School
- Along rail corridor to link schools, Mainpower Oval and A & P Grounds
- Along the reserve between Green Street and South Belt
- Rickton Place to Coldstream Road
- Coldstream Road and Kippenberger Avenue
• Ivory Street/Northbrook Road
• Lehmans Road
• Townsend Road
• Fernside Road
• Flaxton Road
• Pentecost Road
• Cones Road/River Road
• Ashley Bridge to the coast

Rangiora to Oxford

Ashley
Rangiora to Ashley
Ashley Downs
• Ashley Rakahuri River Bridge to Loburn Lea
• Ashley Village
• Carrs, Mowatts, Gorries and Boundary Roads

Rangiora/Fernside
• Johns Road
• Oxford Road
Around Fernside School

Rural East
• Tram Road
• Two Chain Road

Loburn
• Loburn Whiterock Road
• Rangiora to Loburn Domain (on to North Loburn School)
Around Loburn School

Between Okuku and Rangiora

Ohoka/Clarkville
• Heywards Road to Clarkville School
• Island Road to Ohoka Road
• Bradleys Road
• Whites Road
• Mill Road
• Jacksons Road
• Threlkelds Road
• Tram Road (loop)
Ohoka area (not further defined)

Kaiapoi
• Around Silverstream
• North and South Williams Street
Kaiapoi to Waikuku Beach

Swannanoa
Swannanoa to Mandeville Sports Centre

Woodend/Pegasus
• Woodend Beach Road
• Gladstone Road
• Chinnerys Road and Woodglen Drive

(See Appendix 1 for map of paths)
6 As a parent or caregiver

It was considered important to identify how many children (under the age of 13 years) walk or cycle to school or to other activities now and to ascertain what concerns parents/caregivers have regarding this.

Of the 258 people who completed the survey, 71 (28%) indicated they were the parents/caregivers of children under the age of 13 years. The following information is provided by these 71 people.

6.1 Do the children in your care walk to school and/or other activities?

The following graph shows that of the 48 respondents whose children walk to school or other activities, the majority are doing so very regularly:

Figure 20: How often are children walking to school or other activities?

![Graph showing how often children walk to school or other activities]

NB: the numbers depict the number of parents/caregivers not the number of children walking

6.2 Why children don't walk to school or other activities

The distance to travel from home to school is the main reason parents reported that prevented children walking to school particularly for those living in the rural areas. This was followed by the parents who thought their children were too young to walk on their own without supervision.
Other constraints included the lack of a safe crossing point on both Johns Road and South Belt in Rangiora, and no footpaths in rural areas particularly around Swannanoa School.

6.3 What would encourage children to walk more often?

Dedicated off-road footpaths and cycleways are identified as the main improvement that would encourage more children to walk to school or other activities. Safe crossing points are also mentioned as are walking school buses or ‘buddy systems’.

6.4 Do the children in your care bike to school and/or other activities?

The following graph shows that of the 35 respondents whose children bike to school or other activities the majority are doing this regularly:

Figure 21: How often are children biking to school or other activities?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>5</td>
</tr>
<tr>
<td>Several times a week</td>
<td>20</td>
</tr>
<tr>
<td>Once a week</td>
<td>5</td>
</tr>
<tr>
<td>Once a fortnight</td>
<td>1</td>
</tr>
<tr>
<td>Once a month</td>
<td>2</td>
</tr>
<tr>
<td>Less than once a month</td>
<td>2</td>
</tr>
</tbody>
</table>

NB: the numbers depict the number of parents/caregivers not the number of children biking

6.5 Why children don’t bike to school and other activities

Parents give similar reasons for their children not biking as they did for them not walking although the emphasis is slightly different with concerns about safety high on the list. One parent commented that “it is too dangerous for kids to bike along the road outside the New Life School because people pull over from the traffic lane into a parking spot going through the cycle lane without checking for cyclists…”
Additionally, parents are concerned about the lack of dedicated cycling lanes and driver behaviour particularly around parked cars and the speed of cars in more rural areas.

6.6 What would encourage children to bike more often?

Dedicated cycle lanes are identified as the main improvement that would encourage children to bike to school and other activities. As with walking, improved crossing points for bike riders are also requested and lower traffic speeds particularly around rural schools. One person asks for a bike stand at the bus stop so her daughter can ride to the stop to catch the bus to town. A further suggestion is for “Council (to) work with local school to enhance their bike safety and riding programmes – we have some fantastic international riders in the district, it would be great to harness their expertise.”
7 Urban Cycleway Projects

Information was gathered regarding the potential use of the urban cycleways proposed (Rangiora/Kaiapoi and Rangiora/Woodend). The responses give an indication of the possible level of use of these cycleways for commuting and recreational purposes. The same question was asked of walkers and cyclists.

7.1 Rangiora / Kaiapoi

This proposed shared use path from Rangiora to Kaiapoi runs alongside Lineside Road to the south of the railway line, from Southbrook in Rangiora to Smith Street in Kaiapoi. The following graph shows the level of interest in the cycleway from walkers and cyclists, who indicated whether they would use the path to either travel to work or for other journeys.

Figure 22: Rangiora / Kaiapoi cycleway indication of use

This graph indicates the intention of walkers and cyclists to use this shared path for other journeys but that it also has the potential as a commuter route for 53 cyclists and 27 walkers.

It should be noted that the number of completed surveys from people living in Rangiora is much greater than from those living in Kaiapoi. The 2013 Census (Statistics New Zealand) reports that 220 people live in Kaiapoi and work in Rangiora, whereas 150 people live in Rangiora and work in Kaiapoi. The low response rate from Kaiapoi residents is potentially causing an undercount of the number of cyclists who could use this cycleway to get to work in Rangiora.

People who took the opportunity to comment on this path were generally very enthusiastic about the proposal with a few suggesting additional landscaping the provision of seating to enhance the route. There was some concern expressed around the speed cyclists may reach on the path and the need for additional width to accommodate walkers and cyclists together.

The following table shows a summary of the comments regarding the Rangiora/Kaiapoi cycleway. There were no completely negative responses but some people qualified their support with suggestions to improve the level of service and one person questioned the need for the cycle path and whether the funds would be better spent elsewhere.
<table>
<thead>
<tr>
<th>Theme</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Support the Rangiora / Kaiapoi path</strong></td>
<td>- I live and work in Rangiora, so wouldn’t use the path for work. But if I worked in Kaiapoi I certainly would. I am eager to use it for recreational rides.</td>
</tr>
<tr>
<td></td>
<td>- Great idea, can’t wait.</td>
</tr>
<tr>
<td></td>
<td>- This is a great idea. I am pleased you are doing something about cycling/walking.</td>
</tr>
<tr>
<td></td>
<td>- Great idea. Flaxton Road and Lineside Road are dangerous for cyclists, and Tuahiwi can be too. This will be a huge amount of use. The website <a href="http://www.strava.com">www.strava.com</a> can show ‘hotspots’ of recreational cyclists using any route, and will show quickly how popular the path will become.</td>
</tr>
<tr>
<td></td>
<td>- Great idea. Lovely thing for families to do together and to connect the District, reducing the Kaiapoi vs Rangiora thing.</td>
</tr>
<tr>
<td></td>
<td>- I am looking forward to its completion and hope to see similar cycleways added to other parts of the District. I would happily pay increased rates for the benefits this would provide myself and my children and all of the District’s residents.</td>
</tr>
<tr>
<td></td>
<td>- I don’t have business in Kaiapoi but it's a great distance for a lengthy walk. Foot/cycle traffic between the two towns is an amazing idea. Oh, and it’s a lengthy jogging distance too! Yes, do it!</td>
</tr>
<tr>
<td></td>
<td>- It’s a fantastic start – more of these off-road paths around the District would be great, especially if they all join up so the need to go onto roads is minimised. As a family we will definitely use the path often.</td>
</tr>
<tr>
<td></td>
<td>- It would be great to be able to cycle to Christchurch off road. This is a big step towards that.</td>
</tr>
<tr>
<td><strong>Level of service</strong></td>
<td>- Will it also have appropriate foliage to attract wildlife?</td>
</tr>
<tr>
<td></td>
<td>- It would be quite exposed along the proposed route, so would be nice to see some trees planted to provide shelter from the wind and sun and to block out some traffic and train noise. May not be possible with NZ rail restrictions.</td>
</tr>
<tr>
<td></td>
<td>- Can it be wide enough to allow for rollerblading and well lit, and a smooth surface?</td>
</tr>
<tr>
<td></td>
<td>- Make it dog friendly, have toilets, rubbish bins, and seats with magnificent views.</td>
</tr>
<tr>
<td></td>
<td>- Cyclists and walkers need to be separated, a shared path is unsafe.</td>
</tr>
<tr>
<td></td>
<td>- Have the width at least 3 m, so walkers and cyclists have enough room if passing.</td>
</tr>
<tr>
<td></td>
<td>- It doesn’t need to be sealed – how about the money saved from not sealing it goes towards something else? Seal the path in some areas only, such as within town boundaries but not down rural portions.</td>
</tr>
<tr>
<td></td>
<td>- Make it gravel and get twice as much track for the same $ cost.</td>
</tr>
<tr>
<td></td>
<td>- Make it clear what side to ride/walk on if it is a two way path e.g. line in the middle.</td>
</tr>
<tr>
<td>Theme</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>- Being a shared pathway and the long 6 km straights, it will be possible for bikers to get up to 50 km's speeds. There will need to be designated areas for biking, as they do near the hospital in Christchurch. Without these, because of the high speeds it would be possible for serious injuries. Policing the path from motorbikes will be necessary, as some will favour this stretch of pathway than Lineside Road itself, as it will be seen to be safer.</td>
</tr>
<tr>
<td></td>
<td>- Could this have benches and rest stops along the way?</td>
</tr>
<tr>
<td>Town transition areas</td>
<td>- Provision must be made at either end for safe access. Many cycle ways end up dumping you onto a busy road because of the cost to finish/start the path in a safe location. What are the intended start and finish locations?</td>
</tr>
<tr>
<td></td>
<td>- Associate it with bus stops at either end to allow for return mixed journeys.</td>
</tr>
<tr>
<td></td>
<td>- A park and ride that has bike lockup at Kaiapoi would let people cycle half way to Christchurch and bus the rest.</td>
</tr>
<tr>
<td></td>
<td>- Good, clear signage to encourage users.</td>
</tr>
<tr>
<td></td>
<td>- Make it well sign posted with distances etc, have options to join up for loops.</td>
</tr>
</tbody>
</table>
7.2 Rangiora / Woodend

This proposed shared use path from Rangiora to Woodend runs along the Rangiora/Woodend Road from Kippenberger Avenue in Rangiora to School Road in Woodend. The following graph shows the level of interest in the cycleway from walkers and cyclists, who indicated whether they would use the path to either travel to work or for other journeys.

Figure 23: Rangiora / Woodend cycleway indication of use

This graph also indicates the intention of walkers and cyclists to use this shared path for other journeys but it too has the potential as a commuter route for 46 cyclists and 30 walkers.

People who took the opportunity to comment on this path were generally very enthusiastic about the proposal and very keen to have a pathway separate from the road. They do express concern regarding the speed of traffic along the road which has the potential to impact on anyone using the cycleway even if it is a separated path. Also of concern are the number of driveways this path will cross and the lack of visibility from some of these. The width of the path is also mentioned with people suggesting a 3m minimum width for the safety of cyclists and walkers.

The following table shows a summary of the comments regarding the Rangiora/Woodend cycleway. There were no completely negative responses but some people qualified their support with suggestions to improve the level of service and one person questioned the need for the cycle path and how much use it would get suggesting it would be better to spend the money on more interesting tracks such as along the Waikuku/lower Ashley riverbed.

<table>
<thead>
<tr>
<th>Theme</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the Rangiora/Woodend path</td>
<td>• A great way to enable people to get between Rangiora and Woodend as this has been difficult since the changes in the bus routes.</td>
</tr>
<tr>
<td></td>
<td>• A great safety enhancement for a narrow roadway.</td>
</tr>
<tr>
<td></td>
<td>• Another great step. Would use it to get to work only occasionally, one hour is on</td>
</tr>
<tr>
<td>Theme</td>
<td>Comments</td>
</tr>
<tr>
<td>-------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>the limit for walking commute and would only do it one way per day.</td>
</tr>
<tr>
<td></td>
<td>• Brilliant! The Rangiora Woodend Road is way too narrow to safely cycle along. I ride thousands of km per year, and almost never use this road due to safety concerns.</td>
</tr>
<tr>
<td></td>
<td>• Excellent idea, support it wholeheartedly and happy for my rates to go towards worthwhile projects like this.</td>
</tr>
<tr>
<td></td>
<td>• Great, agree it is a second priority to Kaiapoi. Rangiora/Oxford should come after, using the space from the old rail line.</td>
</tr>
<tr>
<td></td>
<td>• I would really love to see this pathway installed. I would much prefer to cycle to Rangiora but choose not to because I find the road unsafe.</td>
</tr>
<tr>
<td></td>
<td>• Long overdue on a narrow road with lots of traffic.</td>
</tr>
<tr>
<td></td>
<td>• This path will be the most beneficial for me as it will provide easy access to the Pegasus Bay beaches.</td>
</tr>
<tr>
<td></td>
<td>• Make it dog friendly, rubbish bins, toilets and car parking at each end.</td>
</tr>
<tr>
<td></td>
<td>• Minimum width at three metres.</td>
</tr>
<tr>
<td></td>
<td>• Make it wide enough for two cyclists and a walker to pass each other at the same time.</td>
</tr>
<tr>
<td></td>
<td>• The pathway will need to be lit very well and designated strips for biking and those on foot.</td>
</tr>
<tr>
<td></td>
<td>• As it crosses private driveways, it would be good to make sure there is clear vision for people exiting their properties in cars so that they don’t take out a walker or cyclist.</td>
</tr>
<tr>
<td></td>
<td>• As long as it is separate from the main road it need not be sealed.</td>
</tr>
<tr>
<td></td>
<td>• At each intersection it should have a gate with a spring closure.</td>
</tr>
<tr>
<td></td>
<td>• Have CCTV running for safety.</td>
</tr>
<tr>
<td></td>
<td>• I live on the Rangiora-Woodend Rd and I would not use a Rangiora/Woodend path as proposed if the present 100km speed limit remains. I have seen no mention of any proposal to reduce the speed limit in conjunction with the formation of the path. At present I find the road verge an intimidating place to be when tidying my road verge, even when I'm 2-3 metres back from the road. I feel vulnerable when a vehicle travelling at 100km passes within 2-3 metres of me. Vehicles totally dominate the whole space. It is very noisy. The last time the road was sealed it became even noisier because of the coarse chip used. I don't know what the noise levels are but I sometimes put on earmuffs when I'm on the road verge. It is hard to hold a conversation. I'm always pleased when I'm back on my property. I would have the same feeling if I used the Rangiora/Woodend path with traffic passing at 100km even though the path would be separated from the road.</td>
</tr>
<tr>
<td></td>
<td>• Associate with bus stops at each end.</td>
</tr>
<tr>
<td></td>
<td>• Provision must be made at either end for safe access. Many cycleways end up dumping you onto a busy road because of the cost to finish/start the path in a safe location.</td>
</tr>
<tr>
<td></td>
<td>• Maybe you could have hire bikes at each end.</td>
</tr>
</tbody>
</table>
8 Conclusion

The analysis of this data is influenced by the over representation of people completing the survey who live in Rangiora. The under representation of young people (under 17 years of age) also has an impact on the interpretation of results. This is, to some extent, mitigated by the 71 people (28% of total respondents) who provided information regarding the children they are parents/caregivers of regarding walking and cycling to school and other activities.

The people responding to the survey live across the District although the majority live in Rangiora (including Fernside and Tuahiwi) with very few from Kaiapoi. In addition seven people from outside of the Waimakariri completed the survey and 31 people did not indicate where they lived.

8.1 Why and how far people walk and cycle

Recreation and health were the main reasons respondents walked and cycled, with most people undertaking these activities more than once a week. Those that walk or cycle to work or school do so very regularly with most indicating they did so on a daily basis.

The cyclists travel further in shorter times than the walkers but overall both groups are exercising for up to an hour, more than once a week.

The walkers enjoy the feeling of wellbeing walking gives them and appreciate the local environment and companionship of this activity. Similarly, the cyclists enjoy the wellbeing, environment, quick access to facilities and the companionship of this activity.

8.2 What stops people from walking and cycling

A variety of issues stop people from walking, the main one being the weather (wind, cold and rain). They also mention that not having enough time, health problems and that work and family commitments can intrude on this activity. Heavy traffic and inconsistent footpaths are also mentioned as barriers to walking more often.

Heavy traffic, the speed of traffic and difficulties negotiating roundabouts are the main issues that cyclists say are barriers to them cycling more often. The weather (rain and wind) and lack of dedicated cycleways also stop people from cycling more often. A few cyclists are also concerned about aggressive and inattentive motorists. Similar to the walkers, lack of time and family/work commitments can also intrude on the cyclists riding more often.

8.3 What would encourage people to walk and cycle more often

The responses of walkers and cyclists to the question “what would encourage you to walk/cycle more often” were very similar with both groups asking for “safe, separate paths”. The walkers are looking for improved subdivision links and the cyclists are wanting improved roads including better edges, width and surface.

8.4 Children walking and cycling

Parents and caregivers of children aged under 13 years were given the opportunity to tell us if their children are walking or cycling to school and other activities. Of the 258 people who completed the survey, 71 (28%) provided information about the walking and cycling activity of the children in their household.

The children who do walk or cycle to school (48 households) do so very regularly with most doing this several times a week (if not daily).

The reasons children do not walk include:

- Distance – too far
- Age – too young
- Time – not enough
- Traffic – too much and too fast
- Safety – too dangerous
The reasons children do not bike include:

Safety – too dangerous  
Distance – too far  
Age – too young  
Time – not enough  
Traffic – too much and too fast

The lack of safe crossing points on Johns Road and South Belt are mentioned by parents/caregivers as barriers to children potentially walking to school in Rangiora. Poor driver behaviour around parked cars and the speed of traffic in rural areas are concerns for parents in the more rural areas where children could potentially bike to school or to other activities.

The improvements suggested to encourage more children to walk or bike to school are mainly around more dedicated cycle and walking paths, improved crossing points and lower traffic speeds particularly around rural schools.

8.5 Improved or additional paths for walking and cycling

Walkers and cyclists had similar views on where they would like to see improved or additional paths (see attached map).

8.6 Urban Cycleway Projects

Overall 77.5% of people who completed surveys contributed to the questions regarding the Urban Cycleways projects.

Although most people indicated their enthusiasm for these paths to be completed there were some concerns around the width of the paths and separation from traffic and the access at each end of the paths to ensure safe progression into the towns. The development and enhancement of the cycleways with signage, landscaping and safe access may assist to change those in the ‘maybe’ category to active users.
Appendix 1 – Map of suggested paths
Walk and Cycleways Suggested by the Public

Legend
- Suggested Walkways
- Suggested Cycleways
Appendix 2 – Survey questionnaire
The Waimakariri District Council is undertaking a review of its Walking and Cycling Strategy and we have designed this survey to help identify what the Council can do to improve the environment for walking and cycling. The purpose of the strategy is to encourage more people to walk and cycle in the District for short trips, recreation and commuting.

The information gathered from this survey will assist in identifying where there are gaps in the walking and cycling routes we have and what the Council can do to encourage more people to walk and cycle.

This survey will close on Friday 29 January 2016.

No answer will be attributable to any individual in any reports generated from this survey.

Walking includes: scooting, skate-boarding, running/jogging, wheel chair and mobility scooter users

Cycling/biking includes: three wheeler cycles, recumbent cycles, electric cycles

Walkers

Bike Riders
Walking and Cycling in the Waimakariri

About you...

1. Where do you live? (please indicate area i.e. subdivision and town, or rural area - for example: The Oaks, Rangiora or West Eyreton)

2. Please indicate your age group

- 5 - 12 years
- 13 - 17 years
- 18 - 29 years
- 30 - 39 years
- 40 - 49 years
- 50 - 59 years
- 60 - 69 years
- 70 + years

3. Gender

- Male
- Female

4. We would like to know who uses the walking network, (please tick all the options that apply to you)

- Ride a scooter?
- Ride a skateboard?
- Run or jog?
- Use a wheelchair?
- Use a mobility scooter?
- Walk

Other (please specify)
5. Do you walk for:

- [ ] Recreation
- [ ] Getting to work
- [ ] Health
- [ ] Getting to school

Other (please specify):

6. How often do you walk?

7. When you go for a walk, how long would you usually spend walking?

8. When you go for a walk, how far would you usually walk?

9. What do you enjoy most about walking?
10. Does anything stop you from walking, or walking more often?

11. Do you ride a bike for (please tick all the options that apply to you):

- Recreation
- Health
- Getting to work
- Getting to school
- Other (please specify)

12. How often do you ride a bike?

Other (please specify)

13. When you go for a bike ride, how long would you usually spend biking?

14. When you go for a bike ride, how far would you usually bike?
15. What do you enjoy most about biking?


16. Does anything stop you from biking, or biking more often?


Walking and Cycling in the Waimakariri

Do you think the Council could make improvements for walking and cycling in our District?

17. What would encourage you to walk for some, or more of your journeys?

18. Are there any areas where you would like to see formed (sealed and/or unsealed) footpaths provided?

19. Do you have any other suggestions for making it easier to get around the District on foot?

20. What would encourage you to bike for some, or more of your journeys?

21. Are there any areas where you would like to see bike lanes (on road) or bike paths (off road) provided?
22. Do you have any other suggestions for making it easier to get around the District by bike?
Walking and Cycling in the Waimakariri

As a parent or caregiver.....

23. Are you a parent or caregiver to a child under the age of 13 years?

☐ Yes
☐ No

24. Do your children walk to school or other activities?

☐ Yes
☐ No

25. How often would they walk?

☐ Daily
☐ Several times a week
☐ Once a week
☐ Once a fortnight
☐ Once a month
☐ Less than once a month

Other (please specify)  

26. If your children do not walk to school or other activities, please will you tell us why this is?
27. What would encourage your children to walk, or walk more often, to school or other activities?


28. Do your children bike to school or other activities?

- Yes
- No

29. How often would they bike?

- Daily
- Several times a week
- Once a week
- Once a fortnight
- Once a month
- Less than once a month

Other (please specify)

30. If your children do not bike to school or other activities, please will you tell us why this is?


31. What would encourage your children to bike, or bike more often, to school or other activities?


Walking and Cycling in the Waimakariri

Urban Cycleway Projects

Kaiapoi/Rangiora Path
The first of the Urban Cycleway Projects for the Waimakariri to be undertaken will be the path to and from Kaiapoi and Rangiora. This path will be a shared path, sealed and separate from the road.

32. As a cyclist, would you use this path to bike to work?
- Yes
- No
- Maybe

33. As a cyclist, would you use this path for other journeys?
- Yes
- No
- Maybe

34. As a walker, would you use this path to get to work?
- Yes
- No
- Maybe

35. As a walker, would you use this path for other journeys?
- Yes
- No
- Maybe
36. Do you have anything else you would like to say about the Kaiapoi/Rangiora path?
Rangiora/Woodend Path
The second Urban Cycleway project will be the Rangiora/Woodend path. This path will also be a shared path, sealed and separate from the road.

37. As a cyclist, would you use this path to bike to work?
- Yes
- No
- Maybe

38. As a cyclist, would you use this path for other journeys?
- Yes
- No
- Maybe

39. As a walker, would you use this path to get to work?
- Yes
- No
- Maybe

40. As a walker, would you use this path for other journeys?
- Yes
- No
- Maybe
41. Do you have anything else you would like to say about the Rangiora/Woodend path?
Walking and Cycling in the Waimakariri

And finally......

42. Do you have anything else to tell us about walking and cycling in the Waimakariri District?
1. SUMMARY

1.1. The purpose of this report is to obtain the Board's approval to install two cattle stops and associated fences and gates in Moderates Road to enable the adjoining dairy farmer to move his cows across Moderates Road in a more efficient and safe manner.

1.2. Timperley Enterprises Ltd own land on both sides of Moderates Road just south of Tram Road and they move cows across Moderates Road on a daily basis. Their current method of doing this is to open the gates on each side of the road and to put tapes across the road and then let the cows cross Moderates Road with minimal supervision. The tapes are to stop the cows from roaming along Moderates Road and at the same time not providing a traffic hazard. However vehicles are required to stop and move the tape to negotiate the road.

1.3. As Moderates Road is a very low volume road and only serving the immediate local area then this method has generally worked satisfactorily. However this method does cause an inconvenience and there is a risk cows may escape through the tapes and so Mr Timperley has requested approval to install cattle stops, with associated gates and fences, across the road on each side of the crossing. The cattle stops would prevent the cows from ‘escaping’ along Moderates Road and at the same time cars would be able to use the road normally. Appropriate signage would be installed to warn motorists of cows on the road when they are crossing the road.

1.4. The previous Oxford Eyre Advisory Board approved the installation of cattle stops in Reed Road in 2012 and in Glentui Bennetts Road in 2015 for the same purpose as these. Both of these cases are working very well and so it is recommended the cattle stops be approved for Moderates Road.

1.5. An underpass cannot be justified in this case as Moderates Road is such a low volume road.

1.6. All costs for the construction and the ongoing maintenance of the cattle stops and associated fences and gates would be borne by the property owner and this would be covered by a standard Council Licence to Occupy Agreement. This agreement enables the Council to require the cattle stops to be removed if for some reason circumstances change in the future.
2. **RECOMMENDATION**

**THAT** the Oxford Ohoka Community Board:

(a) **Receives** report N° 161019107953

(b) **Approves** the construction of two cattle stops and associated fences and gates on Moderates Road at the location shown on the attached plan (Doc 161020108377) for the purpose of enabling the safe and efficient movement of cows across Moderates Road while at the same time keeping the road accessible and safe for road users

(c) **Approves** the attached Licence to Occupy Agreement (Doc 161020108375)

(d) **Notes** that all costs associated with the construction and maintenance of the cattle stops, fences and gates will be meet by the property owner

(e) **Notes** the property owner will be required to remove the cattle stops, fences and gates if and when they cease dairy farming operations or if they change their method of operation that does not require the regular movement of cows across Moderates Road

(f) **Circulates** this report to the Utilities and Roading Committee.

3. **ISSUES AND OPTIONS**

3.1. Timperley Enterprises Ltd own land on both sides of Moderates Road and they move their dairy cows across Moderates Road daily. The current method of putting tapes across the road and allowing the cows to cross on their own with minimal supervision has worked reasonably well in the past because Moderates Road carries very few vehicles and it only serves the immediate area. However there are risks with this method. As Tram Road is not far away any cows that ‘escape’ could cause traffic safety issues. Also the tape across the road means vehicles have to stop to move the tape.

3.2. There are a number of options that are available to improve the current situation. They are:-

   Option 1 – Install cattle stops on Moderates Rd on each side of the crossing point with associated fences and gates as recommended.

   Option 2 – Require the farmer to continuously supervise and control the cows across Moderates Road at all times.

   Option 3 – Construct a cattle underpass.

   Option 4 – Do nothing

3.3. Option assessment

   Option 1 – Install cattle stops as recommended

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enables cows to cross Moderates Rd with minimal supervision and at the same time allowing the unrestricted</td>
<td>Provides an inconvenience to horse riders and walkers along Moderates Road in that they have to open and</td>
</tr>
</tbody>
</table>
movement of vehicles, except when cows are crossing. (Signs will be in place to warn vehicles when cows crossing) close gates. (Gates would be left open when cows are not crossing)

Cheaper and more appropriate at this location than an underpass Could become a Council liability if the property owner does not properly maintain the cattle stops, fences and gates

No cost to the Council Drivers may not see cows crossing the road. This is unlikely as visibility is good and signs will be in place to warn drivers of the cows

Option 2 – Require farmer to supervise cows crossing at all times

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully supervised so very low risk of cows escaping or vehicles and other road users being inconvenienced</td>
<td>Inefficient from a farm management perspective and so there is a high risk it may not be followed at all times</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>No cost to the Council and no separate agreement necessary apart from the Stock Crossing Permit</td>
<td>Higher ‘enforcement’ requirement on Council staff</td>
</tr>
</tbody>
</table>

Option 3 – Construct an underpass

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Separates cow movement from road users so no impact on road users</td>
<td>Unnecessarily expensive and because of the low traffic volumes there would be no NZTA or Council contribution</td>
</tr>
</tbody>
</table>

Option 4 – Do nothing

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current method works satisfactorily most of the time</td>
<td>Does not improve the current situation</td>
</tr>
<tr>
<td>Current risk of ‘cows’ escaping would remain</td>
<td>Current occasional inconvenience to motorists would remain</td>
</tr>
</tbody>
</table>

3.4. The Management Team has reviewed this report and it supports the recommendations.
4. **THE COMMUNITY VIEWS**

4.1. Moderates Road serves a very local community with all of the adjoining land owned by Mr Timperley. Mr Timperley has requested the cattle stops and this is supported by his staff who live in the adjoining properties. They will not be required to stop and move the tape when using the road.

5. **FINANCIAL IMPLICATIONS AND RISK**

5.1. All costs to construct and maintain the cattle stops, fences and gates and signage will be met by the property owner.

5.2. There is a risk the property owner will not properly maintain the cattle stops, fences and gates and they will become a Council liability. This is unlikely as Timperley Enterprises are a longstanding and established property owner in the area. Also regular monitoring will identify any issues at an early stage and will allow action to be taken.

5.3. There is a risk that vehicles may not see the cows and will hit them. It is noted that this risk exists now with the current method and the proposed method improves on the current situation by providing appropriate signage. Also the cattle stops and fences will provide a definite road narrowing and visual clues to the motorists of a change in road environment and a reason to take care. In addition visibility is very good and the crossing will only be operational in daylight hours.

5.4. It is noted that this situation is similar to other roads in the district where cattle stops are in place where there are no fences alongside the road and stock can roam on the road. This happens on Lees Valley Road for example.

6. **CONTEXT**

6.1. **Policy**

This matter is not a matter of significance in terms of the Council’s Significance Policy.

6.2. **Legislation**

Land Transport Management Act is the relevant legislation on this matter.

6.3. **Community Outcomes**

Businesses in the District are diverse, adaptable and growing

There is a safe environment for all

Transport is accessible, convenient, reliable, affordable and sustainable

---

Ken Stevenson
Roading Manager
WAIMAKARIRI DISTRICT COUNCIL

LICENCE TO OCCUPY ROAD

THIS IS AN AGREEMENT made on the ............... day of .................................. 2016

BETWEEN THE WAIMAKARIRI DISTRICT COUNCIL ("the Council")

AND TIMPERLEY ENTERPRISES LTD ("the Licensee")

IN CONSIDERATION of the conditions and covenants contained in, or implied by, this
document and in return for the licensee's observation and performance of these conditions
and covenants.

THE COUNCIL HEREBY GRANTS to the licensee -

(a) the right to construct two cattle stops and associated fences and gates, within the road
reserve on that area shown in the attached map, being legal road – Moderates Road,
adjacent to 244 Moderates Road, in the position and according to the specification
shown on the attached map for the purpose of allowing for the efficient regular
movement of cows across the road.

(b) the right to occupy the land until this right is terminated under any of the provisions of
this agreement.

THE LICENSEE HEREBY COVENANTS with the Council as follows:

1. That the design and construction of the cattle stops, fences and gates shall be carried
out to the satisfaction of the Manager – Utilities and Roading or his/her representative.

2. That the Licensee will properly indemnify the Council from and against all costs,
actions, demands, suits, damages and proceedings of any kind for and in respect of
any loss or damage that may directly or indirectly be caused to or be suffered by any
person or property by reason of the gross negligence of any act carried out by the
licensee.

3. That the Licensee will during the continuance of this licence keep the cattle stops,
fences and gates in good order and condition as may be reasonably required.

AND IT IS HEREBY AGREED BY AND BETWEEN THE PARTIES AS FOLLOWS:

4. That no vested right shall be created and this licence is transferable only with the
Council's written consent and upon payment of the fee applicable at that time.

5. (a) The term of this licence shall be for the operating life of the cattle stops, fences
and gates or any replacement.

(b) In the event the Council may require any portion of the equipment to be
removed and/or realigned then it shall give the licensee reasonable notice of its
intentions and the requirements that are associated with the proposed removal
and/or realignment.
(c) All costs relating to the proposed removal and/or realignment are to be the responsibility of the Licensee.

6. That termination of the licence on grounds of gross negligence of any act by the licensee or on the licensee's behalf may be by way of the Council giving notice to the licensee who shall immediately remove the equipment and leave the roadway in good order and condition to the satisfaction of the Manager – Utilities and Roading.

7. That the costs of any work required by the Council to remedy any failure by the licensee to comply with these provisions may be recovered by the Council as a debt.

8. That the licensee shall not be entitled to any compensation on the withdrawal or termination of this licence.

9. That nothing in this licence shall be construed to derogate from the rights of the Crown, the Council, or any local authority to enter upon the land for the purpose of installing, maintaining, repairing or removing any new or existing service over, under or on the land or for any other lawful purpose, providing that the installation of any services by the Crown, the Council or any other local authority shall not interfere with the cattle stops, fences and gates.

10. That when any notice is to be given it shall be sufficient in cases where the notice is to be given by the Council that the notice be signed by some person acting under the Council's express or implied authority and sent by post addressed to the licensee at the licensee's legal address.

11. The Licensee shall maintain and advise the Council of any changes to the existing layout of the cattle stops, fences and gates and provide the Council with the appropriate plans.

12. Special Conditions

   (a) The Licensee pays one off administration fee of $200 +GST.

   (b) A Traffic Management Plan must be used by the Contractor undertaking the work and submitted to Council for approval prior to work commencing.

   (c) Gates must be erected either side of the cattle stops for pedestrian and horse rider access. Approved mounting blocks to be installed on both sides for use by horse riders.

   (d) The Road Reserve must be left to high standard after the completion of work. If any gorse or noxious weeds appear due to the work undertaken, it will be the responsibility of the Licensee to eradicate.

   (e) The Licensee shall install and maintain permanent traffic warning signs as directed by the Manager, Utilities and Roading on each approach to the cattle stops warning drivers of the possible presence of cows on the road.

   (f) The Licensee shall keep the Council advised of any and all changes to the cattle stops, fences and gates.

   (g) The licensee shall be responsible for all repairs and maintenance of the cattle stops, fences and gates and any damage to the road or road reserve caused by the failure of the equipment or by any work on it.
(h) The licensee shall remove the cattle stops, fences and gates from the road reserve and reinstate the road and road reserve to its original condition if dairy farming operations cease resulting in the regular movement of cows across Reed Road no longer occurring.

(i) This licence is transferable and the cost of transfer is that published in the Council’s Schedule of Fees and Charges applicable at time of transfer.

Signed by the WAIMAKARIRI DISTRICT COUNCIL

acting under the delegated authority of the Council by affixing its common seal in the presence of:

_________________________________
Authorised Person

_________________________________
Authorised Person

Signed by the Licensee

NAME

_________________________________
Licensee

Witness for Licensee signature:

(Name) _____________________________________

(Address) _____________________________________

_____________________________________

244 Moderates Road – Location Of Proposed Cattle Stops
WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO: GOV-29-11-06 / 161021108777

REPORT TO: Oxford-Ohoka Community Board

DATE OF MEETING: 3 November 2016

FROM: Karyn Ward, Community Board Advocate

SUBJECT: Appointments to Advisory Groups and Outside Organisations

1. SUMMARY
The purpose of this report is to consider appointments of Community Board Members to organisations.

Attachments
i) List of previous membership of 2013-16 term

2. RECOMMENDATION
THAT the Oxford-Ohoka Community Board:

(a) Receives Report No. 161021108777

(b) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Ashley Gorge Reserve Advisory Group.

(c) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to Eyreton Domain Advisory Group.

(d) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to Ohoka Domain Advisory Group.

(e) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Oxford Promotions Action Committee.

(f) Approves the appointment of Board Members …………………… and …………………… as Board representatives and liaison persons, to Pearson Park Advisory Group.

(g) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to View Hill Domain Advisory Group.

(i) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Ohoka Resident’s Association.
(j) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to the Oxford Historical Records Society Inc. Committee.

(k) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to the North Canterbury Neighbourhood Support.

(l) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to the Waimakaniri Health Advisory Group.

(m) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to Grey Power North Canterbury Group.

(n) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to the Ohoka Rural Drainage Advisory Group.

(p) **Approves** the appointment of Board Member …………… as a Board representative and liaison person, to the Oxford Rural Drainage Advisory Group.

3. **ISSUES AND OPTIONS**

3.1 At the beginning of each electoral term members of the Board are appointed to outside organisations with the aim of continuing a strong relationship with the Community Board. Many of these appointments have been on-going relationships over a period of years. Board members have shared responsibilities of attending meetings with the organisations. The main purpose of a Board appointment to these organisations is to act as a liaison person between the group and Council organisation, and the ability to report happenings back to the Board.

3.2 The Council has an advisory group for each of the six rural drainage areas in the District. The groups’ representation is reviewed following each triennial election. Within the Boards’ community area two rural drainage groups require representation from the Board: the Ohoka Rural Drainage Advisory Group and the Oxford Rural Drainage Advisory Group.

3.3 Some groups meet monthly such as the North Canterbury Neighbourhood Support Group, while others will meet on an ‘as required basis’ which may be one to two times per year.

3.4 The Management Team has reviewed this report and supports the recommendations.

4. **COMMUNITY VIEWS**

4.1 Not sought although there is an established relationship with the groups listed and it is important that this continue.

5. **FINANCIAL IMPLICATIONS AND RISKS**

5.1 There are no financial implications or risk.

6. **CONTEXT**

6.1 Policy
This matter is not a matter of significance in terms of the Council’s Significance Policy.

6.2 **Legislation**
Legislation not applicable but delegated from Council Delegation SD-M1041.

6.3 **Community Outcomes**
6.3.1. There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affect our District.

6.3.2. Creating a strong sense of community.

Karyn Ward
Community Board Advocate
Attachment 1

Membership to Outside Organisations of Oxford-Eyre Ward Advisory Board Members during the 2013-16 term.

Ashley Gorge Reserve Advisory Group          D Taylor
Cust Community Centre Advisory Group         B Stokes
(no longer in the Oxford-Ohoka Community Board’s community area)
Cust Community Network Inc. Group            B Stokes & M Brown
(no longer in the Oxford-Ohoka Community Board’s community area)
Cust Domain Advisory Group                   B Stokes
(no longer in the Oxford-Ohoka Community Board’s community area)
Cust & District Historical Records Society Inc. Advisory Group D Gordon
(no longer in the Oxford-Ohoka Community Board’s community area)
North Canterbury Neighbourhood Support       W Doody
Cust Rural Drainage Advisory Group           M Brown
(no longer in the Oxford-Ohoka Community Board’s community area)
Eyreton Domain Advisory Group                M Brown
Ohoka Rural Drainage Advisory Group          D Nicholl
Oxford Rural Drainage Advisory Group         J Boulton
Oxford Historical Records Society Inc. Committee D Gordon
Ohoka Domain Advisory Group                  D Nicholl
Pearson Park Advisory Group                  D Taylor & V Allen
View Hill Domain Advisory Group              J Boulton
Warren Reserve Advisory Group                J Boulton
Central Rural Drainage Advisory Group        D Nicholl
(no longer in the Oxford-Ohoka Community Board’s community area)
Oxford Promotions Action Committee           V Allen