Woodend-Sefton Community Board

Agenda

Monday 14 November 2016

7.00pm

Woodend Community Centre
School Road
Woodend

Members:
John Meyer (Chair)
Andrew Thompson (Deputy Chair)
John Archer
Al Blackie
Karen Eastwood
Rhonda Mather
Shona Powell
Board Members
WOODEND-SEFTON COMMUNITY BOARD

AGENDA FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD
TO BE HELD IN MEETING ROOM A, WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 14 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 MINUTES

3.1 Minutes of the Woodend-Ashley Community Board – 26 October 2016

8-14

RECOMMENDATION

THAT the Woodend-Sefton Community Board:
(a) Confirms, as a true and accurate record, the circulated minutes of the Woodend-Ashley Community Board meeting held 26 October 2016.

4 DEPUTATIONS FROM THE COMMUNITY

4.1 Doug Wethey, Woodend Beach resident, will speak to the Board with a proposal to improve road safety, particularly in relation to child safety.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 Community Board Governance Arrangements – Sarah Nichols (Governance Manager)

15-17

RECOMMENDATION

THAT the Woodend-Sefton Community Board:
(a) Receives report No. 161103113736.
(b) Approves the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members, at the
Community Board meeting table, with full speaking rights, but no voting rights.

OR

(c) Declines speaking and voting rights of the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart; with attendance at any Woodend-Sefton Community Board meeting being seated in the public gallery, with the same rights as the public.

AND

(d) Approves the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members at any workshop or briefing, held by the Woodend-Sefton Community Board with full speaking rights, but no voting rights, acknowledging such workshop or briefing meetings are non-decision making.

OR

(e) Declines the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members at any workshop or briefing, held by the Woodend-Sefton Community Board with full speaking rights, but no voting rights, acknowledging such workshop or briefing meetings are non-decision making.

6.2 Pegasus Beach Toilet – Chris Brown (Community Green Space Manager)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No.161104113788.
(b) Approves staff contracting Felgroup to build and install a toilet at Pegasus Beach Car Park in accordance with the plan included in this report as attachment ii (161104113788).
(c) Notes that staff have already started the process of designing the water connection and that this process is separate to the toilet installation.

6.3 Forecast Projects in the Board Area – Craig Sargison (Manager Community and Recreation)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161103113685.
(b) Notes the projects that are scheduled for completion by June 2018.
(c) Requests staff to investigate the feasibility of the following …………………. and report back to the Board prior to the close of submissions to the 2017/18 Annual Plan.
6.4 Draft Walking and Cycling Strategy for Public Consultation – Lynley Beckingsale (Policy Analyst)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161101112557.
(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.

6.5 Appointments to Advisory Groups and Outside Organisations - Karyn Ward (Community Board Advocate)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161102112769
(b) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Canterbury Regional Council – Sefton/Ashley and Sefton River Rating District Committees.
(c) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Coastal Rural Drainage Advisory Group.
(d) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Woodend Community Centre Advisory Group.
(e) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the North Canterbury Neighbourhood Support.
(f) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Gladstone Park Advisory Group.
(g) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Sefton Domain Advisory Group.
(h) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Pegasus Residents Group.
(i) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Woodend Community Association.
(j) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Waimakariri Health Advisory Group.
(k) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Grey Power North Canterbury.
(l) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Christchurch International Airport Community Liaison Group.
(m) Approves the appointment of Board Member ………………… as a Board representative and liaison person, to the Sefton Township River & Drainage Ratepayer District.

7  CORRESPONDENCE

8  CHAIRPERSON’S REPORT

9  MATTERS FOR INFORMATION

9.1 Rangiora-Ashley Community Board meeting minutes – 25 October 2016 (Trim No. 161025109185)

9.2 Kaiapoi-Tuahiwi Community Board meeting minutes – 26 October 2016 (Trim No. 161025109208)

9.3 Oxford-Ohoka Community Board meeting minutes – 27 October 2016 (Trim No. 161025109219)

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

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

9.6 Rangiora Community Board meeting minutes – 28 September 2016 (Trim No. 160922097926)

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

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

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

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

9.11 Chairperson’s End of Term Report – Karen Eastwood (Chairperson, Woodend-Ashley Community Board) – Council, 4 October 2016 (Trim No. 160912093764)

9.12 Chairperson’s End of Term Report – Vic Allen (Chairperson, Oxford-Eyre Ward Advisory Board) – Council, 4 October 2016 (Trim No. 160912093801)

9.13 Visit to Belgium for Passchendaele Commemorations – Jim Palmer (Chief Executive) – Council, 1 November 2016 (Trim No. 161026109825)


RECOMMENDATION

THAT the Woodend-Sefton Community Board receives the information in items 9.1-9.14
Note: Items 9.1-9.14 were circulated to members 9 November 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 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 FOSTERING COMMUNITIES

13 REVITALISATION PROJECTS

Regular updates on the Woodend Pegasus area projects are emailed regularly to Board members. These updates can be located at the link below:


14 BOARD FUNDING UPDATE

14.1 Board Discretionary Grant

Balance as at 8 November 2016: $1,620

14.2 General Landscaping Budget

Balance as at 8 November 2016: $15,278.71

15 MEDIA ITEMS

16 QUESTIONS UNDER STANDING ORDERS

17 URGENT GENERAL BUSINESS UNDER STANDING ORDERS
NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 12 December 2016 at the Woodend Community Centre.

Workshop

1. *Members’ Forum.*
   Opportunity for members to share potential new ideas and initiatives.

2. *Media and Community Board Communications.*
   Matt McIlraith (Communications and Engagement Manager)

3. *Community Board Flyer.* Karyn Ward (Community Board Advocate)
MINUTES FOR THE INAUGURAL MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD IN THE WAIKUKU BEACH HALL, 1 BRIDGE STREET, WAIKUKU BEACH ON WEDNESDAY 26 OCTOBER 2016 AT 7PM.

PRESENT

John Archer, Al Blackie, Karen Eastwood, Rhonda Mather, John Meyer, Shona Powell, and Andrew Thompson.

IN ATTENDANCE

C Sargison (Manager, Community and Recreation), Councillor Neville Atkinson, S Nichols (Governance Manager) and E Stubbs (Minute Secretary).

C Sargison, acting as the Chief Executive’s representative, opened the meeting. He acknowledged the presence of visitors in the public gallery including Waimakariri MP, Matt Doocey, and Mayor Ayers.

1 BOARD MEMBERS’ DECLARATIONS

C Sargison, acting as the representative of the Chief Executive, invited the Board members to read and sign declaration forms:

- John Archer
- Al Blackie
- Karen Eastwood
- J Meyer
- Rhonda Mather
- Shona Powell
- Andrew Thompson

2 APOLOGIES

Moved K Eastwood  seconded R Mather

An apology was received and sustained from Councillor S Stewart for absence.

CARRIED

3 CONFLICTS OF INTEREST

Nil.

4 REPORTS

4.1 Appointment of Chairperson and Deputy Chairperson – Karyn Ward (Community Board Advocate)

C Sargison called for nominations for Chairperson.

K Eastwood nominated J Meyer to stand as chairperson for three months until the February meeting. A Blackie seconded the nomination.
No further nominations were received; C. Sargison declared J. Meyer Chairperson.

Moved A. Blackie seconded J. Archer

THAT the Woodend-Sefton Community Board:
(a) Receives report No. 161004102387.
(b) Resolves to call for nominations of Chairperson and Deputy Chairperson, and uses system (A) for voting in the event of more than one member being nominated.
(c) Appoints Board Member John Meyer as Chairperson of the Woodend-Sefton Community Board for three meetings to take immediate effect from 26 October 2016 up to and including the Board’s February 2017 meeting.

CARRIED

J. Meyer assumed the Chair. J. Meyer thanked the Board for the nomination and was looking forward to a positive start for the new Community Board. He noted it was a fast growing area and there was a good opportunity to work as a team to make progress and strengthen the community.

J. Meyer then called for nominations of Deputy Chairperson.

Moved R. Mather seconded K. Eastwood

(d) Appoints Board Member Andrew Thompson as Deputy Chairperson of the Woodend-Sefton Community Board to take immediate effect from 26 October 2016 until the end of the 2016-19 triennial term.

CARRIED

4.2 Local Government Act - First Meeting following the Triennial General Election Requirements – Jim Palmer (Chief Executive)

S. Nichols advised that the report laid out the key legislation that members needed to be aware of. She would take the report as read. There would be a further report in February related to a Register of Members Interests.

In regard to the Health and Safety at Work Act, the primary responsibility fell to the Chief Executive and to a lesser degree Councillors as Officers of the Council. There was no direct responsibility on Board Members, however due care and diligence was required at all times.

Moved S. Powell seconded A. Thompson

THAT the Woodend-Sefton Community Board:
(a) Receives report No 161004102134.
(b) Receives legislative material that has been circulated.

CARRIED

4.3 Code of Conduct – Jim Palmer (Chief Executive)

S. Nichols advised that the Code of Conduct was a continuation of the 2013 version and had been adopted by the Council on 25 October 2016. An
updated version would be presented to the Board in the New Year, following feedback from the Council.

The Code of Conduct related to interaction with each other, staff, media and the public. In the very rare circumstance of an issue, action was in the first instance to talk with the Chairperson and/or a senior staff manager.

Moved A Blackie seconded K Eastwood

**THAT** the Woodend-Sefton Community Board:

(a) **Receives** report No. 161004102269.

(b) **Adopts** the Waimakariri District Council Code of Conduct as the Community Board’s Code of Conduct (Trim 101011307110).

**CARRIED**

4.4 **Meeting and Workshop Dates for 2016/17 – Sarah Nichols (Governance Manager)**

S Nichols spoke to the report advising that at an informal Board discussion members felt that a meeting date of the second Monday of the month at 7pm was agreeable. The primary meeting venue was recommended as Woodend Community Centre with some meetings proposed to be held at the Waikuku Beach Community Hall. This was flexible and did not preclude other locations.

A Thompson felt strongly that as a matter of principle it was important to hold the meetings at various locations in the ward, including Sefton and Pegasus. He stated every possibility to ensure local people had the opportunity to engage should be taken, and as a statement of principle the Community Board should engage. He acknowledged there were some issues with the practicality of doing that.

C Sargison advised that the Council had put money aside for a temporary community facility in Pegasus and were currently in discussion with Todd’s Property. By December staff should be able to provide certainty around a facility in Pegasus and the timing of availability in 2017. S Nichols commented that as a practical point there was not a suitable council owned facility in Sefton or Pegasus, and of the associated logistics required. There was potential for use of the school’s facilities, however discussions already held with the school advised of availability issues. This information was supported by K Eastwood. S Nichols suggested retaining the venues for the next three meetings and a further report come back to the February Board meeting.

Moved A Thompson seconded K Eastwood

**THAT** the Woodend-Sefton Community Board:

(a) **Receives** report No. 161005102535.

(b) **Resolves** to hold meetings commencing at 7.00pm, on the following dates:

- 14 November 2016 at the Woodend Community Centre, School Road, Woodend.
- 12 December 2016 at the Woodend Community Centre, School Road, Woodend.
- 13 February 2017 at the Woodend Community Centre, School Road, Woodend.
- 13 March 2017 (venue to be advised)
• 10 April 2017 (venue to be advised)
• 8 May 2017 (venue to be advised)
• 12 June 2017 (venue to be advised)
• 10 July 2017 (venue to be advised)
• 14 August 2017 (venue to be advised)
• 11 September 2017 (venue to be advised)
• 9 October 2017 (venue to be advised)
• 13 November 2017 (venue to be advised)
• 11 December 2017 (venue to be advised)

CARRIED

A Thompson accepted the practicalities regarding venues and timeframes, however believed using Council owned venues was less relevant to the Community Boards than need to engage with communities across the Community Board area.

N Atkinson agreed with the sentiment of A Thompson. He noted that the Kaiapoi Community Board had toured its meetings for six years but had had very low public turnout. It was important to have something on the agenda related to the community where it was to be held however that was difficult to facilitate. It was highlighted the public learn where the Board meet regularly, so if they do want to attend, the confusion of venue is reduced.

4.5 Woodend-Sefton Community Board Discretionary Grant Budget

Post-Election update - Karyn Ward (Community Board Advocate)

C Sargison spoke to the report advising the Board had two discretionary funds; the Discretionary Grant and General Landscaping Budget. Historically applications affecting localised activities had gone to staff, however it was felt they were better to be decided on by the Community Boards. C Sargison commented that the discretionary funds had proven very useful for supporting local initiatives.

For the November meeting C Sargison requested that Board members have an idea of any areas of concern such as in roading and greenspace that they were aware needed addressing and were interested in pursuing. This would enable staff time to prepare a report including costings prior to the Council Annual budget in February. A report would be prepared regarding what was already budgeted for in the Community.

Moved S Powell seconded A Blackie

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161006103022.
(b) Notes that the approved 2016/17 Woodend-Sefton Discretionary Grant Budget has a balance of $1,620.

CARRIED

4.6 Woodend-Sefton Community Board General Landscaping Budget

Post-Election Update for 2016-17 - Karyn Ward (Community Board Advocate) and Grant Stephens (Green Space Community Engagement Officer)

C Sargison commented that staff would be coordinating a series of workshops around allocation of funds from the General Landscaping Budget in November rather than February, due to the timeframe of ensuring projects commence before the end of the financial year, and autumn planting.
Moved S Powell seconded R Mather

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161006102960.

(b) Notes each Community Board is allocated money from the Waimakariri District Council’s Annual Plan for a General Landscaping Budget.

(c) Notes the General Landscaping Budget is a discretionary sum the Board can allocate towards ward Green Space projects that the Board may initiate from within, or in response to information brought to the Board’s attention by their community. The total may be allocated to one project or divided between multiple projects.

(d) Notes that Green Space staff could arrange a briefing with each Board in early 2017 to explore options for the allocation of funds from the General Landscaping Budget should the Community Board support this.

(e) Notes that the approved 2016/17 Woodend-Sefton Community Board’s General Landscaping Budget is $15,278.71. This is made up of the $11,650 allocated from the Annual Plan (as reported in previous agendas since July 2016), and a carry-over of $3628.71.

CARRIED

5 MINUTES

5.1 Minutes of the Woodend-Ashley Community Board – 19 September 2016

Moved R Mather seconded K Eastwood

THAT the Woodend-Sefton Community Board:

(a) Receives the minutes of the Woodend-Ashley Community Board meeting held 19 September 2016.

CARRIED

A Thompson expressed concern that while there had been space in the previous Board’s agenda of the 19 September meeting for the public to speak there was no place for the public to speak at this evening’s meeting and asked if there was provision at this meeting for deputations.

S Nichols explained that an inaugural meeting was primarily legislative and procedural; the format was therefore a little different to a standard Board meeting. There would be provision in the future for deputations.

C Sargison commented that staff were mindful that as a large growing community there was a need for the Board to work closely with the community. He would be working with the Chair and the Board to look at working slightly differently in terms of community engagement.

J Meyer appreciated that keenness and enthusiasm of A Thompson and suggested that after the meeting there was a chance to provide guidance to those attending tonight to present a deputation in the future. There were procedures that had to be followed and it was an important night for the Community Board.
K Eastwood, as a previous Community Board Chairperson, explained the normal procedure for people wishing to speak to the Board, staff involvement and assistance and a Board members responsibility. K Eastwood queried whether A Thompson was looking for an open forum. A Thompson suggested there should be both and was troubled by obstacles put in front of the local community to come along and speak. Staff commented on Standing Orders, procedure, and working with the Chair to enable an approachable solution to address A Thompson’s concern.

A Blackie commented on his experience with inefficiencies of an open forum. He explained that if a deputation was on the agenda there was time to look at the background which could allow the issue to be resolved or worked through methodically, realistic expectations discussed, and appropriate action undertaken. The Board were not in a position to make decisions without a staff report containing balanced facts. A Blackie explained it was not likely that an issue presented ‘cold’ at the meeting could be resolved immediately. A Blackie commented that the engagement that came before the meeting it is the responsibility of Board members to offer the most appropriate advice for a particular situation.

6 CONSULTATION PROJECTS

C Sargison explained that all formal Council consultation projects underway were recorded here for the Board’s information and that it was also increasing awareness of projects for the public reading the agenda.

A Thompson queried whether there was a mechanism for the Board to discuss the consultation projects. C Sargison confirmed there was, and that the Board was also able to make a submission. S Nichols noted that staff often engaged with the Board prior to the consultation, to gather input.

6.1 Draft Walking and Cycling Strategy

The Board indicated their interest in submitting comment in relation to the Walking and Cycling Strategy.

6.2 Waimakariri District Development Strategy

C Sargison advised that if the Board wanted to submit on the Draft Walking and Cycling Strategy he could seek an extension for the Board. K Ward could provide assistance on formulating the submission by coordinating a workshop for members to discuss, pulling together a submission and then circulating drafts via email to members for comment before the Chairperson signs off the submission.

It was noted the Waimakariri District Development Strategy was in its initial stages and that the public feedback would come back to the Board. J Meyer highlighted there an event to launch the Strategy at the Rangiora Town Hall on Wednesday 2 November, that all members were welcome to be a part of.

6.3 Let’s Talk About Speed Limits

A Blackie advised that the Kaiapoi-Tuahiwi Community Board had requested a report on item 6.3 and suggested that the same information could be provided to the Woodend-Sefton Community Board.
7 REVITALISATION PROJECTS

Regular updates on the Woodend Pegasus area projects are emailed regularly to Board members. These updates can be located at the link below:


The Board noted the Revitalisation Projects.

C Sargison explained that a senior manager would service each Community Board and at each meeting would provide an oral update on what was happening in the area.

8 QUESTIONS UNDER STANDING ORDERS

There were no questions under Standing Orders.

9 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

There was no urgent general business under Standing Orders.

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 14 November 2016 at the Woodend Community Centre.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 7.59PM.

CONFIRMED

________________
Chairperson

________________
Date
WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO:  GOV-26-9-06 / 161103113736

REPORT TO:  Woodend Sefton Community Board

DATE OF MEETING:  14 November 2016

FROM:  Sarah Nichols, Governance Manager

SUBJECT:  Community Board Governance Arrangements

1. SUMMARY

1.1. The purpose of this report is to determine the seating and speaking arrangements of non-appointed Councillors at the Woodend-Sefton Community Board meetings.

1.2. The Kaiapoi-Tuahiwi Community Board, at its inaugural meeting of 26 October 2017, requested a report to the two Community Boards of the Kaiapoi-Woodend Ward for a determination of seating and voting arrangements.

2. RECOMMENDATIONS

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161103113736.

(b) Approves the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members, at the Community Board meeting table, with full speaking rights, but no voting rights.

OR

(c) Declines speaking and voting rights of the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart; with attendance at any Woodend-Sefton Community Board meeting being seated in the public gallery, with the same rights as the public.

AND

(d) Approves the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members at any workshop or briefing, held by the Woodend-Sefton Community Board with full speaking rights, but no voting rights, acknowledging such workshop or briefing meetings are non-decision making.

OR

(e) Declines the non-appointed Woodend-Sefton Community Board Councillors, representing the Kaiapoi-Woodend Ward, being Councillors N Atkinson and S Stewart, to be active members at any workshop or briefing, held by the Woodend-Sefton
Community Board with full speaking rights, but no voting rights, acknowledging such workshop or briefing meetings are non-decision making.

3. **ISSUES AND OPTIONS**

3.1. At the conclusion of the 2015-16 Representation Review the Local Government Commission determined that two community boards would be formed within the Kaiapoi-Woodend Ward (comprising of the area delineated on LGC-059-2016-W-2). The Ward would be represented by four councillors; with two apiece appointed by the Council to each community board. Furthermore five members were elected by each Community area, totalling seven members on each Community Board (as delineated on LGC-029-2016-Com-1 and LGC-059-2013-Com-2). This is a unique situation for the Waimakariri District.

3.2. At the Council's inaugural meeting of 25 October 2016 the Ward Councillors N Atkinson and S Stewart were appointed to the Kaiapoi-Tuahiwi Community Board, and Ward Councillors A Blackie and J Meyer were appointed to the Woodend-Sefton Community Board. The two Council appointed Councillors to each Board have full speaking and voting rights and are deemed to be a full Community Board Member of that particular appointed Board.

3.3. All four Kaiapoi-Woodend Councillors have expressed a commitment to attend both Kaiapoi-Tuahiwi and Woodend-Sefton Community Board meetings, to enable a greater understanding of issues in each Community. All Kaiapoi-Woodend Councillors would like to be active members of each Community Board, contributing to the discussions at the respective Board meetings being held within the Ward.

3.4. At the Kaiapoi-Tuahiwi Community Board meeting of 26 October a staff report was requested to determine the speaking and seating arrangements at the two Community Boards of the Kaiapoi-Woodend Ward. The Woodend-Sefton Community Board were verbally advised of this request at their meeting held on the same day.

3.5. At the four Standing Committees of the Council it is permitted that any Councillor may attend and speak at a decision making meeting, however only those Councillors specifically appointed by the Council may vote on matters before that particular Committee. All Councillors speak at any Committee workshop or briefing. The Community Boards, however are not a Committee of the Council, but an unincorporated body and part of the Council structure.

3.6. The Management Team has reviewed this report.

4. **COMMUNITY VIEWS**

4.1. Views not sought from the Community. The Kaiapoi-Tuahiwi Community Board, at its inaugural meeting of 26 October 2017, requested a report to the two Community Boards of the Kaiapoi-Woodend Ward for a determination of seating and voting arrangements.

5. **FINANCIAL IMPLICATIONS AND RISKS**

5.1. Not applicable financially.

5.2. Potential risk of a Ward Councillor unable to supply important information to a meeting to assist the Board with its decision making process versus potential to unduly influence or dominate other members of the Community Board.
6. CONTEXT

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

6.2. Legislation
Local Government Act 2002
Local Electoral Act 2001
Local Government Commission Determination 8 April 2016

6.3. Community Outcomes
There are wide ranging opportunities for people to contribute to the decision making by local, regional and national organisations that affects the District.

Sarah Nichols
Governance Manager
1. SUMMARY

1.1. The purpose of this report is to present the Board with options for the development of a new toilet for the Pegasus Beach Car Park.

1.2. Staff prepared a brief based on feedback from the community, levels of service and budget. This was presented to three different experienced local authority public toilet manufactures. Two of those manufactures presented a proposal.

1.3. This report proposes that the Board consider approving Felgroup as the preferred supplier. This is based on a number of factors which are detailed further in the report.

1.4. There is a 3 month delivery time so it is likely that the new toilet will not be completed until late March 2017.

Attachments

i  Pegasus Beach Car Park Toilet – Request for Proposal brief Trim 160420035614

ii  Pegasus Beach Car Park Proposals

2. RECOMMENDATION

THAT the Woodend Sefton Board:

(a) Receives report No. 160331028305

(b) Approves staff contracting Felgroup to build and install a toilet at Pegasus Beach Car Park in accordance with the plan included in this report as attachment ii.

(c) Notes that staff have already started the process of designing the water connection and that this process is separate to the toilet installation.

3. ISSUES AND OPTIONS

3.1. In 2012 a temporary toilet was installed at Pegasus Beach Car Park. This toilet was funded by Council. $70,000 was provided to the developer of Pegasus who purchased
and installed the toilet. The toilet was only ever meant to be a temporary toilet and was not designed with the appropriate materials to withstand the coastal environment. The toilet is not connected to any services. Sewer is stored in a septic tank and removed regularly with a sucker truck and water is stored in a large tank placed high in the sand dunes. The water tank is filled with a water tanker every two weeks in the summer months.

3.2. In 2013 Council’s Project Development Unit (PDU) undertook a scoping exercise to determine the most practical and cost effective way to service the toilet at the car park. PDU determined that providing mains sewer and electricity was not economic due to the high cost involved, however a water supply could be provided at an estimated cost of $40,000. Using this information staff applied to Council for $200,000 for the current 2016/17 financial year for the purchase and installation of a toilet connected to the Pegasus Mains water supply.

3.3. There are many companies in New Zealand who specialise in the manufacturing and installation of public toilets for beach environments. Staff therefore prepared a brief outlining the requirements of the toilet and sent this to three companies, Permaloo, Felgroup and Exeloo. The brief was prepared using the Council’s Greenspace Levels of Service as a guide. Staff also took into account feedback that had been received by the Pegasus Residents Association and other members of the community. The brief is included in this report as attachment i and included the following:

- Two unisex toilets
- One toilet must be fully accessible
- The toilet shall either include an additional changing area as a separate cubicle with bench seats or other alternative, or have larger toilet cubicles to enable changing.
- An external cold water shower is to be provided. The drainage from the external shower is to be separate from the septic tank system (we have had issues in the past with sand build up in the septic tank). It is possible that a sump system may be suitable.

The following further information was provided to assist with the preparation proposals:

- There is no power or reticulated mains wastewater system available at the site.
- Council will provide water to the site.
- There is currently a septic tank on site which the Council empties. You will need to advise if and how your proposal would interact with the existing septic tank system.
- The site is located in a very harsh coastal environment. The material selected for the exterior of the toilets must reflect this (e.g. avoid the use of plastic wood).
- The site is located in a high wind area. The toilet doors will need to be designed to cope with this. For example the doors will need to self-close and latch to prevent them blowing open.
- As there is no power to site natural ventilation will be required.
- As there is no power, no hand drier will be required. In addition no hand towels or paper towel dispenser will be required.
- The proposed toilets are in an isolated location and therefore will need to be as vandal resistant as possible.
• All internal fittings will need to be stainless steel.
• The internal toilet cladding and floor will need to be easy clean.

3.4. Of the three companies approached two (Permaloo and Felgroup) provided a detailed proposal. Exeloo did provide some information however this was not considered appropriate and could not be assessed.

3.5. Staff undertook a detailed evaluation of the proposals. Based on this evaluation staff have recommended that the Board approve the Felgroup design. Both designs would be suitable in terms of their suitability to withstand the environment however the Felgroup design is the preferred option for the following reasons:

• Separate changing room areas have been identified – This is something which has been raised by a number of members of the community as being very desirable

• The toilet is very aesthetically appealing in regards to design and materials – Staff believe that the wood design and the large overhanging roof make the toilet complement the natural coastal landscape.

• Airflow provided both at floor level and above walls and doors to significantly reduce any potential odour and create a more open inviting feel which will dry more easily.

• The Permaloo product is potentially more vandal proof being made from concrete however the wood and corrugated iron used on the Felgroup design if damaged is very easy to replace.

• Both designs have identified how they will provide natural light. The Permaloo toilet is providing small ventilation gaps and 2 polycarbonate windows. The Felgroup design has large gaps at the top and bottom of the walls and doors and also clear roof panels. Without the ability to provide power the more light that can be provided naturally the better.

3.6. The Felgroup Toilet comes with the following items:

• Construction of foundations
• Two unisex toilets
• Two changing room cubicles with modesty wall and timber benches
• External shower
• Good natural light and ventilation
• Stainless steel internal fittings
• Easy clean internal walls
• Indicator locks (electronic locking system not required as toilet behind locked gate)
• Large concrete pad surrounding building
• Large roof area which will provide shade
4. **COMMUNITY VIEWS**

4.1. No formal consultation has been undertaken with the wider community regarding the two designs. Staff have received comments from members of the Pegasus Residents Association and the public regarding the need for changing room space.

4.2. The Pegasus Residents Association has seen the designs and prefers the Felgroup design.

5. **FINANCIAL IMPLICATIONS AND RISKS**

5.1. Currently $200,000 is available in the current 2016/17 financial year for the installation of a water connection and toilet at the Pegasus Beach Car Park

5.2. Two proposals were received and both of these were within budget. Permaloo $104,250 and Felgroup $131,177. The estimated cost of the water connection is $45,000. There were some items in both proposals which were excluded. The table below provides a summary of the total costs associated with the Felgroup design which is the proposed recommendation.

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toilet purchase and installation</td>
<td>$131,177</td>
</tr>
<tr>
<td>Water connection</td>
<td>$45,000</td>
</tr>
<tr>
<td>Building Consent</td>
<td>$3,000</td>
</tr>
<tr>
<td>External drainage for Shower</td>
<td>$1,000</td>
</tr>
<tr>
<td>Removal of Existing Toilet</td>
<td>$4,000</td>
</tr>
<tr>
<td>Sub – Total</td>
<td>$184,177</td>
</tr>
<tr>
<td>5% contingency</td>
<td>$9,200</td>
</tr>
<tr>
<td>Total</td>
<td>$193,377</td>
</tr>
</tbody>
</table>

5.5. With all excluded items added and a contingency the Permaloo toilet would cost $164,000.

5.6. Staff believe that for the added level of service for the Community offered by the Felgroup the additional $29,000 represents good value for the community

6. **CONTEXT**

6.1. **Policy**

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

Reserves Act 1977

6.3. **Community Outcomes**

Public spaces and facilities are plentiful, accessible and high quality.
PEGASUS BAY BEACH CAR PARK – REQUEST FOR PROPOSAL

20 April 2016

Waimakariri District Council is seeking a proposal for the supply of two unisex toilets at the Pegasus Bay Beach Car Park, Pegasus. The site is an isolated, harsh, coastal environment. The existing toilet on site will be relocated off site. There is no power or reticulated mains wastewater system available however there is an existing septic tank and Council will provide a water supply to the site.

LOCATION:

Pegasus Bay Beach Car Park is located at the end of Te Kohanga Drive in Pegasus (refer provided map). This is a remote car park used by visitors to Pegasus Bay Beach and the Tuhaitara Coastal Park. The existing toilet on site is no longer suitable and will be relocated off site.

PROJECT BRIEF:

This project involves the provision of two unisex toilets at the Pegasus Bay Beach Car Park. The toilets must meet the following criteria:

- Two unisex toilets.
- One toilet must be fully accessible for disabled users.
- The toilet shall either include an additional changing area as a separate cubicle with bench seats or other alternative, or have larger toilet cubicles to enable changing.
- An external cold water shower is to be provided. The drainage from the external shower is to be separate from the septic tank system (we have had issues in the past with sand build up in the septic tank). It is possible that a sump system may be suitable.

The following further information is provided to assist you with your proposal:

- There is no power or reticulated mains wastewater system available at the site.
- Council will provide water to the site.
- There is currently a septic tank on site which the Council empties. You will need to advise if and how your proposal would interact with the existing septic tank system.
- The site is located in a very harsh coastal environment. The material selected for the exterior of the toilets must reflect this (e.g. avoid the use of plastic wood).
- The site is located in a high wind area. The toilet doors will need to be designed to cope with this. For example the doors will need to self-close and latch to prevent them blowing open.
- As there is no power to site natural ventilation will be required.
- As there is no power, no hand drier will be required. In addition no hand towels or paper towel dispenser will be required.
- The proposed toilets are in an isolated location and therefore will need to be as vandal resistant as possible.
- All internal fittings will need to be stainless steel.
- The internal toilet cladding and floor will need to be easy clean.
Your proposal will need to identify:

- The toilet and changing room solution you propose including the use (or not) of the existing septic tank system.
- The external shower system you propose including the drainage solution.
- Whether the proposal includes the application for building consent.
- Whether transportation of any unit/materials to site is included in the proposal and the cost of this. This includes unloading of any materials at site.
- Whether the proposal includes construction/installation, and the cost of this.
- Whether the proposal includes connection to services if appropriate (e.g. the septic tank and water supply).
- The cost of the proposal (including detailing any exclusions).

TIMEFRAME:

Council would like to receive the proposal by Monday 9 May 2016.
WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO:  RES - 23 / 161103113685

REPORT TO:  Woodend-Sefton Community Board

DATE OF MEETING:  14 November 2016

FROM:  Craig Sargison, Manager Community and Recreation

SUBJECT:  FORECAST PROJECTS IN THE BOARD AREA

SIGNED BY:  

Department Manager

Chief Executive

1. SUMMARY

1.1. The purpose of this report is to inform the Board of key Council projects that have funding approved, scheduled for work up until the end of June 2018.

1.2. The Council has an Annual Plan budget round in February 2017 and the Board has the opportunity to seek funding for other works as part of that process.

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 161103113685

(b) Notes the projects that are scheduled for completion by June 2018.

(c) Requests staff to investigate the feasibility of the following ……………….. and report back to the Board prior to the close of submissions to the 2017/18 Annual Plan

3. ISSUES AND OPTIONS

3.1. This report identifies the key projects from 3 Waters, Roading and Greenspace that are funded for implementation prior to the end of 2017/18 Financial Year (June 2018).

3.2. The 3 Waters projects are:

Water
- Waikuku Beach – Installation of UV treatment on the Kings Ave well.
- Woodend Pegasus - Pilot trial is ongoing. Council has resolve to join the schemes physically and financially.
- Ashley Rural Water Supply – Discussions with HDC regarding the operational costs, capital works upgrading for compliance with DWS and scheme governance.

Wastewater
- Ocean Outfall – Sampling of sea foam.
- Ocean Outfall – Replacement of diffusers.
- Woodend WWTP – New aeration basin and settling pond.
Stormwater
- Woodend – Network Discharge Consent baseline monitoring underway.
- East Woodend Detention Pond – Being constructed by Two Roads developer.
- Waterway Maintenance – Glyphosate use being reviewed.

3.3. The Roading projects are:
- Pegasus new road connection to Gladstone Road
- Gladstone Road – walking and cycling connection
- Woodend To Rangiora cycleway

3.4. The Greenspace Projects are:
- Pegasus Playground shade sail
- Relocation of portacom to Pegasus for temporary community meeting space
- New toilet at Pegasus Beach
- Gladstone Park (pathway to Pegasus ground clearance car park extension, dog park, field extensions)

3.5. The Roading Manager and the Community Green Space Manager will ensure that the Board is full briefed on projects in the Board area.

4. COMMUNITY VIEWS

4.1. No community views have been sought on this report but the individual projects have been consulted on through Annual Plan/LTP processes.

5. FINANCIAL IMPLICATIONS AND RISKS

5.1. The current Annual Plan (2016/17) has funding for some projects and the others are currently provided for in the LTP for 2017/18.

6. CONTEXT

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

6.2. Legislation

6.3. Community Outcomes
There is a safe environment for all
1. SUMMARY

1.1. The purpose of this report is to update the Woodend-Sefton 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 Woodend-Sefton Community Board:

(a) Receives report No. 161101112557.
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
Walking and Cycling Strategy
2017 - 2022

Vision

Waimakariri residents choose to walk and cycle

The environment is friendly, safe and accessible for walkers and cyclists
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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.

Community benefits of walking and cycling

- Quick to start with door to door access
- Health and fitness
- Non-polluting and quiet
- Connect communities
- Increase neighbourhood safety
- Bikes are cheap to operate and easy to park
- Bikes cause no damage to the road

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...

Walking and Cycling Strategy

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

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.

![Graph showing number of people traveling to Christchurch for work from the Waimakariri District](image)

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Number of People Traveling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rest of District</td>
<td>4254</td>
</tr>
<tr>
<td>Rangiora</td>
<td>2727</td>
</tr>
<tr>
<td>Kaiapoi</td>
<td>2448</td>
</tr>
<tr>
<td>Woodend/Pegasus</td>
<td>1062</td>
</tr>
<tr>
<td>Oxford</td>
<td>234</td>
</tr>
</tbody>
</table>

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 of 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

Population growth in the main towns

<table>
<thead>
<tr>
<th>Town</th>
<th>1996</th>
<th>2001</th>
<th>2006</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora</td>
<td>9,861</td>
<td>10,800</td>
<td>12,441</td>
<td>15,021</td>
</tr>
<tr>
<td>Kaiapoi</td>
<td>8,082</td>
<td>9,258</td>
<td>10,449</td>
<td>9,237</td>
</tr>
<tr>
<td>Woodend</td>
<td>1,563</td>
<td>2,241</td>
<td>2,616</td>
<td>2,679</td>
</tr>
<tr>
<td>Oxford</td>
<td>1,476</td>
<td>1,581</td>
<td>1,716</td>
<td>1,905</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><strong>2.1 Ensuring walking and cycling linkages are provided in new urban subdivision areas</strong></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><strong>2.2 Working towards safe and convenient walking and cycling within and around smaller settlements and rural areas</strong></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><strong>2.3 Promoting walking and cycling as a way of making connections with others and the natural environment</strong></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>
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. “Share the Road” 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 wheel chairs.

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.
2013 Census (Statistics New Zealand)

The population graph from the 2013 Census shows that in the Waimakariri District there are proportionally more young people under the age of 20 years and people over 40 years with a significantly smaller number of people in the 20 – 30 age group compared with the distribution for New Zealand as a whole.

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)

\textbf{What you told us:}

The main reasons people are walking and cycling are for recreation and health. The majority of people who responded to the survey indicated they walked and/or biked either daily or several times a week. People who are walking indicated their main reason for undertaking this activity was for health, well-being and exercise. Similarly, those who are biking indicate that getting fit is high on their priority list along with the enjoyment of the scenery and getting out in the fresh air.

\textbf{Source: Statistics NZ, 2013 Disability Survey}
## Healthy Lifestyles

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
</tr>
</thead>
</table>

### 4.1 Integrating walking and cycling into public transport planning

- Park and Ride facilities created in Rangiora and Silverstream for commuters 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.

- 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.

### 4.2 Developing sustainable travel plans

- 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.

### 4.3 Promoting walking and cycling as a healthy lifestyle choice

- 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.
### Priority 4.4 Promoting walking and cycling opportunities

Ensure information is available on walking and cycling facilities in our District.

Develop brochures highlighting walking and cycling opportunities within the District.

Ensure walking and cycling symbols are included on Council Reserve Activity Signs where facilities exist.

Ensure adequate directional signs are provided along main walking and cycling routes.

Regularly monitor and survey the community to measure success of programmes and initiatives.
<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: ____________________________

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

WAIMAKARIRI DISTRICT COUNCIL

waimakariri.govt.nz
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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.
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.
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

![Image of walkers]
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**

<p>| I walk for:    | Recreation (198) | Health (156) |</p>
<table>
<thead>
<tr>
<th></th>
<th>Daily</th>
<th>Several times a week</th>
<th>Once a week</th>
<th>Once a fortnight</th>
<th>Once a month</th>
<th>Less than once a month</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>29%</td>
<td>50%</td>
<td>11%</td>
<td>4%</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>34%</td>
<td>47%</td>
<td>12%</td>
<td>3%</td>
<td>4%</td>
<td></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>-------------------</td>
<td>-------</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>Daily</th>
<th>Several times a week</th>
<th>Once a week</th>
<th>Once a fortnight</th>
<th>Once a month</th>
<th>Less than once a month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 km</td>
<td>35</td>
<td>51</td>
<td>9</td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Between 5 km and 10 km</td>
<td>22</td>
<td>39</td>
<td>11</td>
<td>3</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>More than 10 km</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>No response</td>
<td>15</td>
<td>21</td>
<td>5</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>73</td>
<td>116</td>
<td>26</td>
<td>9</td>
<td>8</td>
<td>7</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**

- Health, wellbeing and exercise: 115
- Scenery and gardens: 99
- Fresh air: 65
- Companionship and social interaction: 34
- Walking the dog: 16
- Great tracks and environment: 15
- Peace and quiet: 13
- Free, convenient: 13

Number of people mentioning each.
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

![Graph showing bars for various reasons people stop from walking, with Weather being the most mentioned (53 mentions), followed by Time/life interferes (37 mentions), and so on.](image-url)
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.

**Figure 12: Why people bike by age 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).
Figure 13: Why and how often people ride a bike

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>Daily</th>
<th>Several times a week</th>
<th>Once a week</th>
<th>Once a fortnight</th>
<th>Once a month</th>
<th>Less than once a month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 30 minutes</td>
<td>5</td>
<td>14</td>
<td>8</td>
<td>3</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>30 minutes to 1 hour</td>
<td>8</td>
<td>31</td>
<td>15</td>
<td>3</td>
<td>14</td>
<td>5</td>
</tr>
<tr>
<td>More than 1 hour and less than 3 hours</td>
<td>8</td>
<td>38</td>
<td>17</td>
<td>6</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>More than 3 hours</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No response</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>23</td>
<td>86</td>
<td>43</td>
<td>14</td>
<td>26</td>
<td>17</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>Daily</th>
<th>Several times a week</th>
<th>Once a week</th>
<th>Once a fortnight</th>
<th>Once a month</th>
<th>Less than once a month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 km</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Between 5 km and 10 km</td>
<td>2</td>
<td>9</td>
<td>10</td>
<td>3</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>More than 10 km and less than 20 km</td>
<td>8</td>
<td>20</td>
<td>9</td>
<td>0</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>More than 20 km</td>
<td>9</td>
<td>46</td>
<td>12</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>No response</td>
<td>3</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>23</td>
<td>86</td>
<td>43</td>
<td>14</td>
<td>26</td>
<td>17</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.
Figure 16: What people like about biking

<table>
<thead>
<tr>
<th></th>
<th>Number of people mentioning each</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getting fit</td>
<td>130</td>
</tr>
<tr>
<td>Fresh air, variety of scenery</td>
<td>119</td>
</tr>
<tr>
<td>Environmentally friendly</td>
<td>35</td>
</tr>
<tr>
<td>Quick access to places</td>
<td>30</td>
</tr>
<tr>
<td>Companionship</td>
<td>29</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Number mentioning each</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic, speed and roundabouts</td>
<td>69</td>
</tr>
<tr>
<td>Weather, particularly rain/wind</td>
<td>49</td>
</tr>
<tr>
<td>Lack of dedicated bike paths</td>
<td>45</td>
</tr>
<tr>
<td>Time available/other commitments</td>
<td>41</td>
</tr>
<tr>
<td>Inattentive/aggressive motorists</td>
<td>32</td>
</tr>
<tr>
<td>Narrow roads, lack of shoulder to ride on</td>
<td>27</td>
</tr>
<tr>
<td>Health issues</td>
<td>16</td>
</tr>
</tbody>
</table>
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 foot paths 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...**

![Graph showing suggestions for walking improvements]

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
• Bradley's 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?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>21</td>
</tr>
<tr>
<td>Several times a week</td>
<td>17</td>
</tr>
<tr>
<td>Once a week</td>
<td>5</td>
</tr>
<tr>
<td>Once a fortnight</td>
<td></td>
</tr>
<tr>
<td>Once a month</td>
<td>2</td>
</tr>
<tr>
<td>Less than once a month</td>
<td>3</td>
</tr>
</tbody>
</table>

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…”

Safety - too dangerous
Distance - too far
Age - too young
Time - not enough
Traffic - too much and too fast
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 Cyclway 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>
</table>
| **Support the Rangiora / Kaiapoi path** | • 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.  
• Great idea, can’t wait.  
• This is a great idea. I am pleased you are doing something about cycling/walking.  
• 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 [www.strava.com](http://www.strava.com) can show ‘hotspots’ of recreational cyclists using any route, and will show quickly how popular the path will become.  
• Great idea. Lovely thing for families to do together and to connect the District, reducing the Kaiapoi vs Rangiora thing.  
• 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.  
• 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!  
• 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.  
• It would be great to be able to cycle to Christchurch off road. This is a big step towards that. |
| **Level of service** | • Will it also have appropriate foliage to attract wildlife?  
• 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.  
• Can it be wide enough to allow for rollerblading and well lit, and a smooth surface?  
• Make it dog friendly, have toilets, rubbish bins, and seats with magnificent views.  
• Cyclists and walkers need to be separated, a shared path is unsafe.  
• Have the width at least 3 m, so walkers and cyclists have enough room if passing.  
• 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.  
• Make it gravel and get twice as much track for the same $ cost.  
• Make it clear what side to ride/walk on if it is a two way path e.g. line in the middle. |
<table>
<thead>
<tr>
<th>Theme</th>
<th>Comments</th>
</tr>
</thead>
</table>
|                              | • 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.  
• Could this have benches and rest stops along the way? |
| Town transition areas       | • 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?  
• Associate it with bus stops at either end to allow for return mixed journeys.  
• A park and ride that has bike lockup at Kaiapoi would let people cycle half way to Christchurch and bus the rest.  
• Good, clear signage to encourage users.  
• Make it well sign posted with distances etc, have options to join up for loops. |
### 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 Comments</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>the limit for walking commute and would only do it one way per day.</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>Level of service</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>Town transition areas</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.
Walk and Cycleways Suggested by the Public
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) do 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
- Health
- Getting to work
- 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  ☐ Getting to work

☐ Health  ☐ 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?
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>15. What do you enjoy most about biking?</td>
<td></td>
</tr>
<tr>
<td>16. Does anything stop you from biking, or biking more often?</td>
<td></td>
</tr>
</tbody>
</table>
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?
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?
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?
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 consider appointments of Community Board Members to organisations.

Attachments:

i. List of previous membership of 2013-16 term.

2. **RECOMMENDATION**

THAT the Woodend-Sefton Community Board:

(a) **Receives** report No. 161102112769

(b) **Approves** the appointment of Board Member …………………… as a Board representative and liaison person, to the Canterbury Regional Council – Sefton/Ashley and Sefton River Rating District Committees.

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

(d) **Approves** the appointment of Board Member …………………… as a Board representative and liaison person, to the Woodend Community Centre Advisory Group.

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

(f) **Approves** the appointment of Board Member …………………… as a Board representative and liaison person, to the Gladstone Park Advisory Group.

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

(h) **Approves** the appointment of Board Member …………………… as a Board representative and liaison person, to the Pegasus Residents Group.
(i) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Woodend Community Association.

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

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

(l) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Christchurch International Airport Community Liaison Group.

(m) Approves the appointment of Board Member …………………… as a Board representative and liaison person, to the Selton Township River & Drainage Ratepayer District.

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 Board’s community area two rural drainage groups require representation from the Board: the Coastal Rural Drainage Advisory Group and the Sefton Township River & Drainage Ratepayer District.

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 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 (i)

Membership to Outside Organisations of Woodend-Ashley Community Board Members during the 2013-16 term:

Coastal Rural Drainage Advisory Group  D Lundy
Central Rural Drainage Advisory Group  D Lundy
Sefton Township River and Drainage Ratepayer District Group  D Lundy
Canterbury Regional Council - Sefton and Ashley River Rating District Committees  J Ensor
Gladstone Park Advisory Group  K Eastwood
Hurunui District Council – Ashley Rural Water Scheme Management Committee  C Prickett
Loburn Domain Advisory Group  D Lundy
North Canterbury Neighbourhood Support  R Cable
Sefton Domain Advisory Group  K Nelson
Waikuku Beach Hall Advisory Group  K Eastwood
Waimakariri Health Advisory Group  J Ensor
Woodend Community Association  R Cable
Woodend Community Centre Advisory Group  C Prickett
Grey Power North Canterbury Association Inc.  R Cable
Christchurch International Liaison Group  J Ensor and K Nelson
Pegasus Residents Group Inc.  K Eastwood