

Agenda

Kaiapoi-Tuahiwī Community Board

Monday 18 September 2023

4pm

Kaikanui Room
Ruatanīwha Kaiapoi Civic Centre
176 Williams Street, Kaiapoi

Members:

Jackie Watson (Chairperson)

Sandra Stewart (Deputy Chairperson)

Neville Atkinson

Tim Bartle

Al Blackie

Tracey Blair

Russell Keetley

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

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

	<u>BUSINESS</u>	<i>PAGES</i>
1	<u>APOLOGIES</u>	
2	<u>CONFLICTS OF INTEREST</u>	
3	<u>CONFIRMATION OF MINUTES</u>	
3.1	<u>Minutes of the Kaiapoi-Tuahiwi Community Board – 21 August 2023</u>	13-21
	<i>RECOMMENDATION</i>	
	THAT the Kaiapoi-Tuahiwi Community Board:	
	(a) Confirms the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 21 August 2023, as a true and accurate record.	
3.2	<u>Matters Arising (From Minutes)</u>	
4	<u>DEPUTATIONS AND PRESENTATIONS</u>	
	Nil.	
5	<u>ADJOURNED BUSINESS</u>	
	Nil.	
6	<u>REPORTS</u>	
6.1	<u>Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Kaiapoi-Tuahiwi Board Area – Shane Binder (Senior Transportation Engineer) Allie Mace-Cochrane (Transportation Engineer) and Joanne McBride (Roading and Transport Manager)</u>	22-152
	<i>RECOMMENDATION</i>	
	THAT the Kaiapoi-Tuahiwi Community Board:	
	(a) Receives Report No. 230530079555.	
	<i>AND</i>	
	THAT the Kaiapoi-Tuahiwi Community Board recommends:	
	THAT the Council:	
	EITHER:	

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Beach Road and Ferry Road** (refer to TRIM No. 230731116010 and 230731116038), as **shown in bold text in Table 3 and Table 8 below**. These roads are within the Board's area.
- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.
- (e) **Notes** that Recommendation (b) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024.

OR:

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

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

School name	Ca t.	Propose d Speed Limit	Road Extents	Speed Limit Type
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable

School name	Ca t.	Propose d Speed Limit	Road Extents	Speed Limit Type
Kaiapoi North School			Sims Road (Williams Street to end of formed road)	Permane nt
			Coups Terrace (Williams Street to end of formed road)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permane nt
			Peraki Street (Hilton Street to Ohoka Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable

Table 2. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Black Street – from Peraki Street to Raven Quay	50	30
Bowler Street – from Raven Quay to Hilton Street	50	30
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30

Table 3. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50
Old North Road – 20 m north of Dale Street to Williams Street	50	40

Table 4. Proposed speed limits for north of Tram Road/Ohoka area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Butchers Road – Christmas Road to Ohoka Road *OOCB Boundary (partial extent)	100	60
Gardiners Road – Tram Road to end of formed road (unsealed) *OOCB Boundary	100	60

Table 5. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *OOCB Boundary	100	60
Elders Road – Burgesses Road to South Eyre Road	100	60

Table 6. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Harpers Road – South Eyre Road to end of formed road *OOCB Boundary	100	80
Heywards Road – South Eyre Road to Mabers Road	100	80
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60
Baynons Road – Heywards Road to end of formed road	100	80
Madeleys Road – Heywards Road to end of formed road	100	80
Taylor's Road – Heywards Road to end of formed road (unsealed)	100	60
Mabers Road – South Eyre Road to end of formed road	100	60

Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60
Watts Road – Greigs Road to end of formed road	100	60

Table 7. Proposed speed limit for South Eyre Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *OOCB Boundary	100	80

Table 8. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60
Lower Camside Road – Cam Road to end of formed road	100	60
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80
Paisley Road - Mulcocks Road to end of formed road	100	60
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (h) **Notes** that the Beach Grove development has been progressing on the northern side of Beach Road. Another collector road from this development will intersect Beach Road within the existing 70 km/h zone and therefore, to ensure safe operation of the intersection in its urban context, the speed limit needs to be reduced along Beach Road for the extents noted in Recommendation (c).

- (i) **Notes** that at the recommendation of the engineering report following a fatal crash on Beach Road, near the intersection of Ferry Road, a lower speed limit has been proposed and included in Recommendation (c). Both sections of Ferry Road have also been included in this recommendation, as they are unsealed, dead-end roads which intersect Beach Road and do not meet the minimum length requirement to retain a 100 km/h speed limit.
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines:
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (f) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to Attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

6.2 **Pines Oval Playground Relocation – Tori Stableford (Landscape Architect)**

153-161

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

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

16-166

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

7 CORRESPONDENCE

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

167-168

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

169-171

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for August and September 2023

The Chairperson will provide a verbal update at the meeting.

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

9 MATTERS REFERRED FOR INFORMATION

- 9.1 **Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.**
- 9.2 **Rangiora-Ashley Community Board Meeting Minutes 8 August 2023.**
- 9.3 **Woodend-Sefton Community Board Meeting Minutes 14 August 2023.**
- 9.4 **Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.5 **Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.6 **Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.7 **Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.**
- 9.8 **Avian Botulism Management 2022/23 – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.9 **Private Well Study – Results from 2022 Study – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.10 **Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.**

Public Excluded

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

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board

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

Note:

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*
2. *Hard copies of the Public Excluded items were circulated to members separately.*

10 MEMBERS' INFORMATION EXCHANGE

10.1 B Cairns

172

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 Playspaces in Kaiapoi East

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

Consultation closes Friday 22 September 2023.

11.2 Mandeville Resurgence Channel Upgrades

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

Consultation closes Friday 29 September 2023.

11.3 Integrated Transport Strategy

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

Consultation closes Sunday 1 October 2023.

12 BOARD FUNDING UPDATE

12.1 Board Discretionary Grant

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

12.2 General Landscaping Budget

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

13 MEDIA ITEMS

14 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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

Item 14.1 Rent review Whow Aqualandnz.

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
14.1 Rent review for Whow Aqualandnz.	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

CLOSED MEETING

Refer to Public Excluded Agenda (separate document)

OPEN MEETING

15 QUESTIONS UNDER STANDING ORDERS

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

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

Workshop

- *Members Forum*

MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY, 21 AUGUST 2023 AT 4PM.

PRESENT

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

IN ATTENDANCE

B Cairns and P Redmond (Kaiapoi-Woodend Ward Councillors).

C Brown (Community and Recreation Manager), K Straw (Civil Project Team Leader), K Rabe (Governance Advisor), and A Connor (Governance Support Officer).

There were 4 members of the public present.

1 APOLOGIES

Moved: J Watson

Seconded: A Blackie

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

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 17 July 2023

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 17 July 2023, as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

Nil.

3.3 Notes of the Kaiapoi-Tuahiwi Community Board Workshop – 17 July 2023

Moved: J Watson

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the notes of the Kaiapoi-Tuahiwi Community Board Workshop, held on 17 July 2023.

CARRIED

4 **DEPUTATIONS AND PRESENTATIONS**

4.1 **Waimakariri Biodiversity Trust – J Roper-Lindsey and L Barltrop**

J Roper-Lindsey informed the Board that the Waimakariri Biodiversity Trust was formed in 2022 following discussions at the Waimakariri Water Zone Committee regarding the lack of help for members of the community to protect and enhance indigenous biodiversity. The Trust achieved charitable status in mid 2022 and they currently had eight Trustees. Establishment funding of \$20,000 was received from the Land and Water Committee and \$5,000 was received from the Environment Canterbury Zone Committee. The Trust's vision was to see vibrant, healthy, indigenous ecosystems valued across the Waimakariri District. Their purpose was to provide the necessary information, education and resources to enable the community to protect, restore, create and sustainably manage indigenous biodiversity in the district by coordinating and helping communities

L Barltrop stated the Trust had launched its website and started an Instagram account as well as posting on its Facebook more frequently. The Daiken Wetland Restoration Project was underway. The Trust had received a \$15,600 grant from the Waimakariri Water Zone Committee which would fund the first two stages of the project. She had been in touch with Enviroschools and was going to have Ashley School involved with the planting. Winter Series 2 had begun with two events, one being about managing biodiversity in rural areas and the other about biodiversity in the foothills of Lees Valley. The final event was going to take place in Waikuku and would be about biodiversity of the estuary and wetlands. The Trust was also working with Dr Bex Dollery from the Council and residents on edge the of the Kaiapoi red zone.

J Roper-Lindsey noted the Trust was very appreciative of the Council's support so far and the was happy to offer support for Waimakariri District Council projects also.

J Watson sought clarity on if the Trust was more about giving advice rather than organising projects. J Roper-Lindsey noted that at this stage they were more about advice however they would like to move to organising projects in the future.

B Cairns questioned if there was any cost to the resident seeking advice from the Trust. J Roper-Lindsey replied there was no cost to residents who sought its help. The Trust could provide general advice however for specific projects where an ecologist or hydrologist was needed the Trust would have to apply for funding. It was not the nature of the Trust to charge people.

B Cairns then asked how the Trust accessed plants. J Roper-Lindsey stated the Trust had not needed to source any plants yet. They did have some links with Waiora Nursery in Christchurch however they would like to build local relationships also.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Kaiapoi High School – Proposed Safety Improvements – K Straw (Civil Project Team Leader) and J McBride (Roading and Transport Manager)**

K Straw highlighted the aim of the report was to reduce speed across the overbridge with minor road marking changes and a pedestrian crossing. The pedestrian crossing would remain after the proposed roundabout was installed in the future.

T Bartle questioned why the pedestrian crossing was to the side of the gate instead of being closer to school. K Straw replied there was a refuge crossing in place in front of the school. The proposed pedestrian crossing would be a zebra crossing to give priority to pedestrians while also using it as a means to slow traffic.

P Redmond wondered if there were any safety concerns with putting a pedestrian crossing so close to a side street. K Straw noted there potentially could be. The limit line for pedestrian crossings was five metres away of an intersection.

J Watson stated students would cross the road at their closest convenience and requested if moving the pedestrian crossing closer to school gate could be investigated. K Straw would speak with Council staff and see if there was any scope to move it a few metres to the east.

T Bartle sought clarity on if there had been incidents in this area and if enough had already been achieved in the interim. K Straw noted the cost of this project was very minimal. It was predominately line marking covered by the maintenance contract so no money would be saved in long term by waiting.

Moved: R Keetley

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 230411049603.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities & Roading Committee:

(b) **Approves** the Design as per Trim No. 230406049186.

(c) **Approves** the installation of a pedestrian crossing on Ohoka Road, outside the Kaiapoi High School.

(d) **Notes** that there would be no additional no-stopping lines installed as a result of the proposed pedestrian crossing.

(e) **Notes** that there was budget allocated through the annual plan process for this project.

CARRIED

R Keetley was very supportive of the proposed changes and felt it was a long-time coming. S Stewart concurred and suggested the works be completed during the school holidays so as to create as little disruption for the school. K Straw replied it would be dependent on contractors availability however they could try to coordinate with the school holidays.

6.2 **Applications to the Kaiapoi-Tuahiwi Community Board's Discretionary Grant Fund 2022/23 – K Rabe (Governance Adviser)**

K Rabe spoke to the report highlighting that the Waimakariri Access Group was applying on behalf of the North Canterbury Inclusive Sport Festival. B Cairns noted this was a first for the district and was being run by a teenager from Rangiora High School.

Moved: T Bartle

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 230807119533.

(b) **Approves** a grant of \$750 to the Waimakariri Access Group towards seed funding to hold an inclusive sports day to occur.

CARRIED

K Rabe highlighted Community Wellbeing North Canterbury were applying to rent an 0800 number for the safety of staff and smoother running of the food bank.

A Blackie noted they had a large amount of money already in the bank and Council already made a large contribution annually. B Cairns concurred however he clarified that Community Wellbeing North Canterbury did not receive any funding towards the food bank.

Moved: R Keetley

Seconded: T Bartle

- (c) **Approves** a grant of \$600 to Community Wellbeing North Canterbury Trust towards the installation and monthly rental of an 0800 number for the food bank and driver bookings.

CARRIED

7 **CORRESPONDENCE**

A memo regarding Kaiapoi Town Entrance and General Landscaping Budget was tabled (Trim: 230821128278).

8 **CHAIRPERSON'S REPORT**

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

- Every year groups of student doctors met with different groups in the community and the report would be out in the coming months.
- Creative Communities funding closed at the end of August 2023. Festival funding was also available this year as a one off post Covid grant.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the report (Trim: 230815124852) from the Kaiapoi-Tuahiwi Community Board Chairperson.

CARRIED

9 **MATTERS REFERRED FOR INFORMATION**

9.1 Rangiora-Ashley Community Board Meeting Minutes 14 June 2023.

9.2 Oxford-Ohoka Community Board Meeting Minutes 5 July 2023.

9.3 Woodend-Sefton Community Board Meeting Minutes 10 July 2023.

9.4 Rangiora-Ashley Community Board Meeting Minutes 12 July 2023.

9.5 Huria Reserve Heritage and Mahinga Kai Area Statement of Intent for 2023-24 – Report to Council Meeting 4 July 2023 – Circulates to the Kaiapoi-Tuahiwi Community Board.

9.6 Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

9.7 Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

9.8 Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

9.9 Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

- 9.10 Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.11 Stimulus Programme Close Out Report – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.
- 9.12 Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

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

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.12.
- (b) Receives the separately circulated public excluded information in items 9.13 and 9.14.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

A Blackie

- Attended Croquet Club fundraising quiz. Around 100 people were in attendance.
- Attended Local Government New Zealand (LGNZ) conference. Helped guide a bus tour through the Kaiapoi Regeneration area.
- Lincoln College Students inspected the Mahinga Kai Reserve and were doing a class project on the landscaping of the Huria Reserve.
- Attended Ranger breakfast for rangers in the Canterbury region. This was the only time all rangers got together. Wasnt finished with a tour of Silverstream reserve.
- Student Volunteer Army volunteers did a mornings work in the Silverstream Reserve and in the Te Kohaka o Tuhaitara Trust area also.

T Bartle

- Attended Waimakariri Health Advisory Group meeting. They were working through major issues. They were all applying for their own jobs internally causing wellbeing breakdowns.
- Attended Governance training which was fascinating. A Gray the Councils Communications Manager spoke.
- Attended North Canterbury Neighborhood support meeting. There was a lot of positive work happening.

R Keetley

- Attended Historical Society working day at the museum which was very informative.
- Attended Northern Bulldogs Rugby Strategic Planning meeting which had support from Canterbury Rugby.

S Stewart

- Attended Greypower meeting. They were having difficulty as a group when sign language was used in public presentations and Te Reo Māori on signage. They were not supportive of bilingual signs or sign language. They were surprised that majority of the Councillors were over 65. They were also experiencing issues with scooters on footpaths. Ongoing issues with eftpos and concerns on what would happen in an emergency and there was no power.
- Flooding workshop update. In Woodend it was over a one in 50 year event compared to July 2022. Each individual event was greater and there was twice the normal July rainfall. Kaiapoi

had 900mm of rain so far this year compared to a yearly average of 650mm. Levels in the Mandeville bore undercurrent broke through and it was expected that water would continue to flow on the surface for many months. There had been seven large flooding events over the last ten years. 335 service requests were received from the most recent event. Tuahiwi, Cam River and Waikuku Beach were key focus areas. Staff were expecting \$1.5-\$2m of roading repair work would be required. The new Kaiapoi storm water pumps worked well. Council was looking at establishing a specialist flood team with external consultants and there were discussions if a permanent inhouse team was needed. The design of Cam River was being reviewed, it was agreed maintenance was not up to standard.

- Kaiapoi Promotions Association interested in what was happening to public space for carnivals and public events.

B Cairns

- Roadside auditing of recycle bins would start in September.
- Met with resident looking to start a music festival on the river potentially in February next year.
- Local Government Conference – highlights were listening to Sophie Howe, first Welsh Future Generations Commissioner. Example of points she made:
 - For example, if we know that around 35% of jobs in the Waimakariri may disappear as a result of robots, artificial intelligence, or computers, what's that going to mean to you, your children and your grandchildren?
 - We know that we'll be living longer, but are we going to be living healthy, active lives or are we going to be living lives with long-term illness and health conditions?
- Public bodies really need to be focusing on how their decisions are going to impact in the long-term, and working together to prevent problems occurring, recognising that no single public body can respond to some of the big challenges that need to be addressed.
- Attended Food Secure North Canterbury strategy meeting.
- Have attended a number of meetings about community funded CCTV cameras. Council was developing a policy as they will take ownership of the cameras once installed.
- Harry Harper funeral – Harry had bequeathed the Council some of his estate.
- InCommon Waimakariri Inclusivity Poster Campaign Event Launch – featured the number of immigrants in our community.
- Kaiapoi Promotions Annual General Meeting – new Chair was elected, Janine Duke.
- First youth event in Pegasus – movie night – planning now for next event and more students to help with planning.
- All Boards meeting.
- All Together Kaiapoi review meeting – reduction in funding, an issue that other organisations may face.
- Kaiapoi Food Forest meeting – new coordinator had been employed.
- Housing Policy Hearings – to create a district housing policy.
- Transport Connections discussion – connecting the likes of Oxford to other parts of the district.
- Waimakariri Heritage website launch – loads of images, with the opportunity to load or send in images, videos, and audio to tell stories.
- Pegasus Residents Group Annual General Meeting – very well attended meeting, loads of support.
- Kaiapoi kids' indoor market – busy and growing in popularity.
- All Together Kaiapoi – Matariki event – huge crowd, first time using the area for a large community event.
- Oxford light up event – judged the residential lighting displays – awesome for the township, supported by K Howat from the Council's Greenspace team which was appreciated in having trees etc lite up.
- Waiora Links – spoke about food forests in the district.
- Waimakariri Access Group Annual General Meeting.
- Almost finished conducting the Promotion association stakeholder interviews – this will provide an indication of what issues the various groups have and looking for common elements.

P Redmond

- LGNZ conference bus trip to Rolleston astounded by how big it was, population 28000 by 2024 38000 3054 55000 pace of growth phenomenal.
- Ronels Cuppa at Pegasus – B Cairns spoke about the Food Forest.
- Gravel road inspections with roading staff – further trip to Oxford/Lees Valley to be arranged.
- Utilities and Roothing Committee.
- Pegasus Residents Group Annual General meeting.
- On site meeting at Clemence Drilling – regarding damage to grass verges adjacent to cycleway.
- Heritage Website launch – Rangiora Library.
- Abbeyfield annual General Meeting.
- Draft Housing Policy Hearing and Deliberations – Chaired along with Councillors Cairns, Goldsworthy and Ward.
- Building Act Submissions.
- All Boards – Future for Local Government.
- Local Government New Zealand (LGNZ) Rolleston visit - astounded by how big Rolleston had gotten, population 28000, by 2024 38000 3054 55000 pace of growth phenomenal.
- LGNZ Annual General Meeting – Sam Broughton elected President.
- LGNZ Conference at Te Pae Christchurch – Amazon Web Services sophisticated digital services, Selwyn District Council a subscriber. Luxton prepare to submit a deal to government post election for strategic projects. First in basis. Limited funds.
- All Boards workshop – Speed Management Plans. Council may seek time extension until after election.
- Housing Policy adopted.
- Waimakariri Health Advisory Group – Taxi arrangement discussed and clarified. Rangiora only, historical after-hours discharges.
- Kaiapoi Promotion Association Annual General Meeting – new committee – Chair Janine Duke, Vice Chair Martin Pinkham, Treasurer Greg Coleman, Secretary Tracy Inwood. Committee Michael Bendall, Rob Duke, Natalie Leary, Cheryl Meadows, John Rule and Ani Tapa.
- Property Portfolio Working Group meeting.
- North Canterbury Sport and Recreation Trust meeting – Sports awards to alternate with ENC business awards.
- Compass FM Music quiz fundraiser for its Charitable Trust – Sold out.
- Funeral service for Harry Harper – WCD beneficiary.
- Met with resident and staff to discuss hosting a car show at Norman Kirk Park.

11 CONSULTATION PROJECTS**11.1 Environment Canterbury Regional Policy Statement**

<https://haveyoursay.ecan.govt.nz/about-our-future-canterbury>

Consultation closes Sunday 27 August 2023.

11.2 Kaiapoi Ravenswood Cycleway

<https://letstalk.waimakariri.govt.nz/kaiapoi-ravenswood-cycleway>

Consultation closes Friday 1 September 2023.

11.3 Road Reserve Management Policy

<https://letstalk.waimakariri.govt.nz/road-reserve-management>

Consultation closes Sunday Thursday 7 September 2023.

11.4 **Community Outcomes**

<https://letstalk.waimakariri.govt.nz/community-outcomes>

Consultation closes Thursday 7 September 2023.

11.5 **Mandeville Resurgence Channel Upgrades**

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

Consultation closes Friday 29 September 2023.

12 BOARD FUNDING UPDATE

12.1 **Board Discretionary Grant**

Balance as at 31 July 2023: \$6,772.

12.2 **General Landscaping Budget**

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

13 MEDIA ITEMS

14 QUESTIONS UNDER STANDING ORDERS

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 18 September 2023 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 5PM

CONFIRMED

Chairperson

Date

Workshop – 5pm-5.07pm

- *Members Forum*
 - Need to start thinking about the River Carnival and potentially looking at setting up a committee to run the event as it had become too much for only a few people to organise.
 - Long Term Plan submission – Power at Norman Kirk Park for future events.

UNCONFIRMED

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230530079555

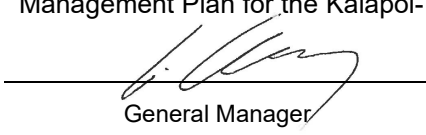
REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

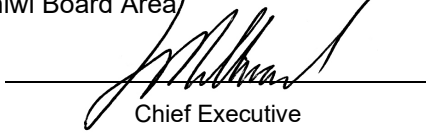
DATE OF MEETING: 18th September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roding & Transport Manager
Gerard Cleary, General Manager Utilities & Roding

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Kaiapoi-Tuahiwi Board Area

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, *the Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. The Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such, it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.
- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.

- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. Should there be a change in government following the election, the National Party's reported position on speed limit reductions is that they would not go ahead as currently required. For this reason, the Councillors' have requested that a 'bare minimum' option be provided by staff, which just addresses schools and a few other roads. This is not the recommended option.
- 1.9. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.10. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Communications and Engagement Plan (TRIM No. 230210017625)

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area;
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Beach Road and Ferry Road** (refer to TRIM No. 230731116010 and 230731116038), **as shown in bold text in Table 3 and Table 8 below**. These roads are within the Board's area;
- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board,

noting that this is following the Central Government election and Council will have final approval on the consultation;

- (e) **Notes** that Recommendation (b) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024;

OR:

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

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable

Table 2. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Black Street – from Peraki Street to Raven Quay	50	30
Bowler Street – from Raven Quay to Hilton Street	50	30
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30

Table 3. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50
Old North Road – 20 m north of Dale Street to Williams Street	50	40

Table 4. Proposed speed limits for north of Tram Road/Ohoka area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Butchers Road – Christmas Road to Ohoka Road *OOCB Boundary (partial extent)	100	60
Gardiners Road – Tram Road to end of formed road (unsealed) *OOCB Boundary	100	60

Table 5. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *OOCB Boundary	100	60
Elders Road – Burgesses Road to South Eyre Road	100	60

Table 6. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Harpers Road – South Eyre Road to end of formed road *OOCB Boundary	100	80
Heywards Road – South Eyre Road to Mabers Road	100	80
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60
Baynons Road – Heywards Road to end of formed road	100	80
Madeleys Road – Heywards Road to end of formed road	100	80
Taylors Road – Heywards Rod to end of formed road (unsealed)	100	60
Mabers Road – South Eyre Road to end of formed road	100	60
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60
Watts Road – Greigs Road to end of formed road	100	60

Table 7. Proposed speed limit for South Eyre Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *OOCB Boundary	100	80

Table 8. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60
Lower Camside Road – Cam Road to end of formed road	100	60
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80
Paisley Road - Mulcocks Road to end of formed road	100	60
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school;
- (h) **Notes** that the Beach Grove development has been progressing on the northern side of Beach Road. Another collector road from this development will intersect Beach Road within the existing 70 km/h zone and therefore, to ensure safe operation of the intersection in its urban context, the speed limit needs to be reduced along Beach Road for the extents noted in Recommendation (c);
- (i) **Notes** that at the recommendation of the engineering report following a fatal crash on Beach Road, near the intersection of Ferry Road, a lower speed limit has been proposed and included in Recommendation (c). Both sections of Ferry Road have also been included in this recommendation, as they are unsealed, dead-end roads which intersect Beach Road and do not meet the minimum length requirement to retain a 100 km/h speed limit;
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;
- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines;
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (f) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to Attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 3.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.
- 3.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 3.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- 3.7. Subsequent Speed Management Plans will focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030.
 - Urban roads in Kaiapoi – 2027-2030.
 - South-western and western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033.
 - Urban roads in Oxford – 2030-2033.
 - Urban roads in Rangiora – 2030-2033.
- 3.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 3.9. Staff have undertaken a technical review utilising the Waka Kotahi *Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is

determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.

- 3.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:

- 80 km/h on rural sealed roads.
- 60 km/h on rural unsealed roads.
- 40 km/h in urban and settlement areas.
- 30 km/h around schools, where not deemed a Category Two school.

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 3.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 3.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 3.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

4. ISSUES AND OPTIONS

- 4.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 4.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 4.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

- 4.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 4.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 4.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 4.7. The south-eastern portion of the district has become a focus due to development and the high (and increasing) volumes of traffic which use some of the roads in this area. South Eyre Road is also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.
- 4.8. Increased commercial and multi-modal activity within the Kaiapoi town centre has increased the likelihood of conflicts between motor vehicles and alternative modes of transport. In order to support the street frontage activity and ensure a safe environment for all, a 30 km/h speed limit is proposed in this area. This is a safe system speed, where pedestrians and cyclists have the greatest chance of survival if involved in a crash.
- 4.9. The rezoning of land on the northern side of Beach Road to urban residential means that the Urban Traffic Area (UTA) needs to be extended along Beach Road to incorporate the main access road to the Beach Grove development.
- 4.10. The following options are available to the Kaiapoi-Tuahiwi Community Board:
- 4.11. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.11.1. This option involves the Kaiapoi-Tuahiwi Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 4.11.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 4.11.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.

- 4.12. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.12.1. This option involves the Kaiapoi-Tuahivi Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 4.12.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 4.12.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 4.12.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 4.13. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 4.13.1. The Kaiapoi-Tuahivi Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.13.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 4.13.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.
- 4.14. Implications for Community Wellbeing
- 4.14.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.14.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.
- 4.15. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.
- Te Whata Ora (formerly the Canterbury District Health Board)
 - Environment Canterbury
 - Fire and Emergency New Zealand
 - The New Zealand Police
 - New Zealand Automobile Association
 - New Zealand Trucking Association
 - Road Transport Association
 - Road Transport Forum
 - Waka Kotahi
 - Waimakariri District schools
 - Youth Council
 - Waimakariri Access Group
- 5.2.3. The feedback from the engagement with the key stakeholders will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside the other hearing submissions.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment iv for detail).
- 5.3.3. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.
- 5.3.4. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).
- 6.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only

available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.

- 6.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

6.3. Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.
- 6.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.
- 6.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.
- 6.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.

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

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.2.1. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

7.3. **Consistency with Community Outcomes**

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

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. **Authorising Delegations**

7.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.

7.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



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Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district for the next few years.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

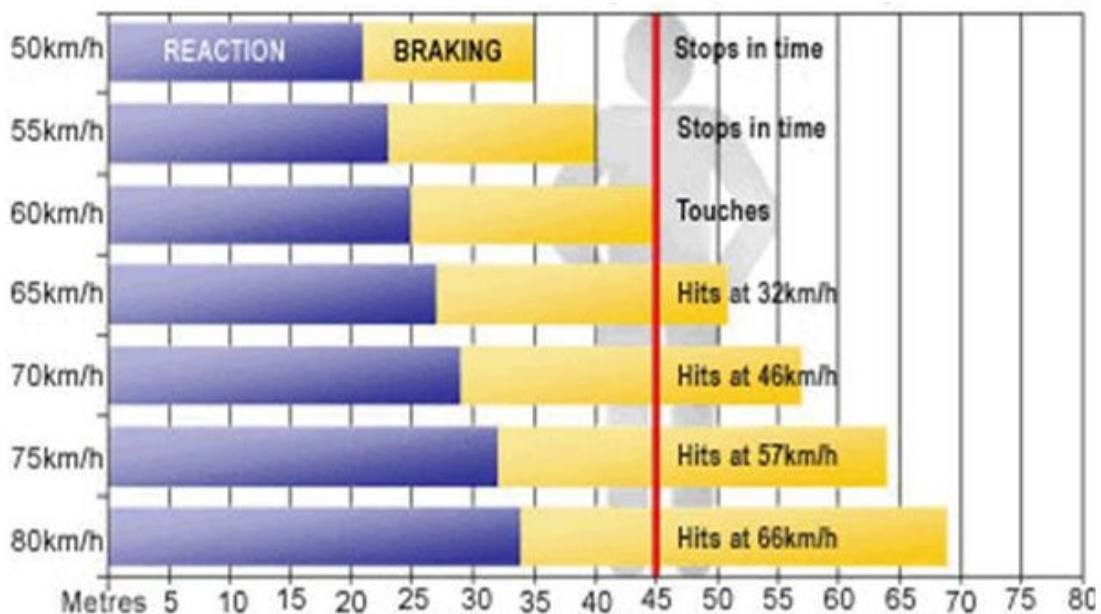


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (Global Road Safety Facility, 2023).

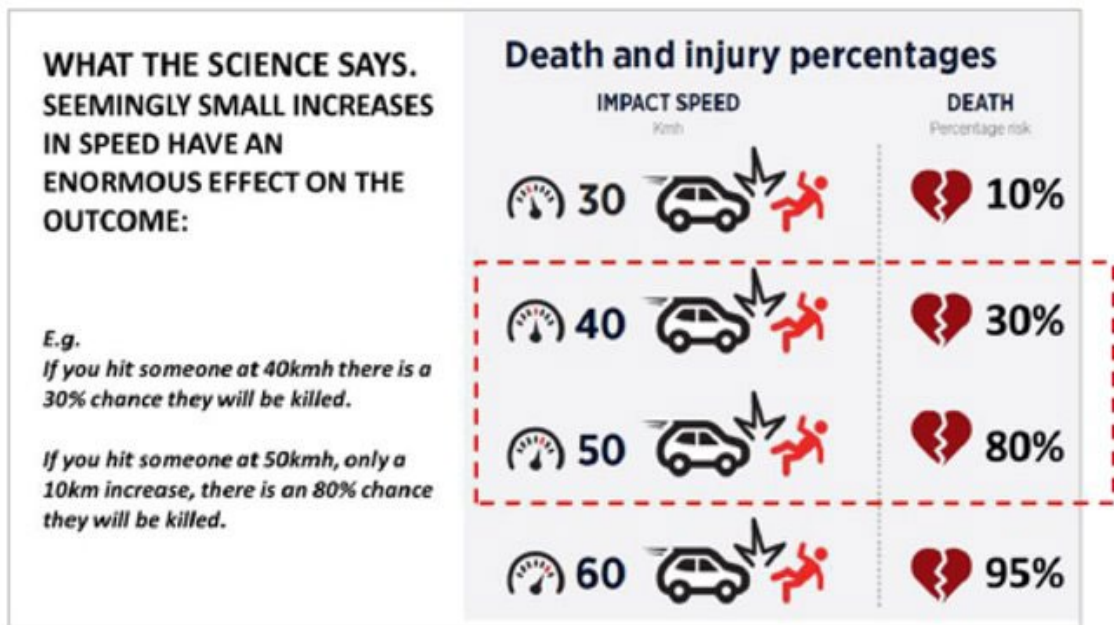


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able

to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home.

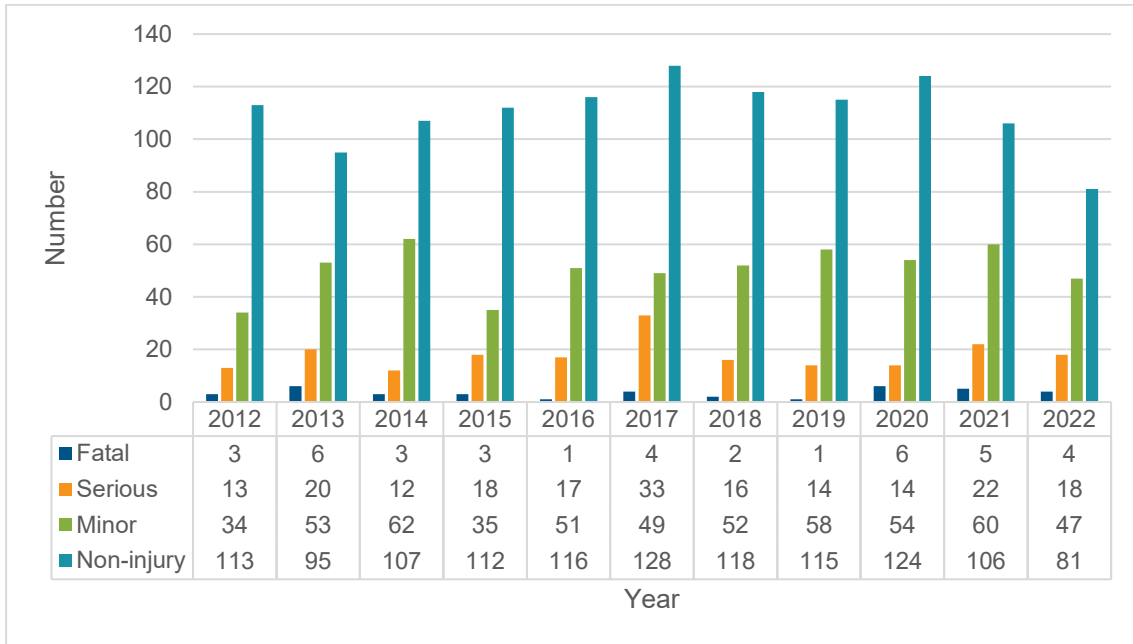


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

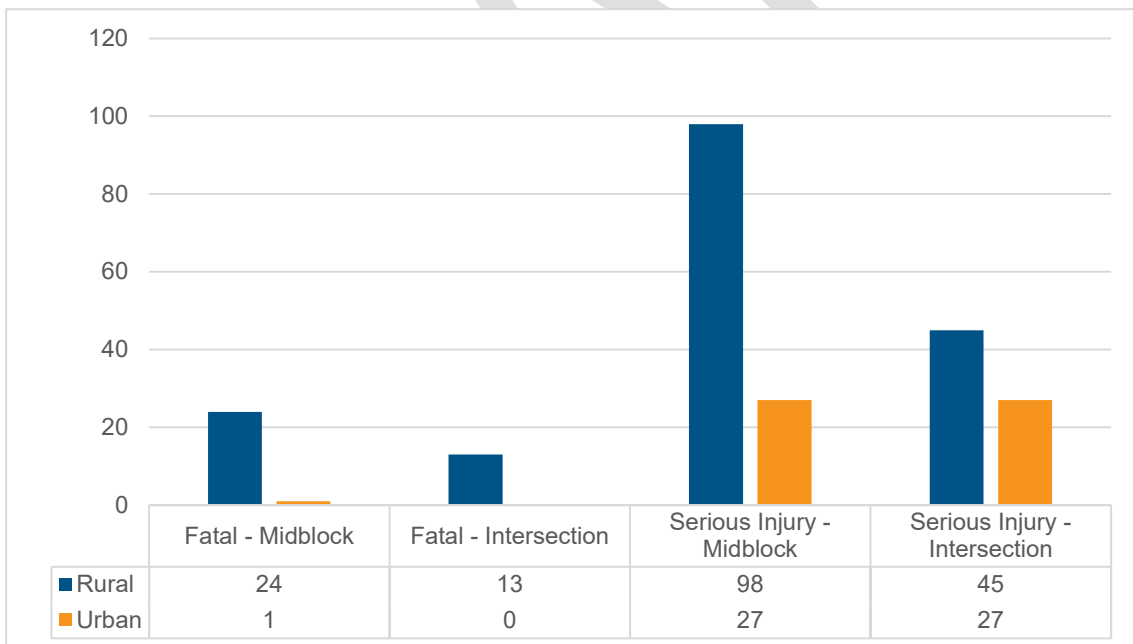


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

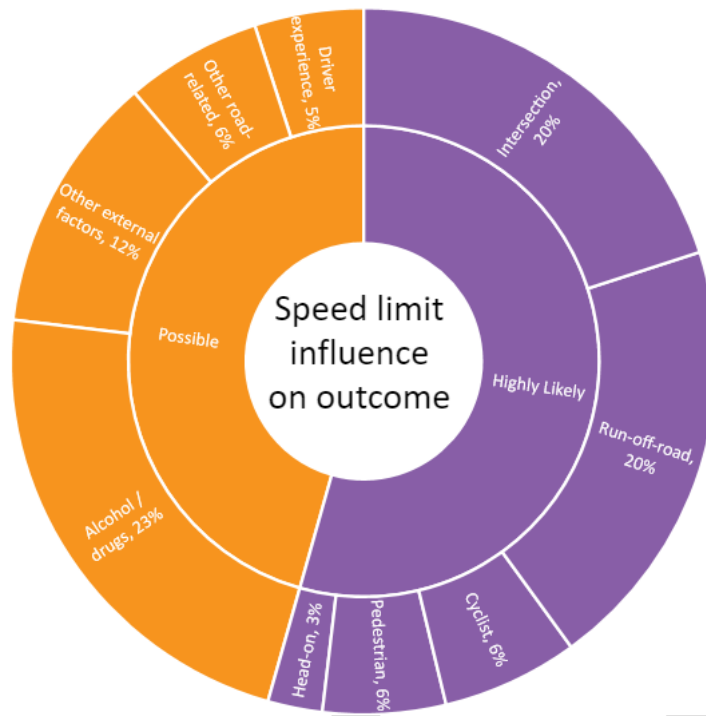


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

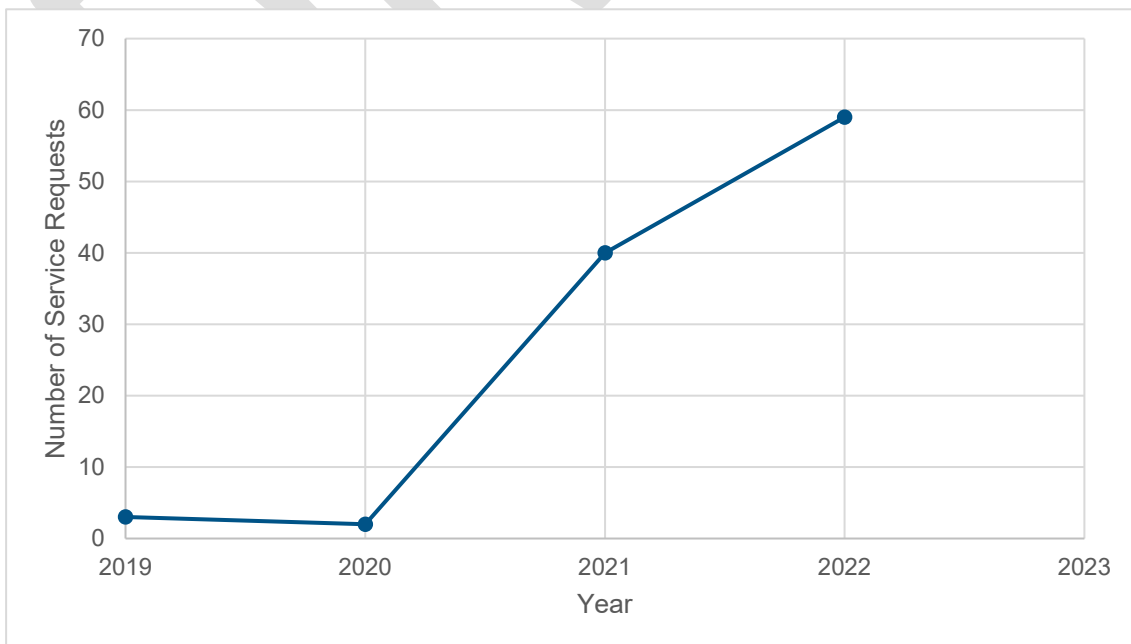


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by June 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

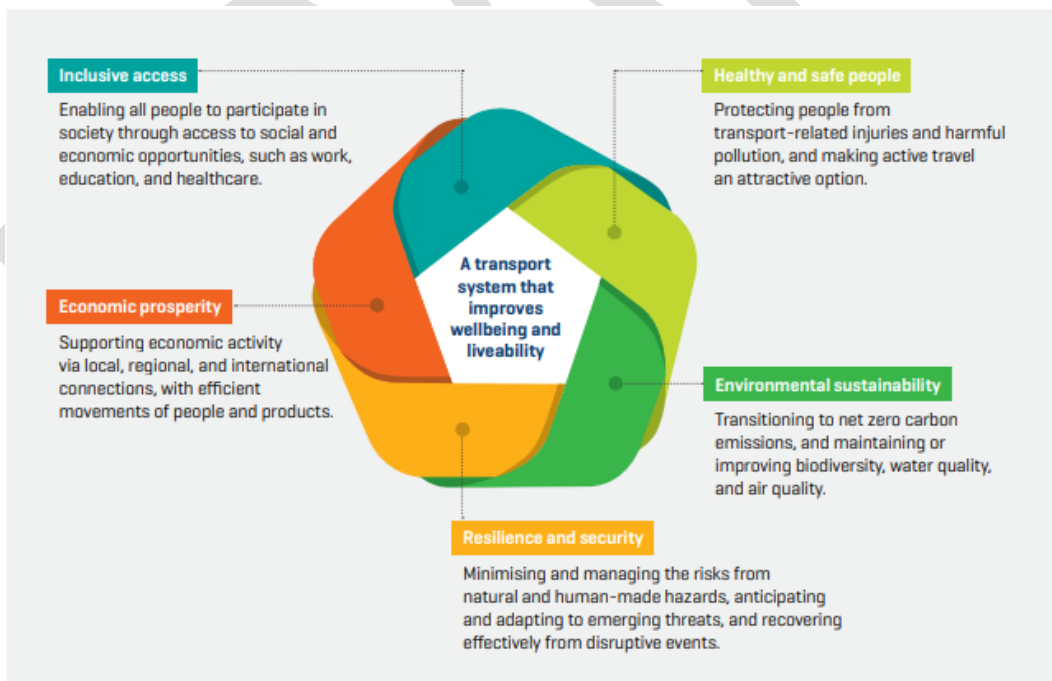


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.

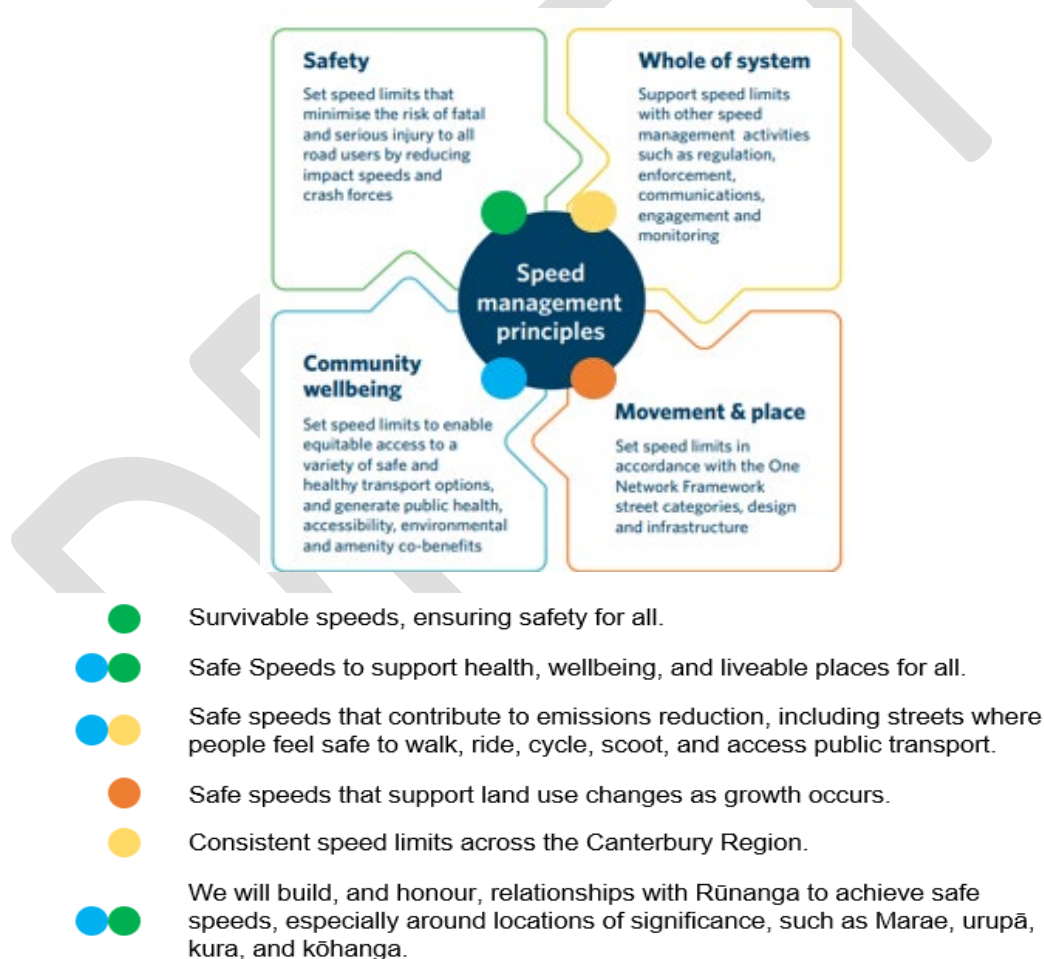


Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in Table 1 for initial speed management will be followed to achieve consistency across the region's network.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council’s Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district’s transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.
- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

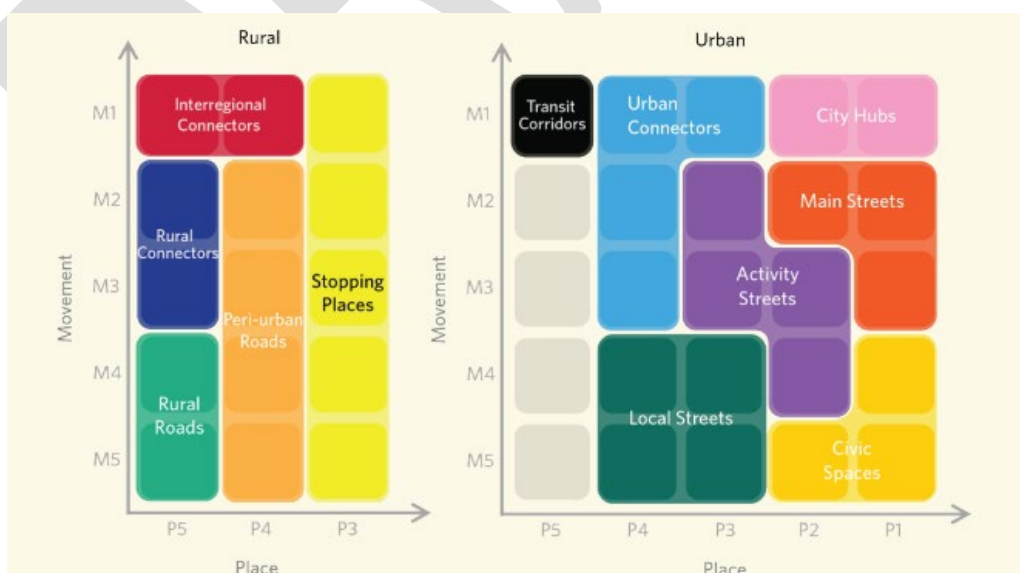


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 3 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

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Ministry of Transport. (2021). *Government Policy Statement on Land Transport 2021/2022-2030/2031*. Ministry of Transport, New Zealand Government.

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Appendix A – Policies, Strategies and Guidelines

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

Table 3. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other ‘soft’ measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town’s business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 13. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

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Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

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Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

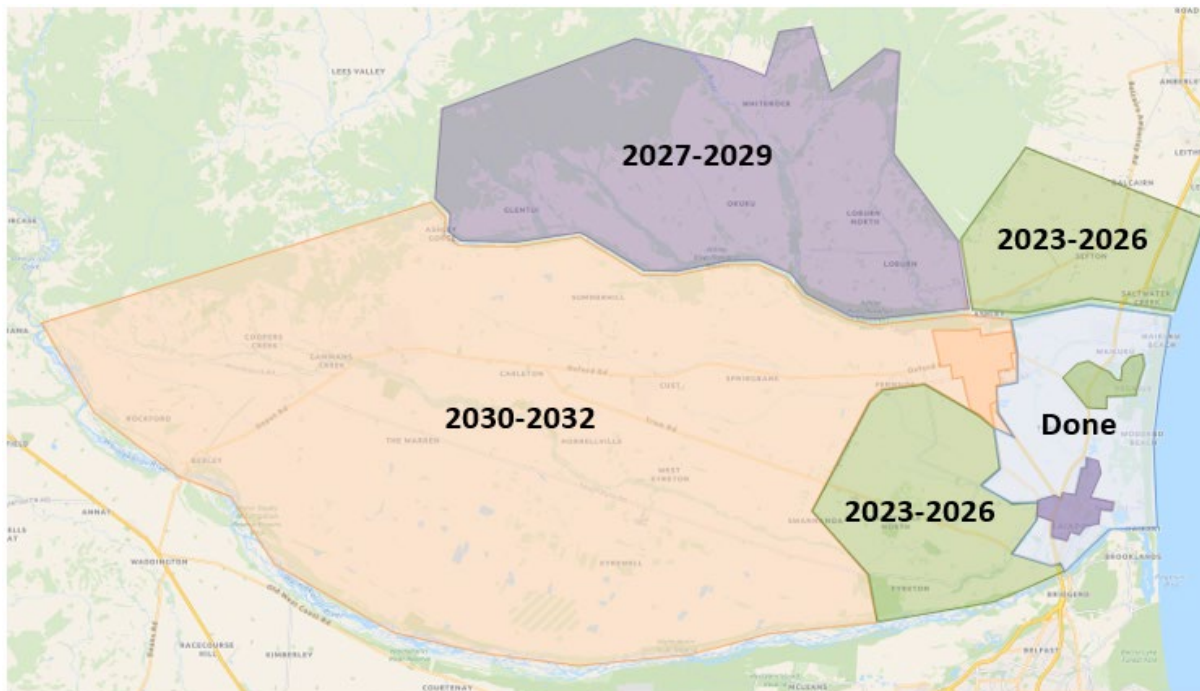


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

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

- Rangiora town centre (Table 4)
- Kaiapoi town centre (Table 5)
- Other urban areas in Kaiapoi (Table 6)
- Oxford town centre (Table 7)
- Sefton Township (Table 8)
- Ashley Township (Table 9)
- Pegasus urban area (Table 10)
- Woodend/Ravenswood urban area (Table 11)

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

Table 2. Proposed speed limits for the Rangiora town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

Table 3. Proposed speed limits for the Kaiapoi town centre.⁶¹

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

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

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

Table 5. Proposed speed limit for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

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Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Steet to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Stret to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

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

- Waikuku Beach area (Table 12)
- Waikuku area (Table 13)
- Mandeville area (Table 14)

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

Table 10. Proposed speed limits for the Waikuku Beach area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

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Table 11. Proposed speed limits for the Waikuku area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

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

- Rangiora/Fernside area (Table 15)
- North of Tram Road/Mandeville area (Table 16)
- North of Tram Road/Ohoka areas (Table 17)
- South of Tram Road/north of South Eyre Road/Mandeville areas (Table 18)
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 19)
- South of South Eyre Road area (Table 20)

- South Eyre Road and Tram Road (Table 21)
- Oxford rural area (Table 22)
- Marshmans Road and northwest/west of Marshmans Road areas (Table 23)
- North of Upper Sefton Road area (Table 24)
- South of Upper Sefton Road area (Table 25)
- Other rural areas (Table 26)

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

Table 13. Proposed speed limits for the Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

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Table 14. Proposed speed limits for north of Tram Road/Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.⁷⁴

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiniers Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

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Table 18. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylors Road – Heywards Rod to end offormed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

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Table 20. Proposed speed limits for the Oxford rural area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

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Table 24. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Table 27 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 28. Table 29 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 30 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

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

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

Table 26. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 27. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 28. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent

Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 31. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

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

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 32. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

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

Table 32. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Little Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in Table 34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to 20 m east of Buller Street
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also

no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

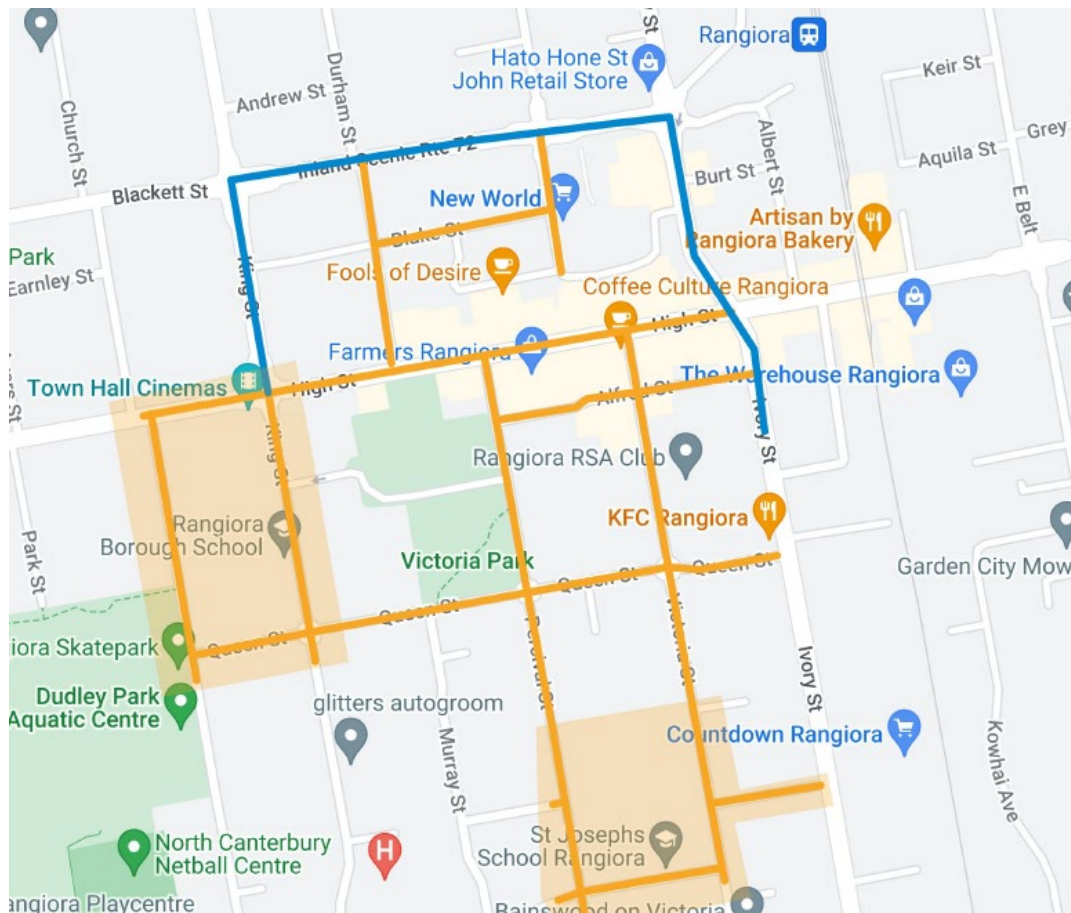


Figure 2. Rangiora town centre (Table 4).

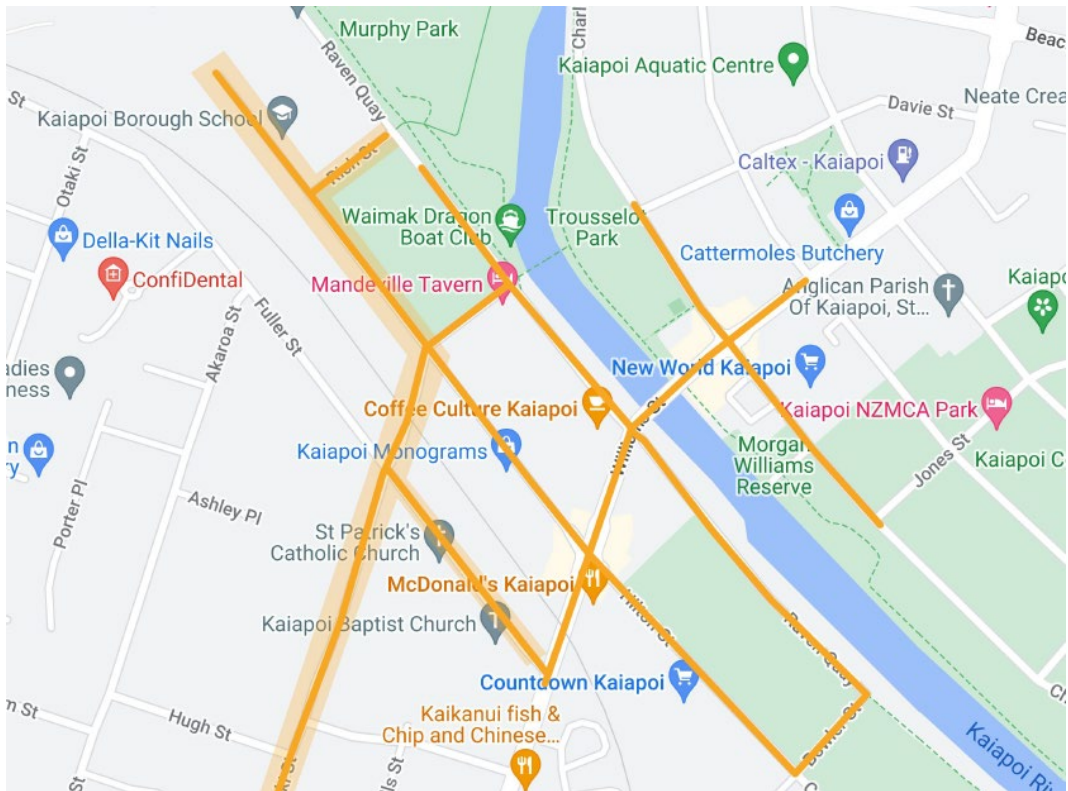


Figure 3. Kaiapoi town centre (Table 5).

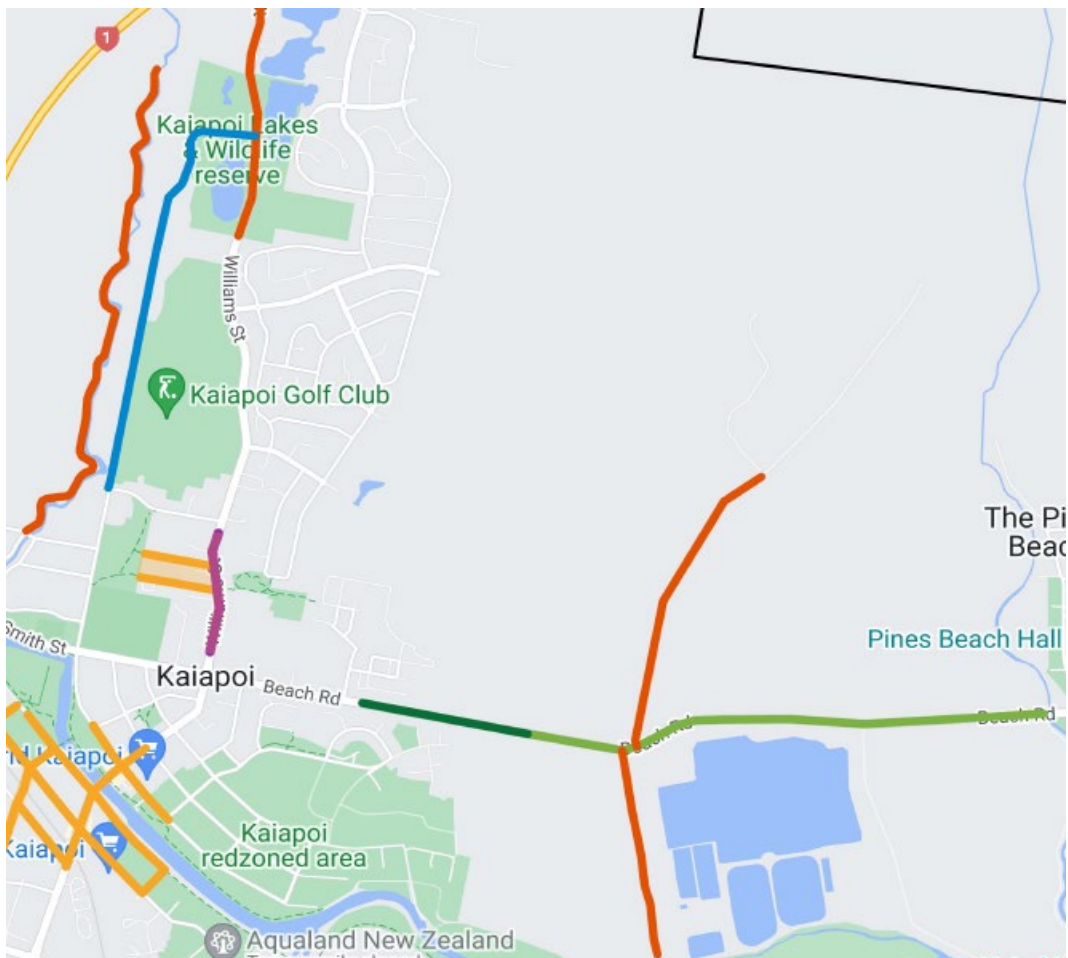


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

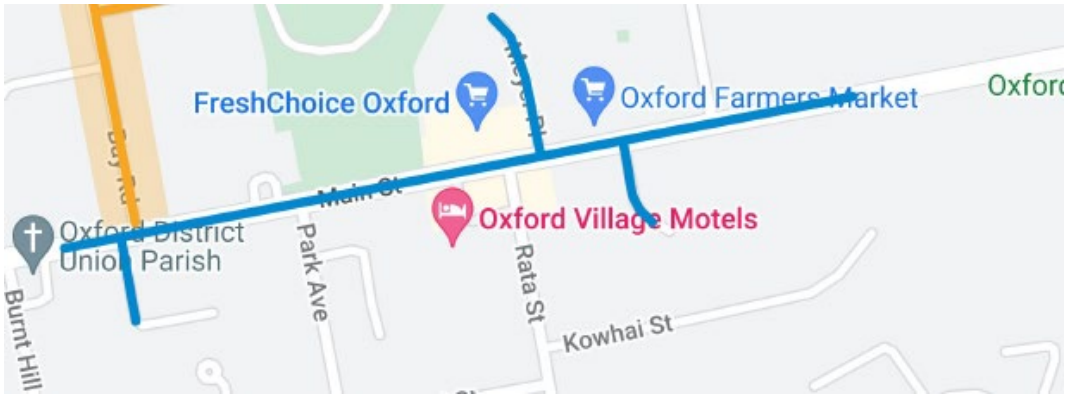


Figure 5. Oxford town centre (Table 7).

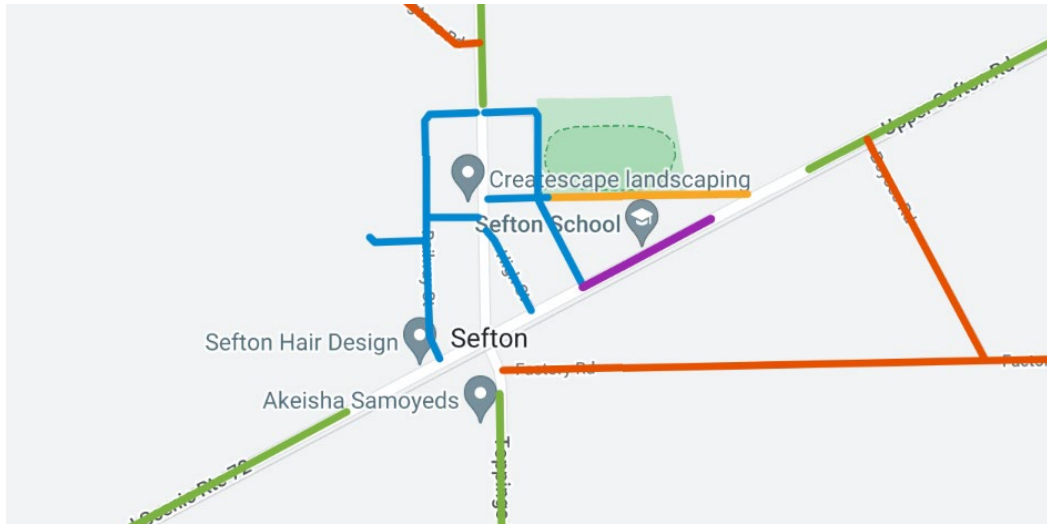


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

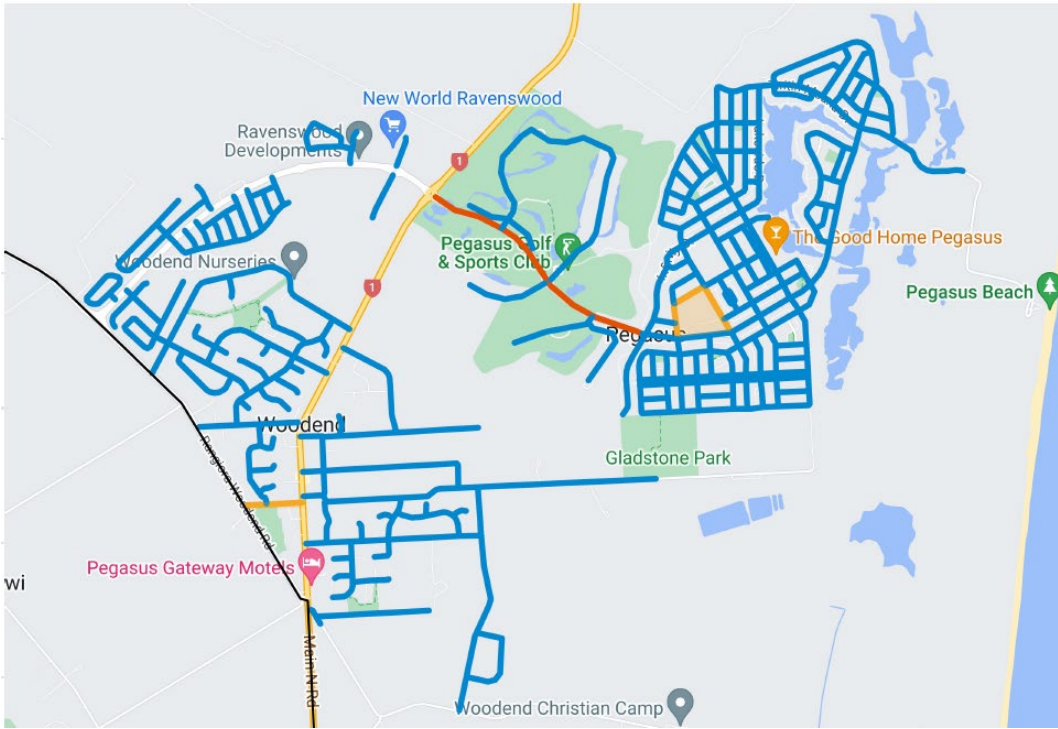


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

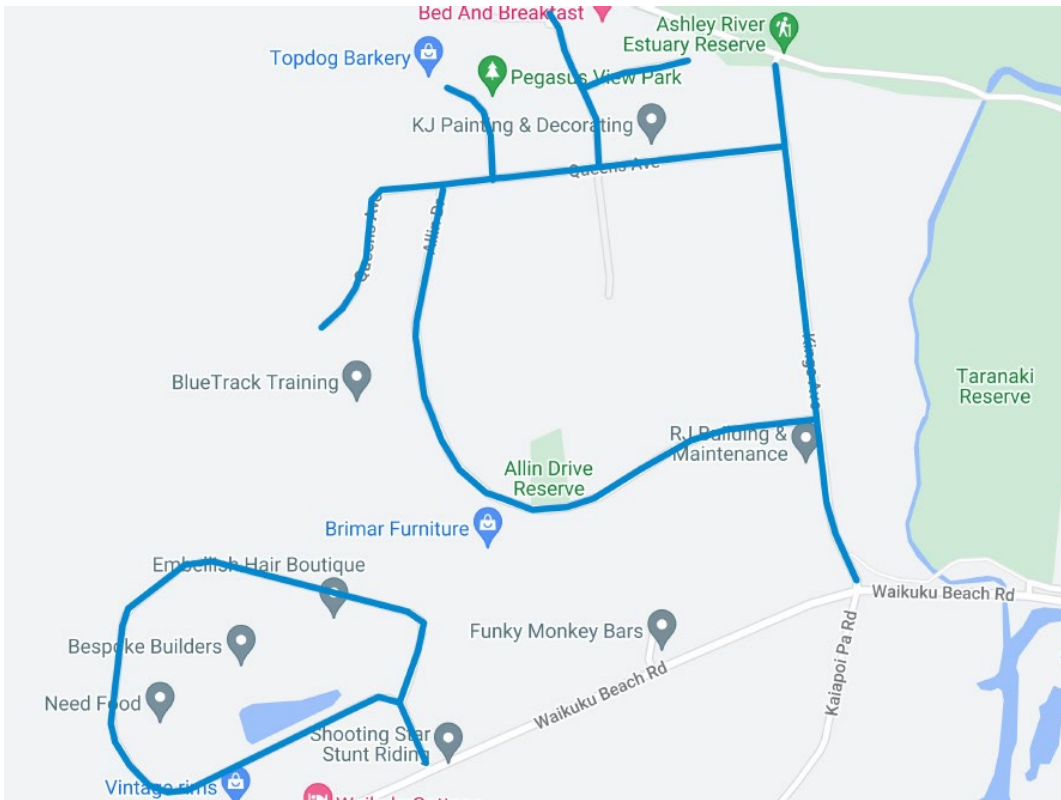


Figure 9. Waikuku Beach peri-urban area (Table 12).

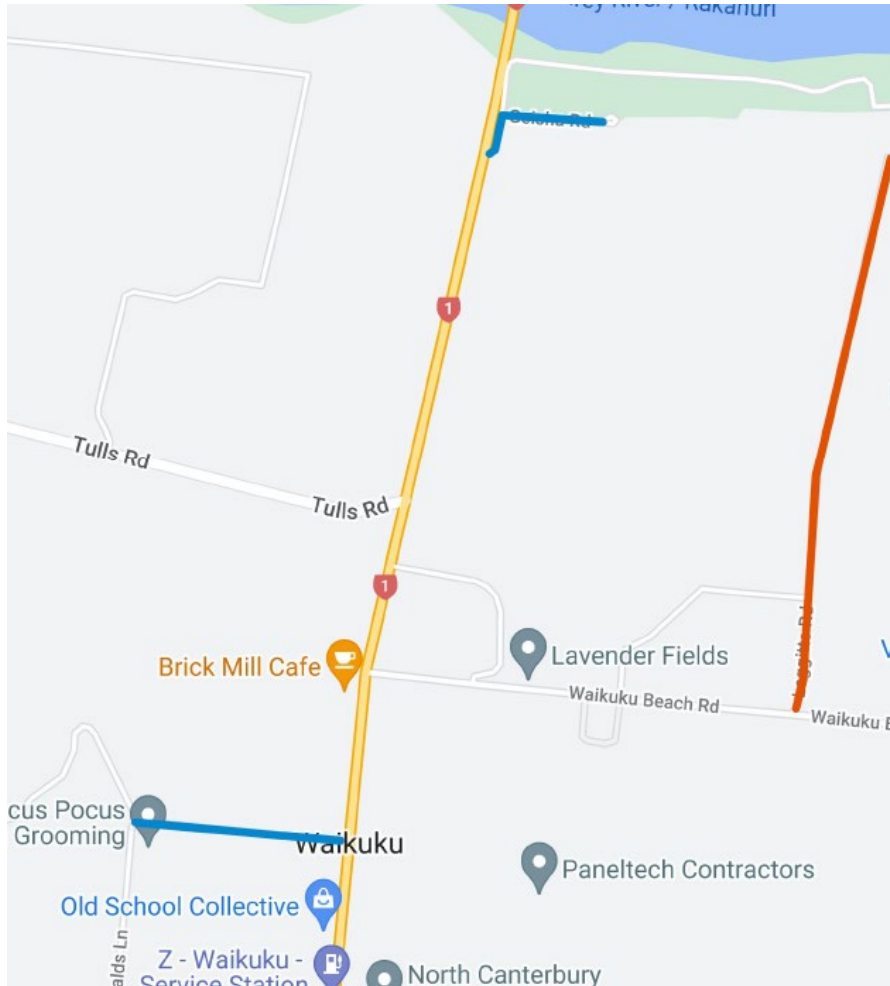


Figure 10. Waikuku peri-urban area (Table 13).

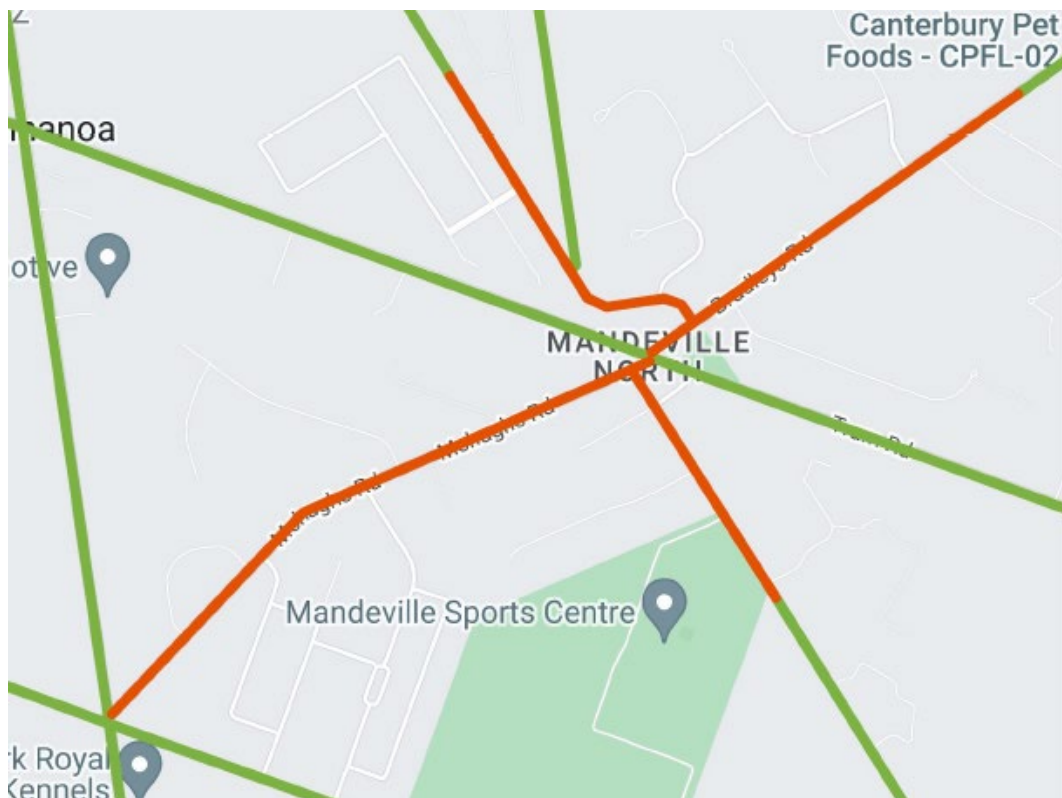


Figure 11. Mandeville peri-urban area (Table 14).

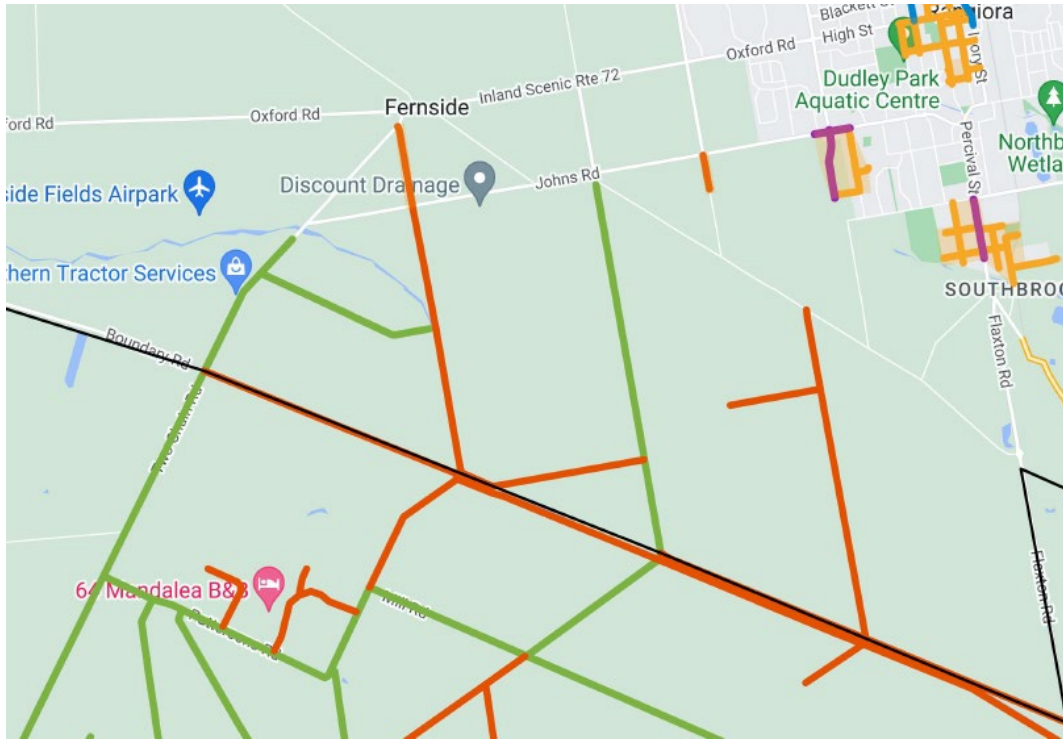


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

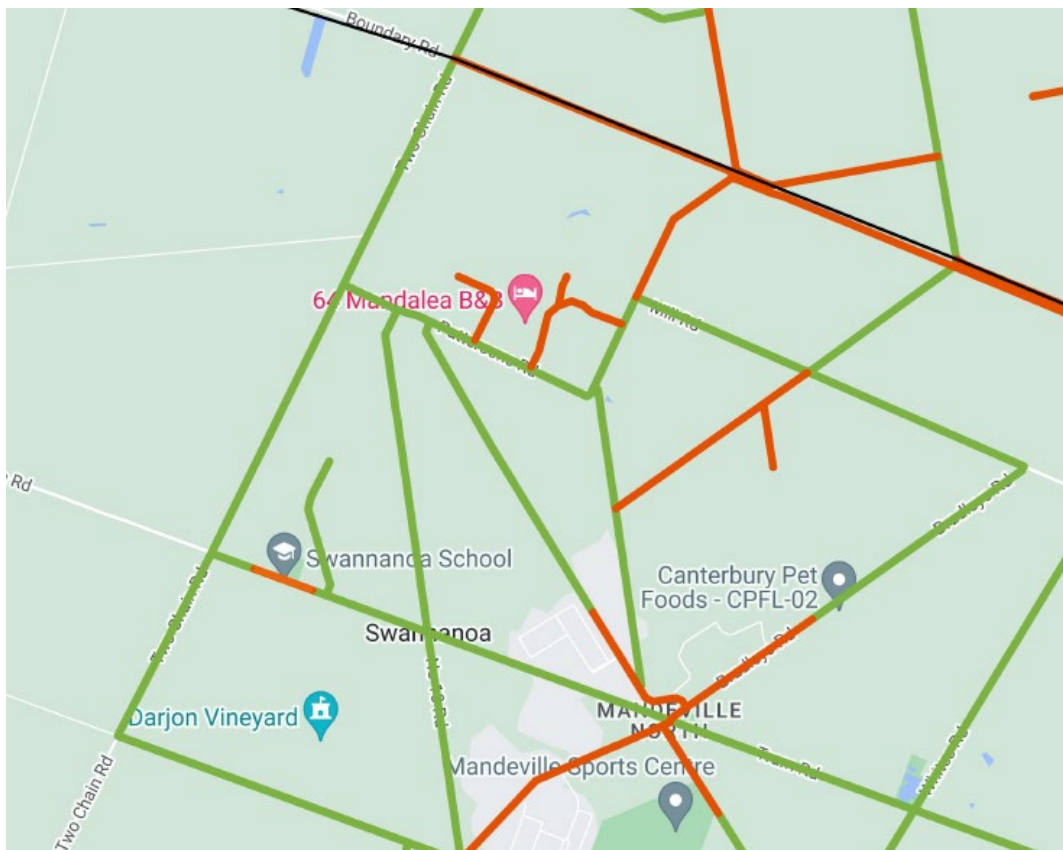


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



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

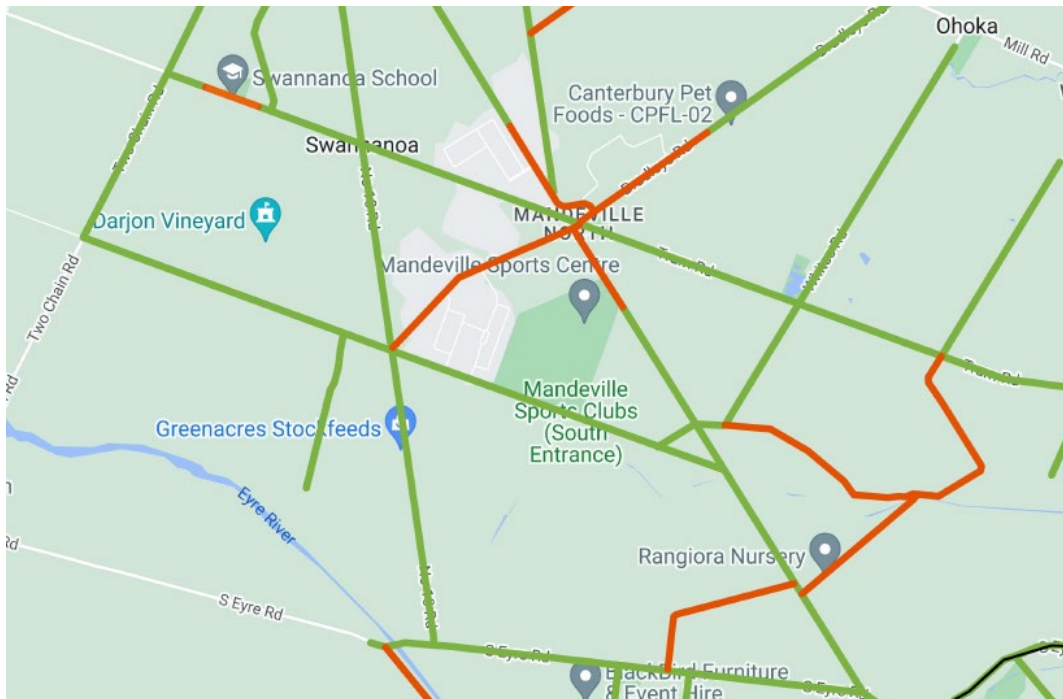


Figure 15. South of Tram Road/Mandeville area (Table 18).

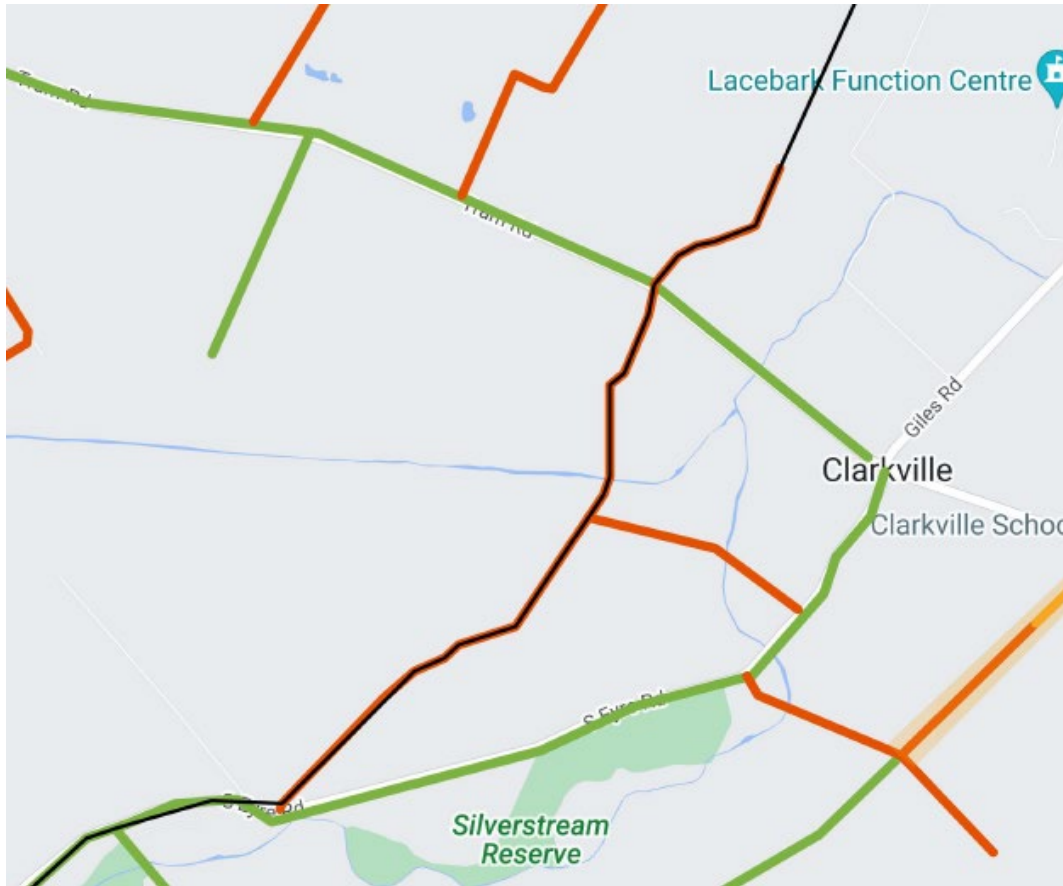


Figure 16. South of Tram Road area (Table 19).



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

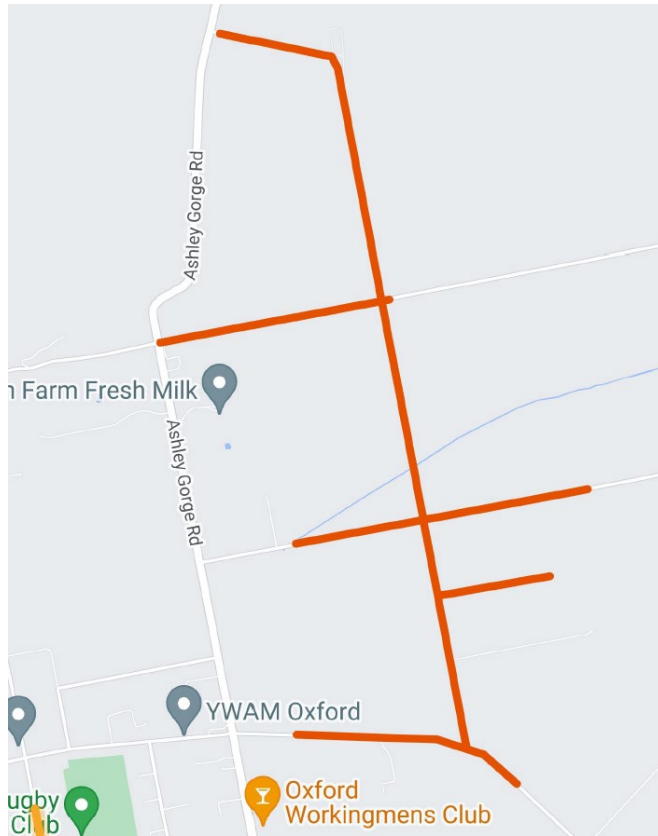


Figure 18. Oxford rural area (Table 22).

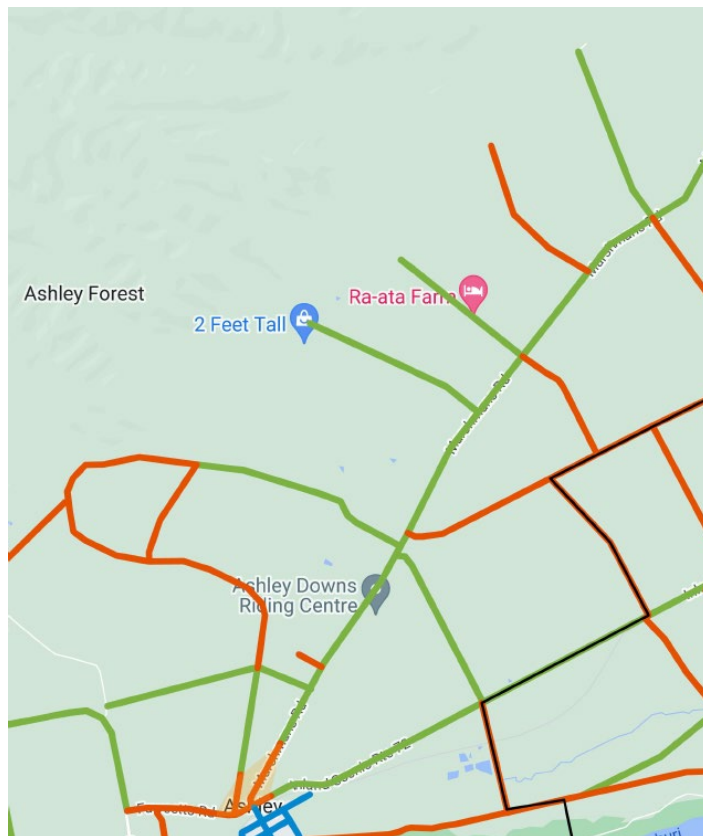


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).



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

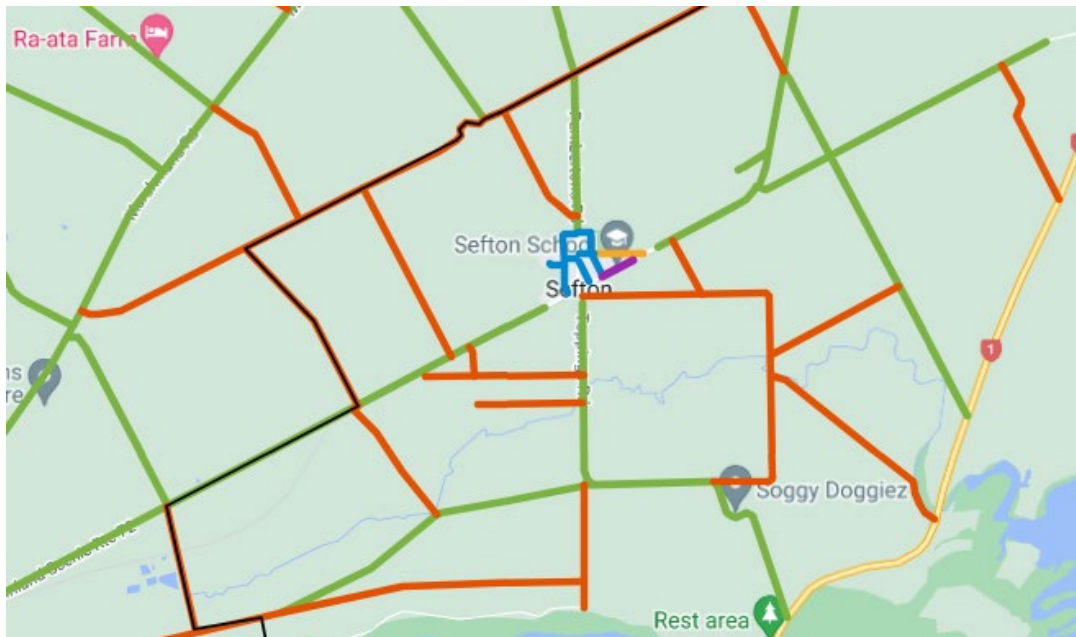


Figure 21. South of Upper Sefton Road area (Table 25).

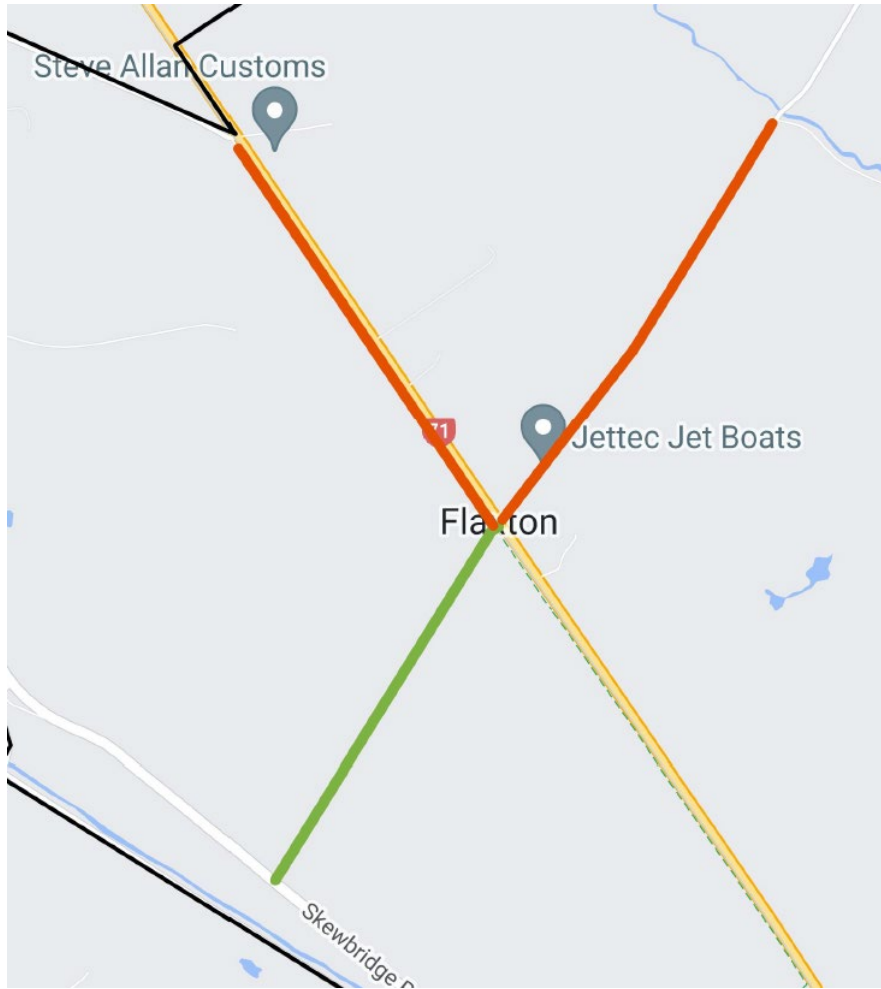


Figure 22. Flaxton rural area (Table 26).

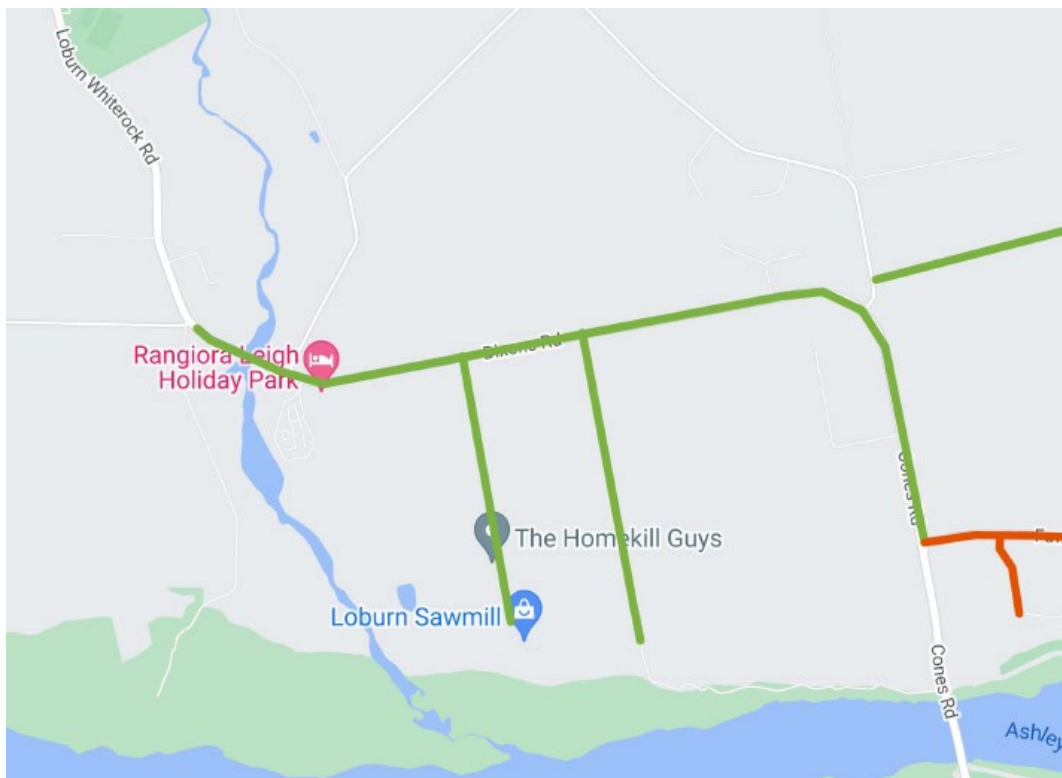


Figure 23. Loburn rural area (Table 26).

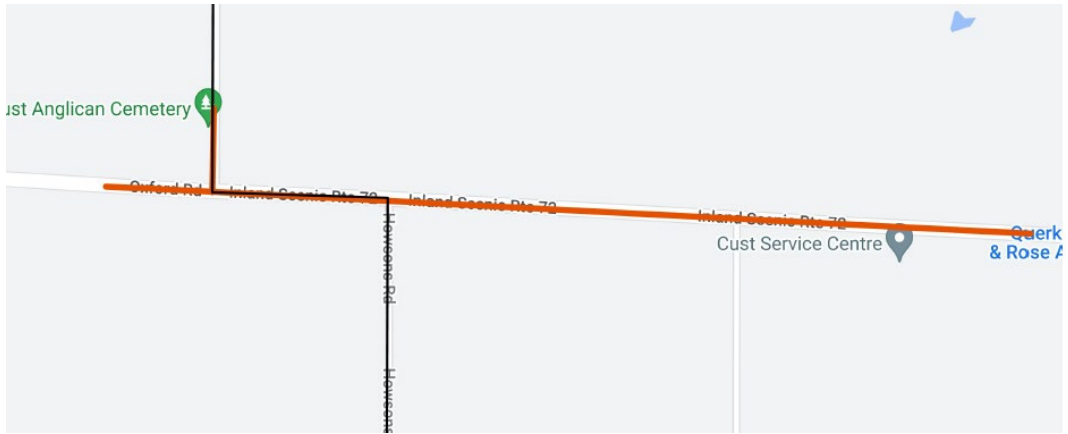


Figure 24. Cust peri-urban area (Table 28).

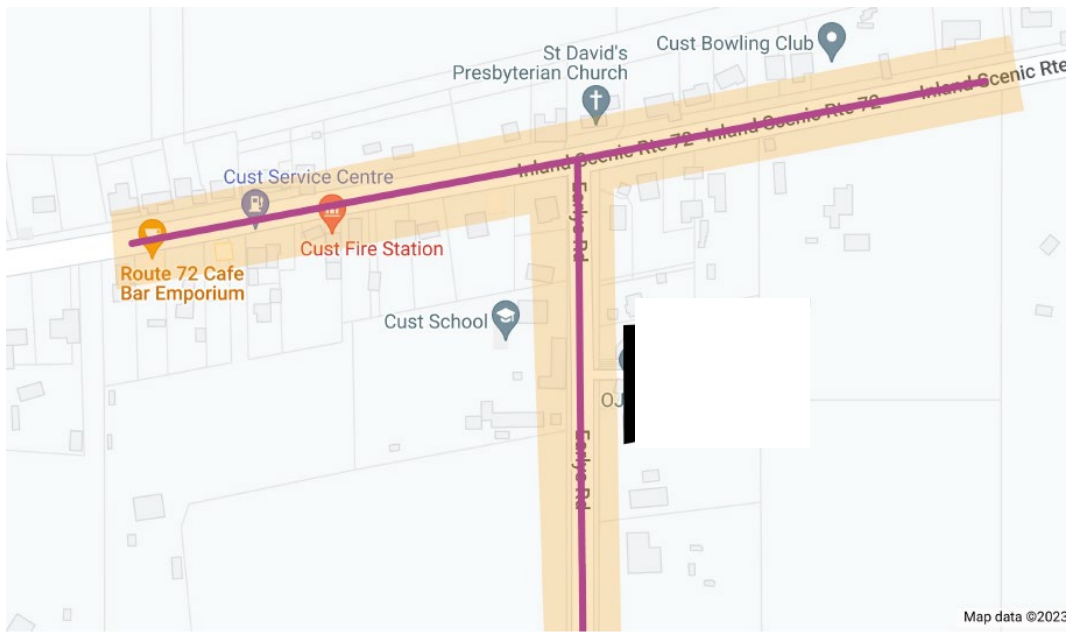


Figure 25. Cust School area (Table 28).

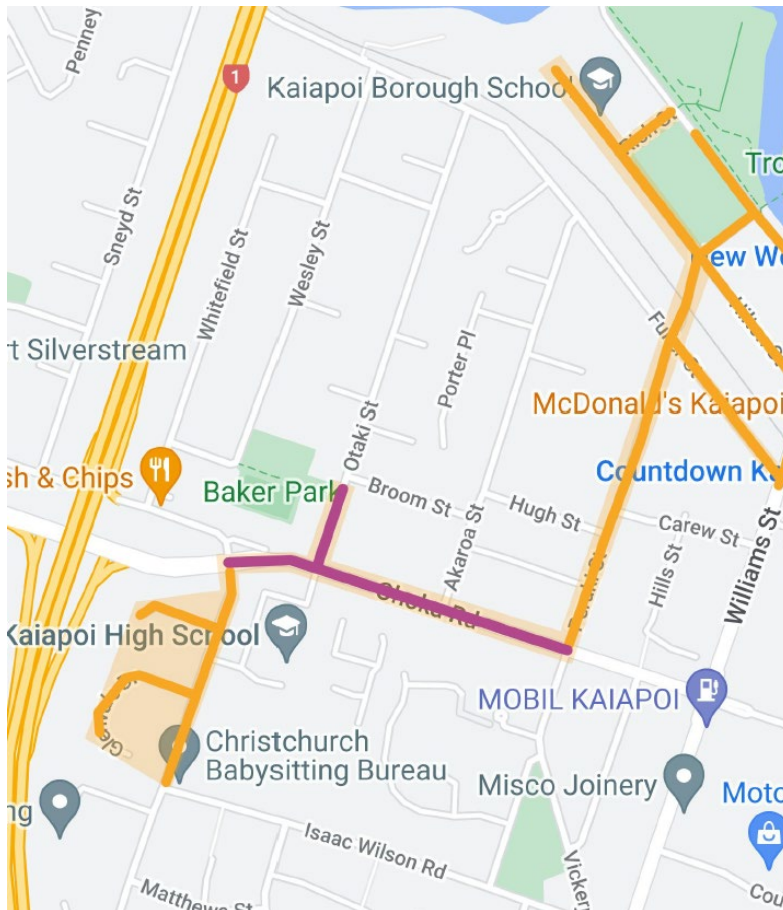


Figure 26. Kaiapoi school areas (Table 28).

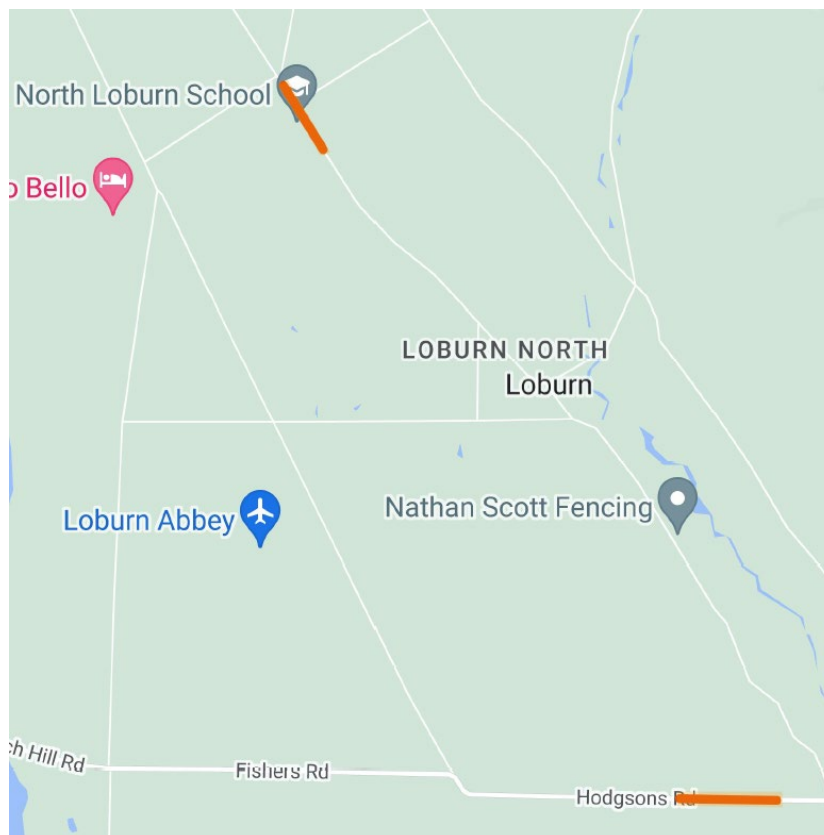


Figure 27. Loburn school areas (Table 30).

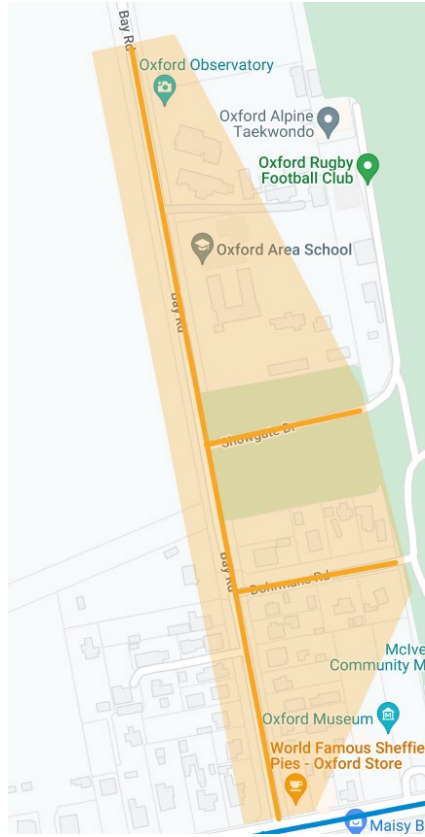


Figure 28. Oxford Area School zone (Table 28).

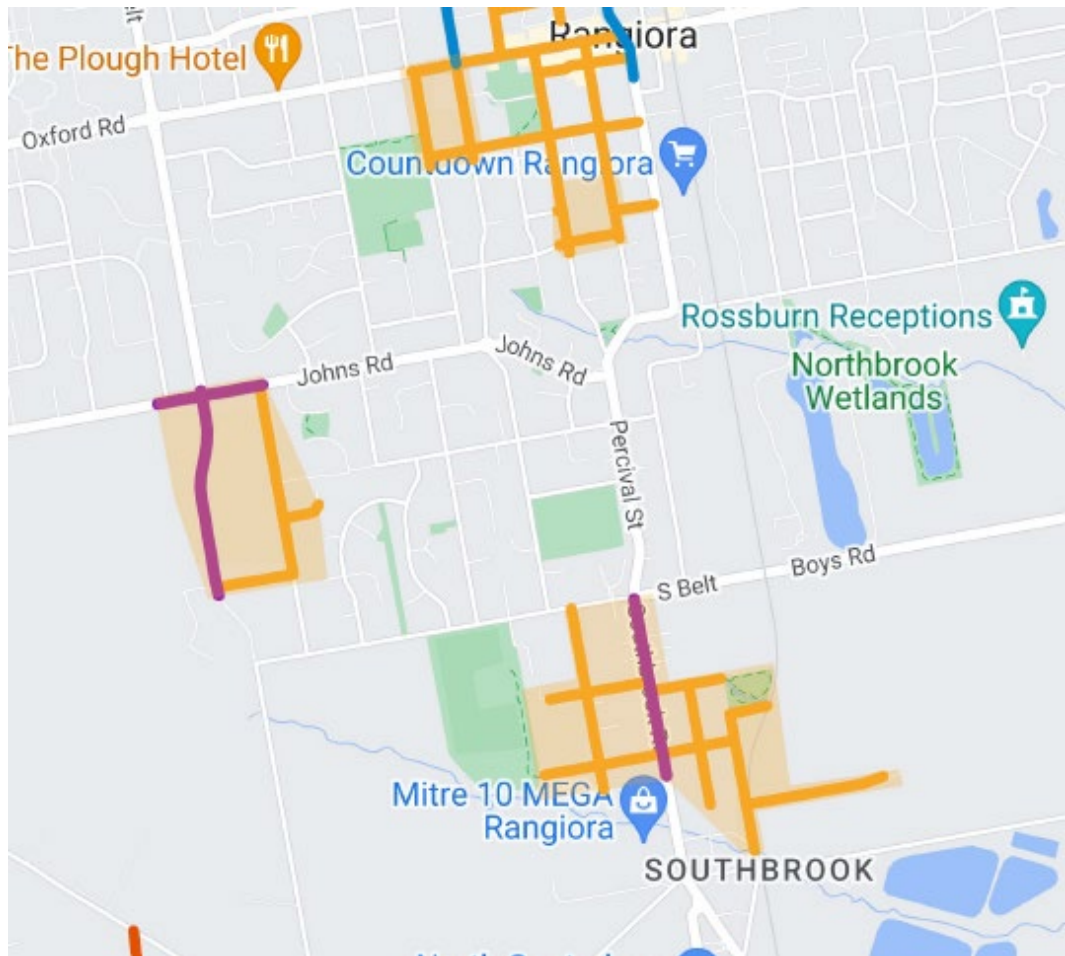


Figure 29. Rangiora south school areas (Table 28).

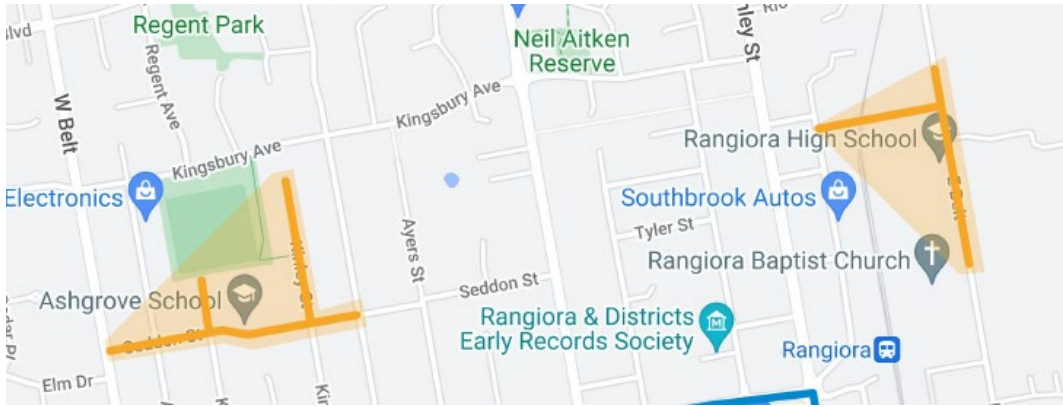


Figure 30. Rangiora north school areas (Table 28).



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

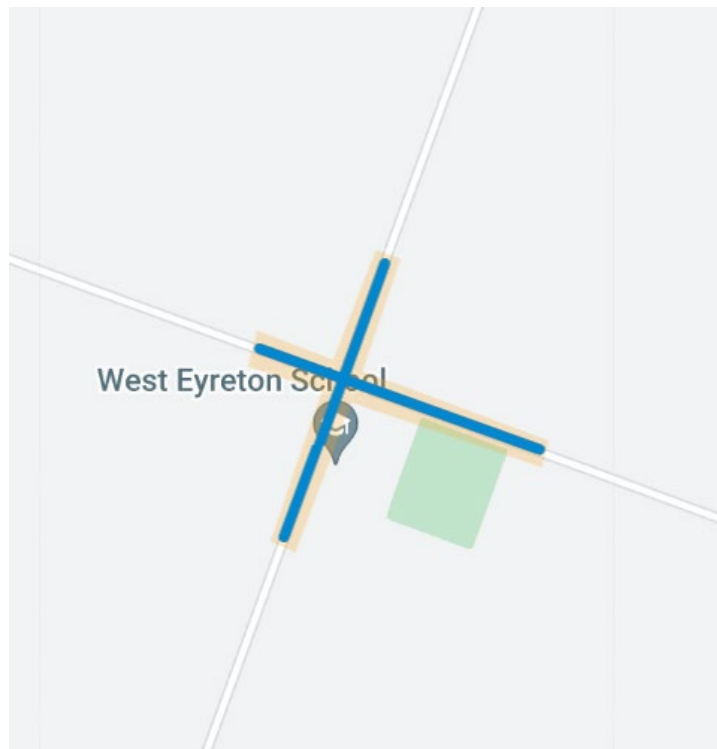


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

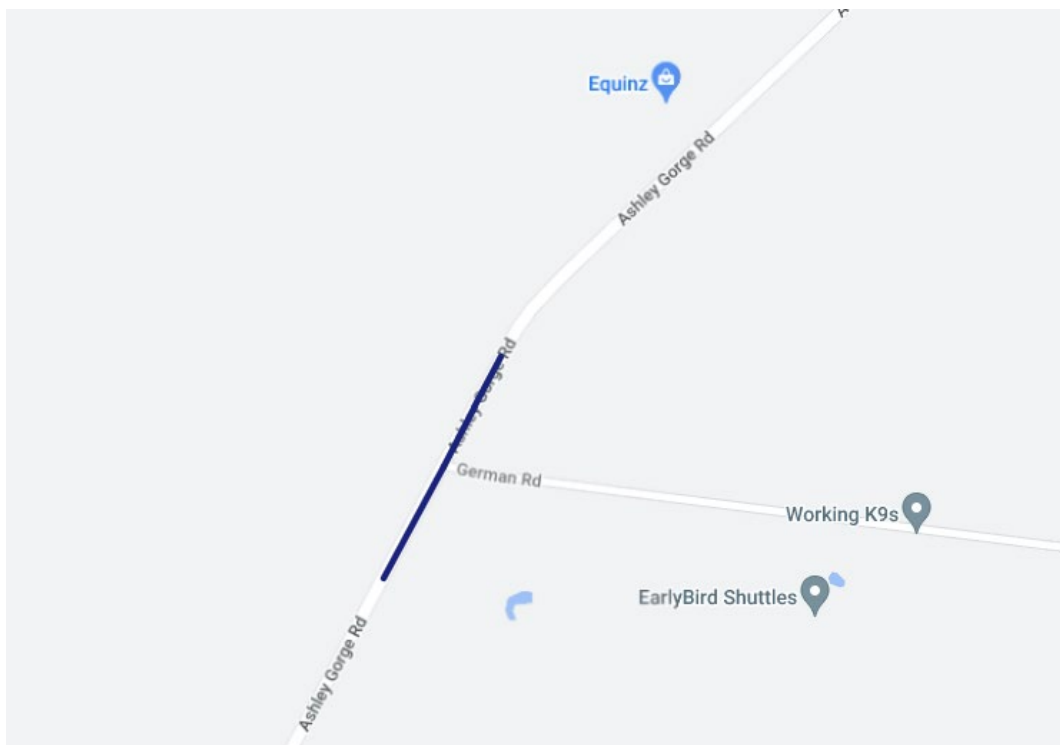


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



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

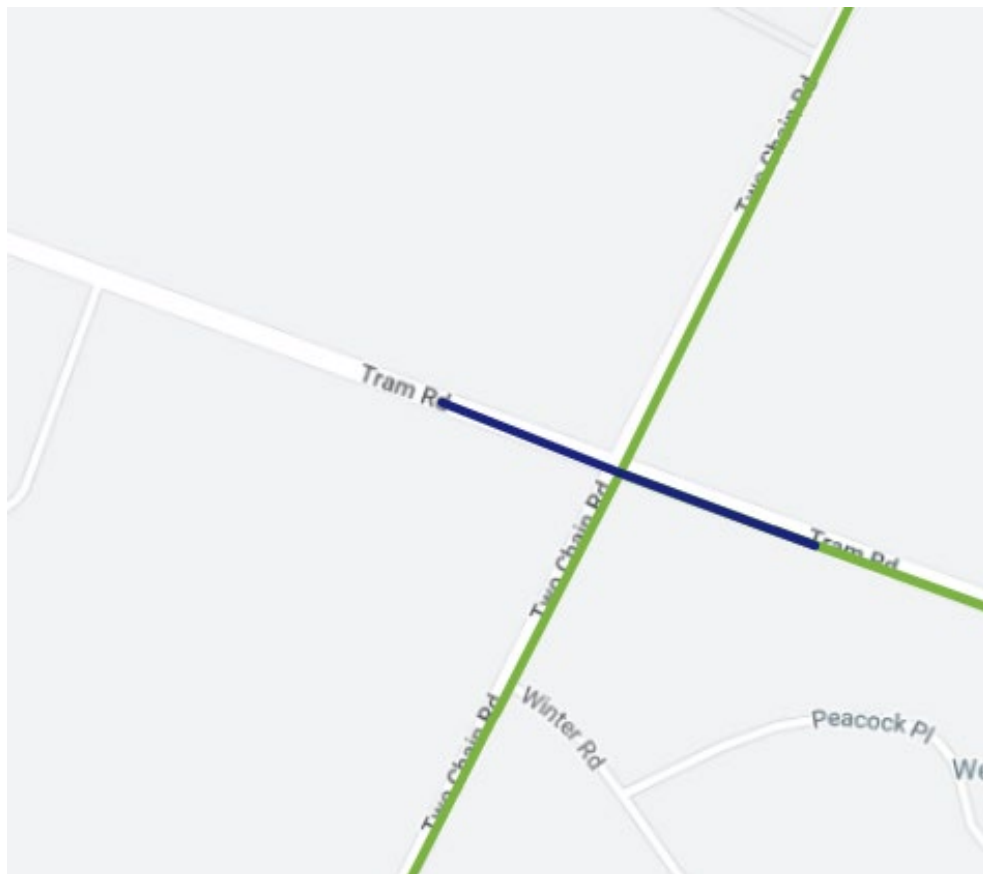


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).

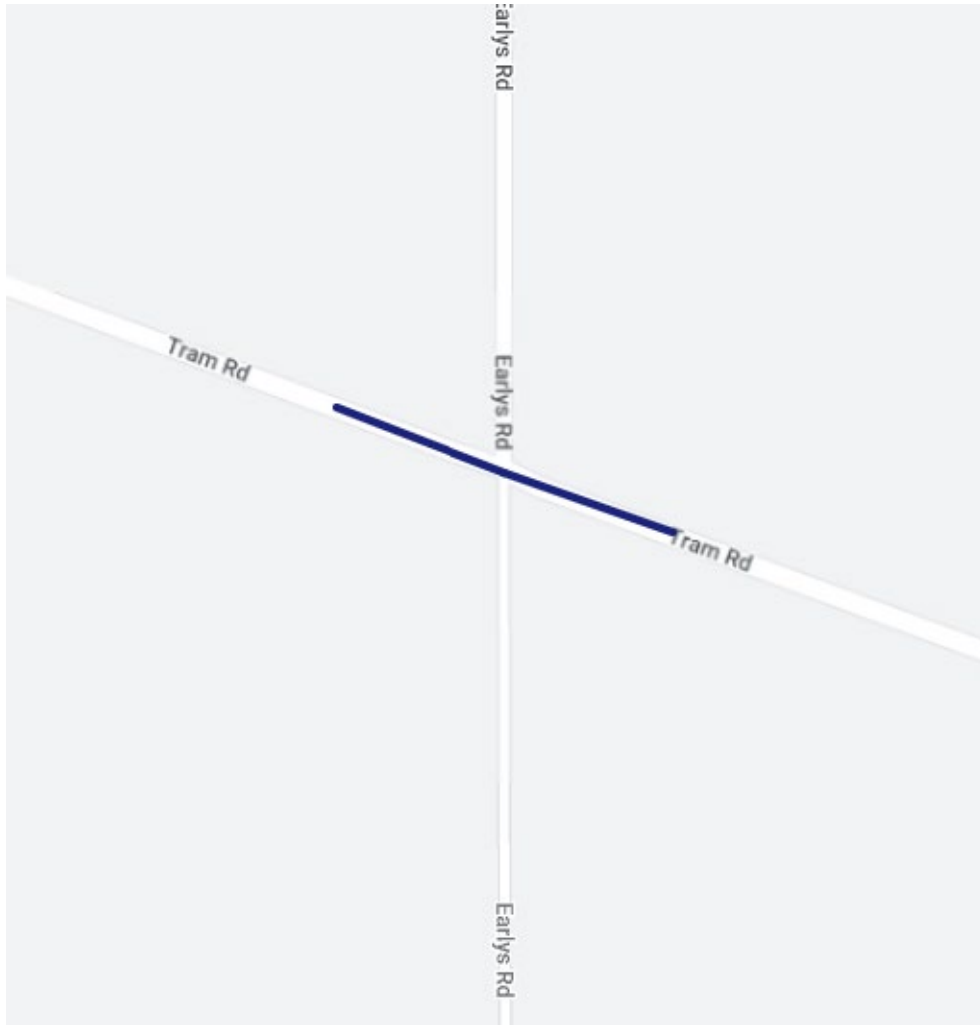


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

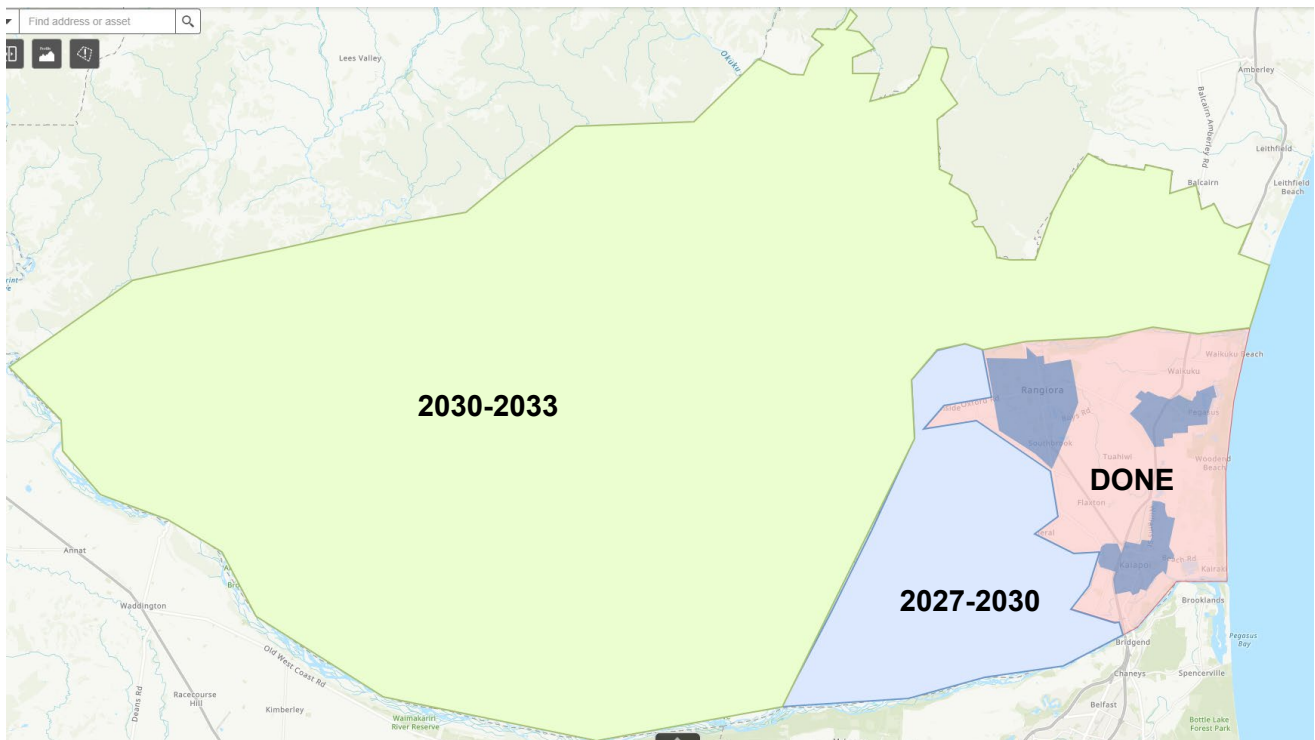


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

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

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

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

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

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

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

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

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

- Other rural areas (Table 6)

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

Table 6. Proposed speed limits for other rural areas.

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

Table 7 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 8. Table 9 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

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

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

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

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher). ¹²⁵

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).¹²⁶

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 11. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 11. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

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

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

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

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

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

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

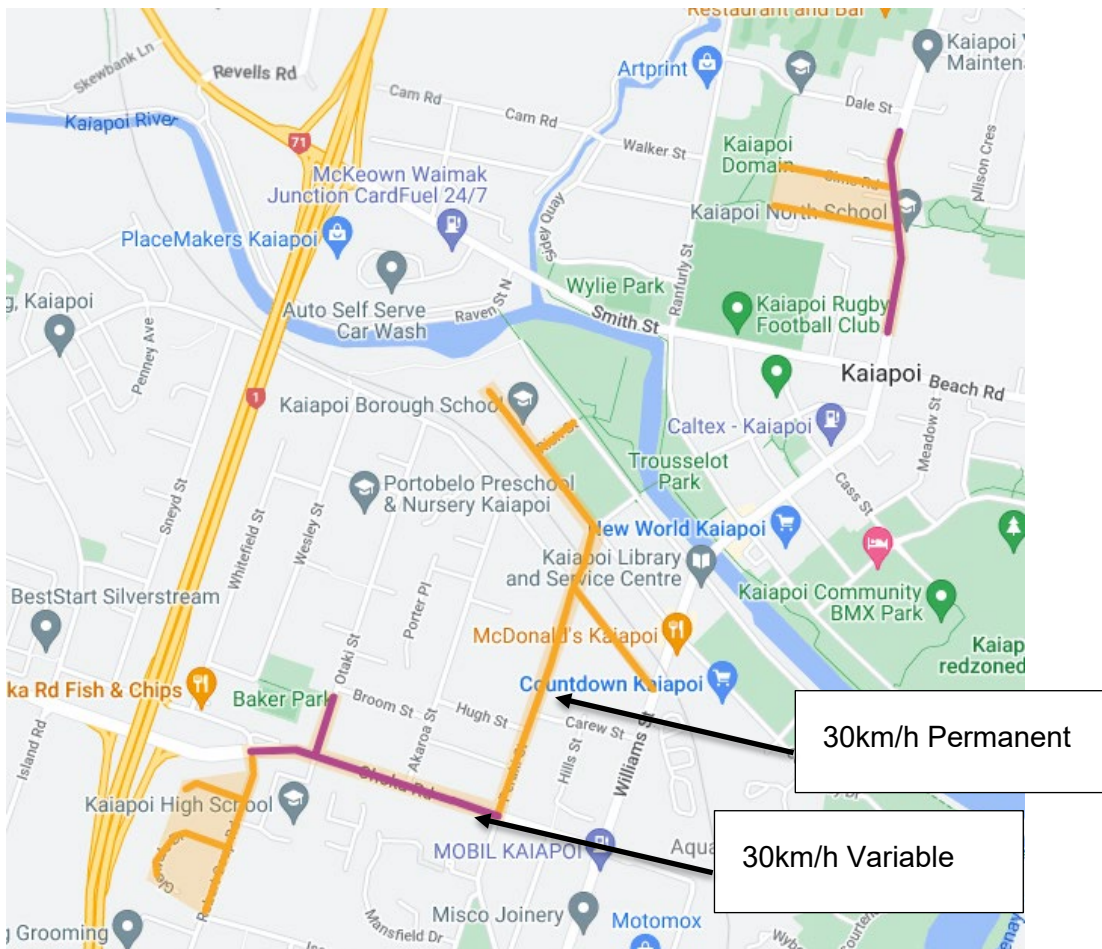


Figure 24. Kaiapoi schools (Table 8).

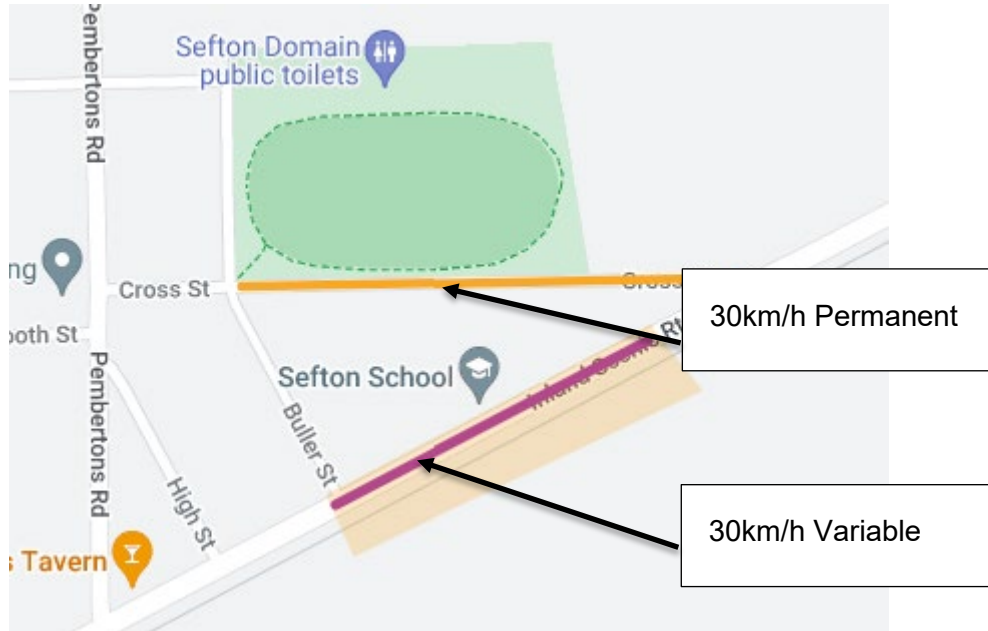


Figure 35. Sefton School (Table 9).

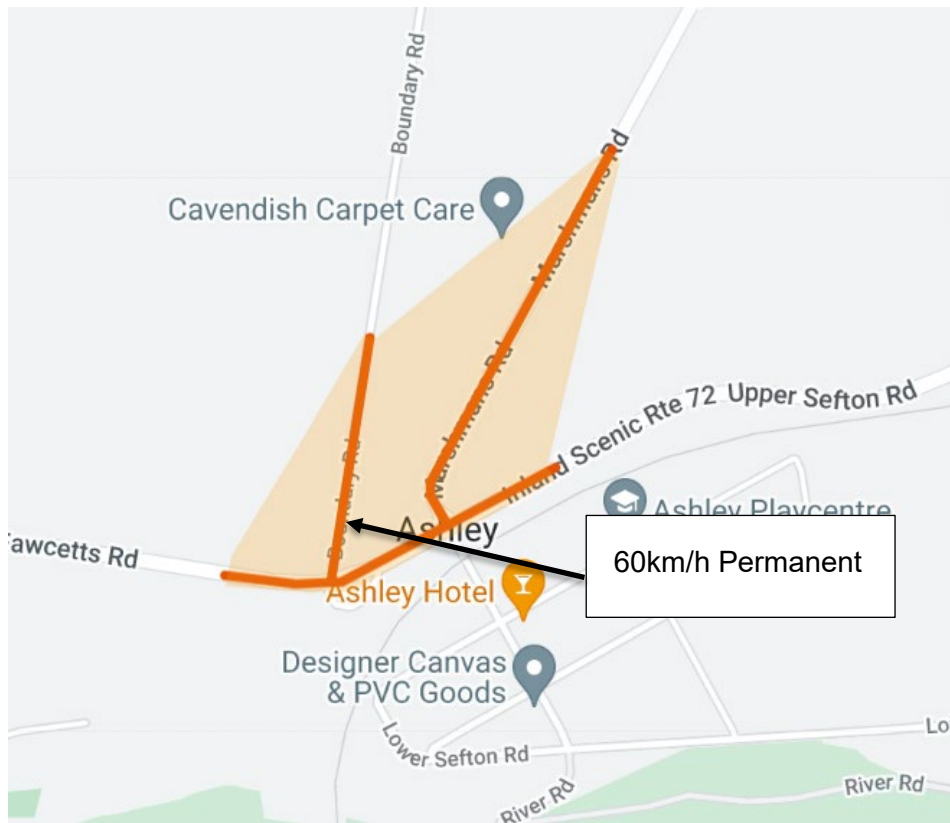


Figure 46. Ashley Rakahuri School (Table 10).

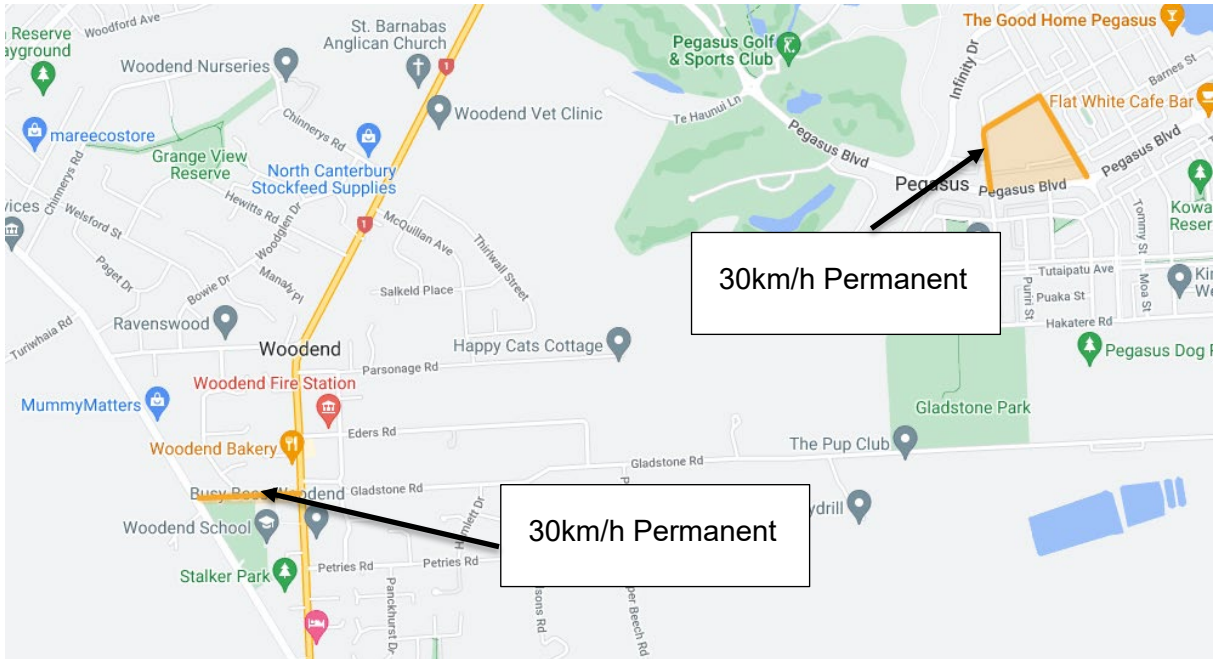


Figure 17. Woodend School and Pegasus Bay School (Table 8).

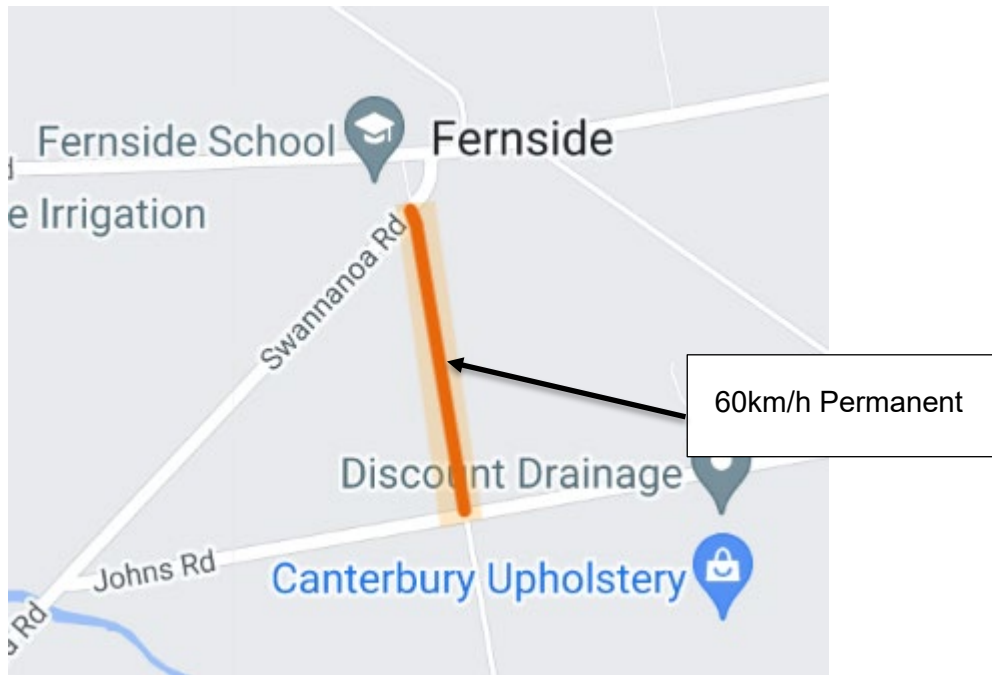


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

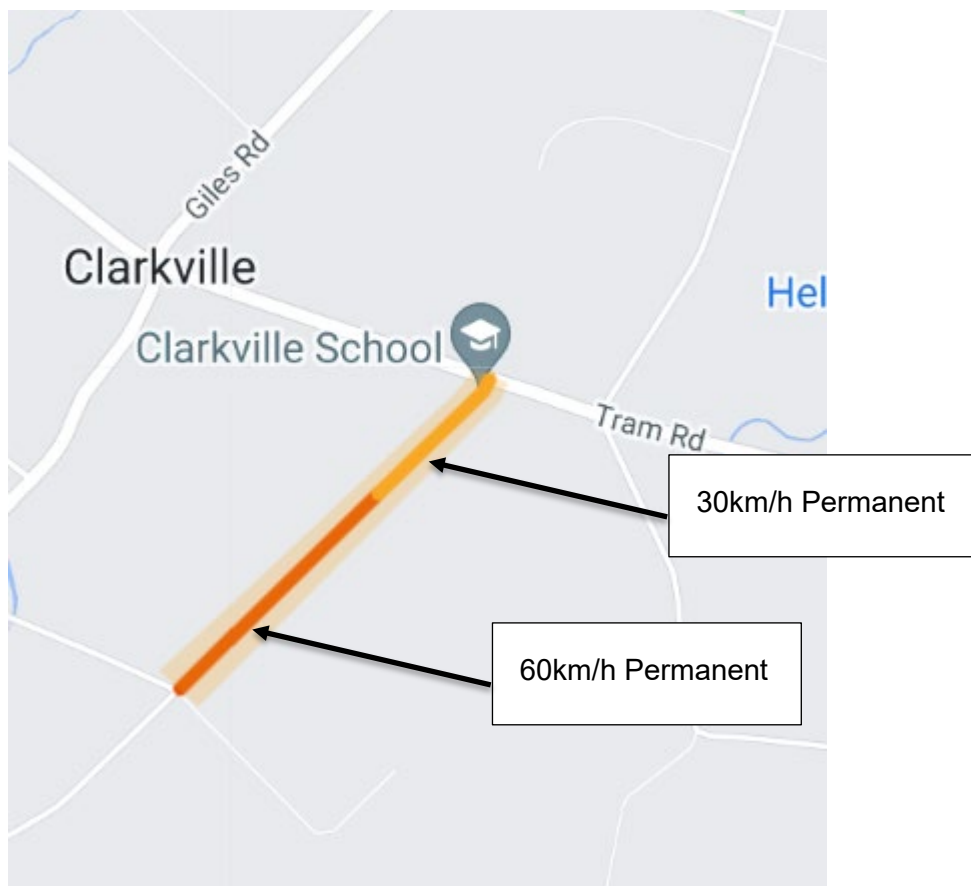


Figure 50. Clarkville School (Table 9).

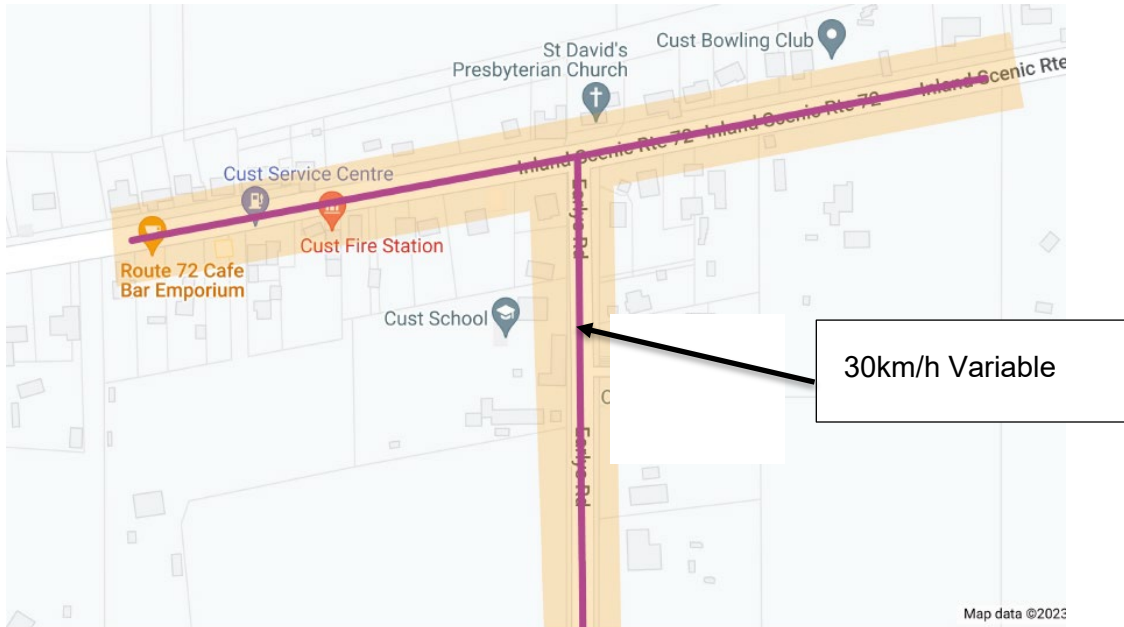


Figure 61. Cust School area (Table 8).

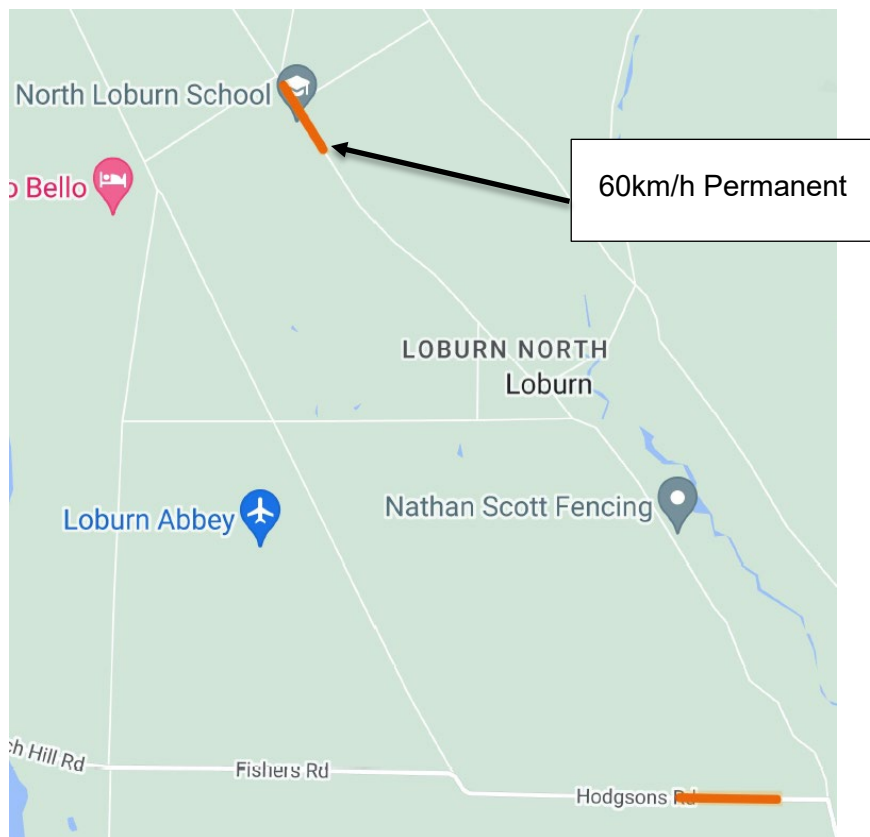


Figure 72. Loburn school areas (Table 10).



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

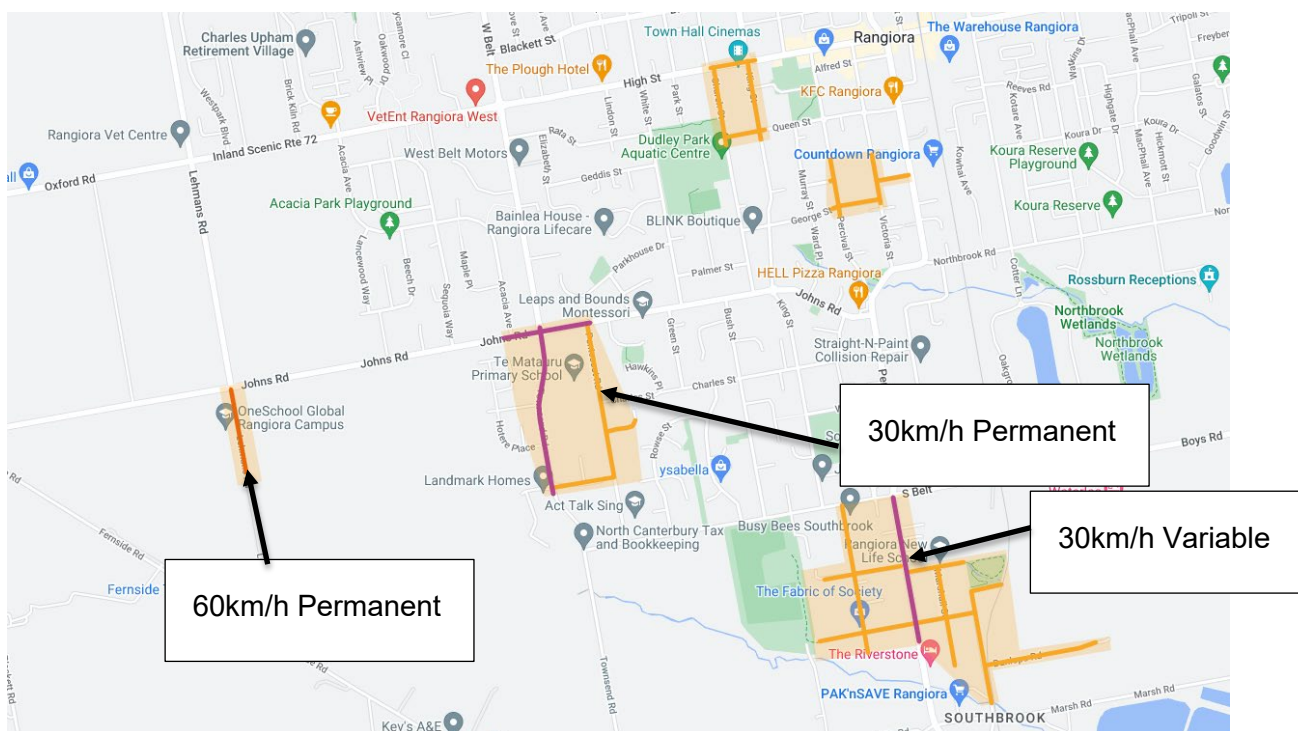


Figure 24. Rangiora south school areas (Table 8 and Table 10).

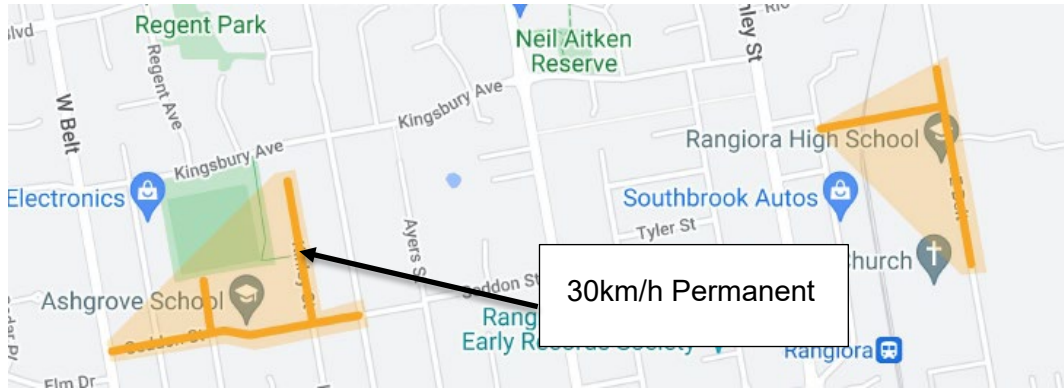


Figure 25. Rangiora north school areas (Table 8).



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

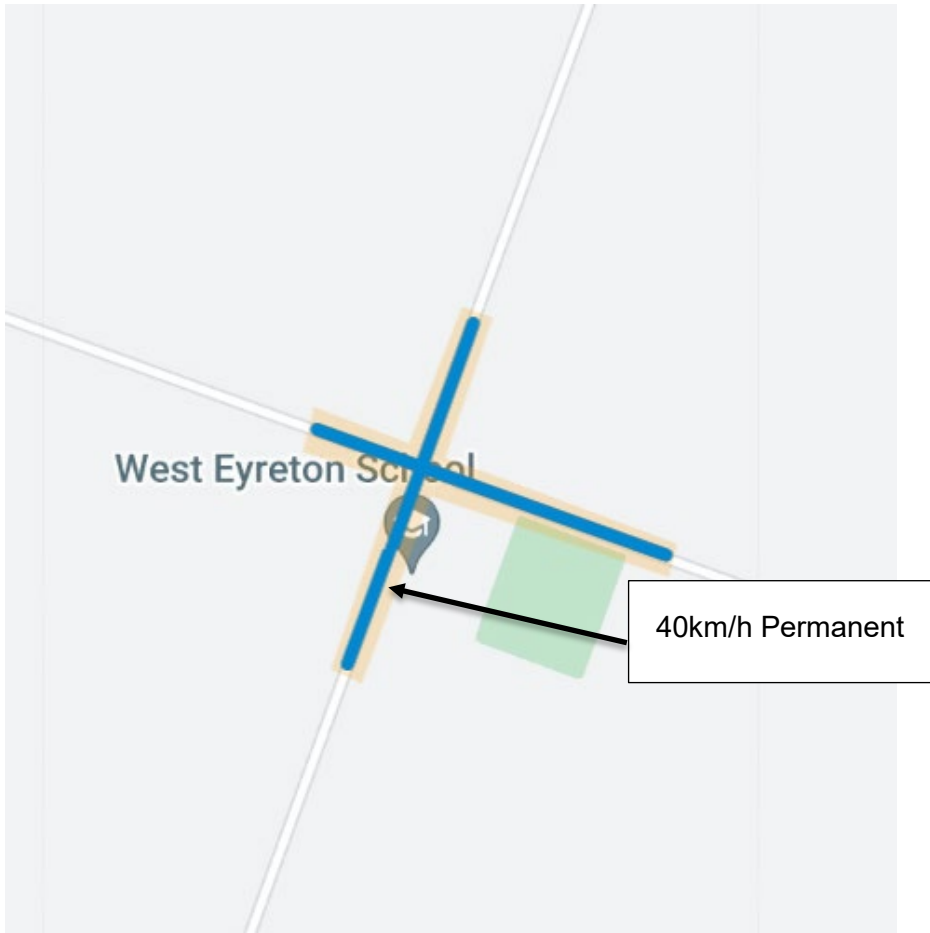


Figure 27. West Eyreton School zone (Table 10).

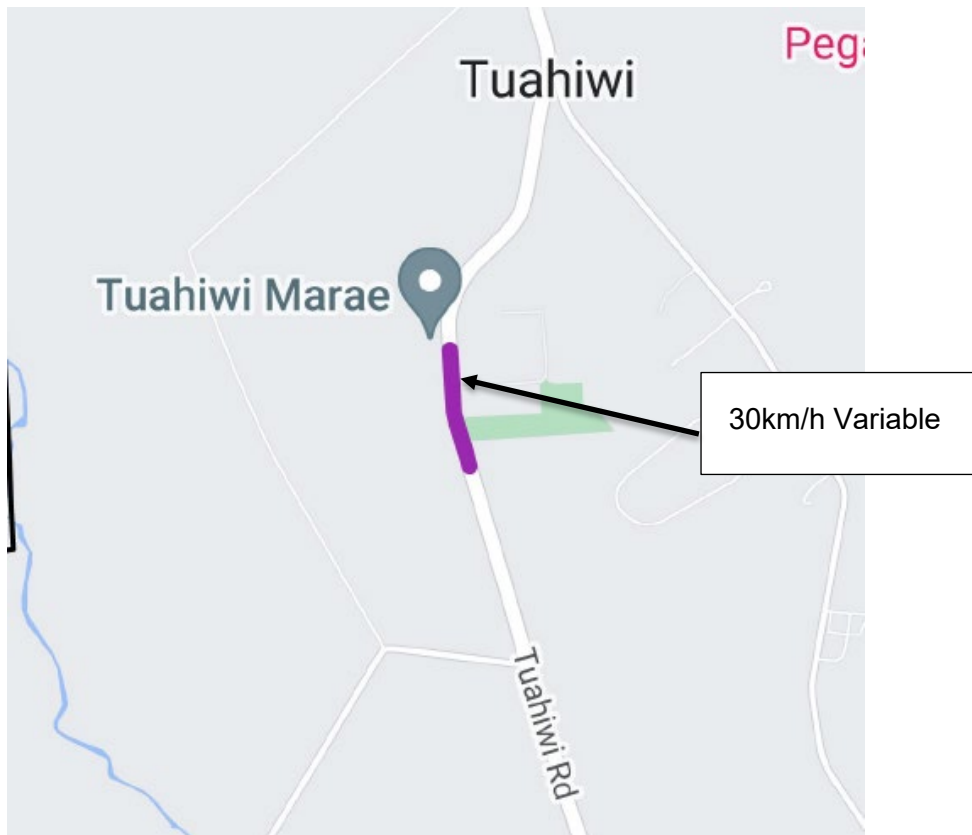


Figure 28. Tuahiwi School zone (Table 10).

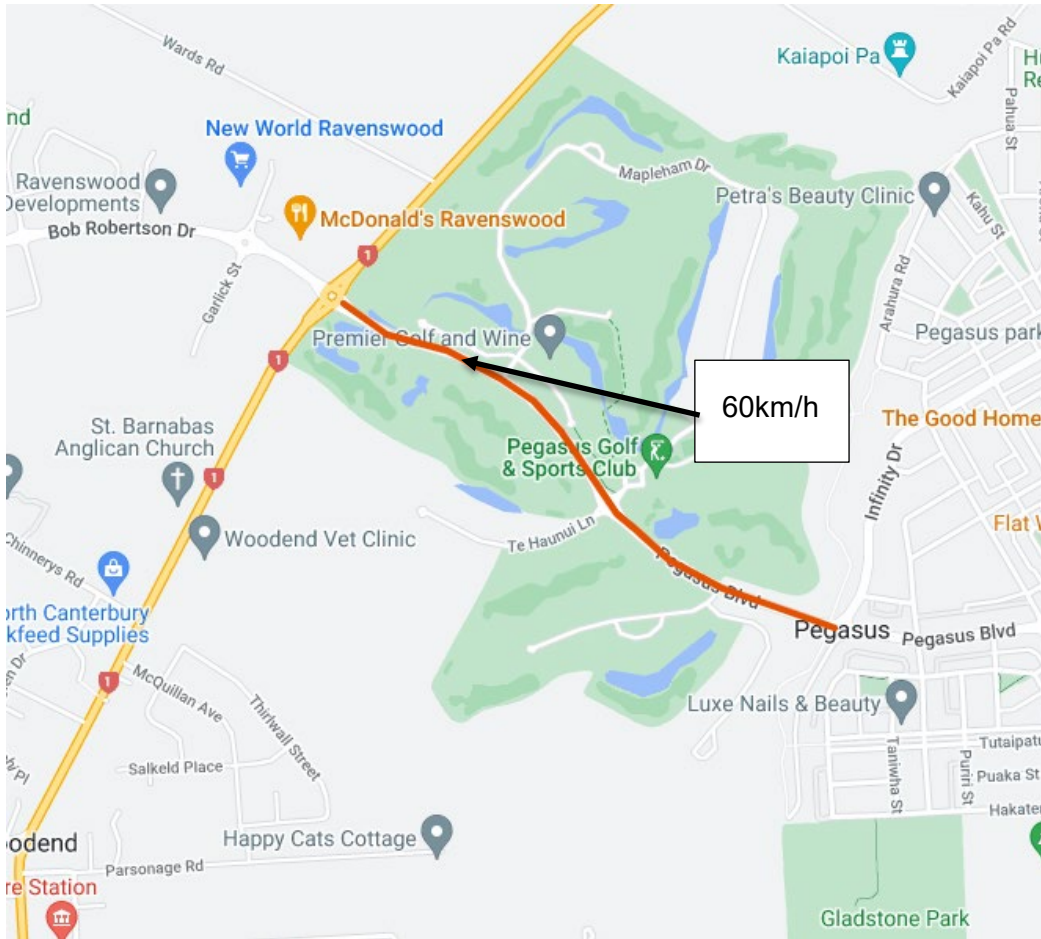


Figure 29. Pegasus urban area (Table 5).



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

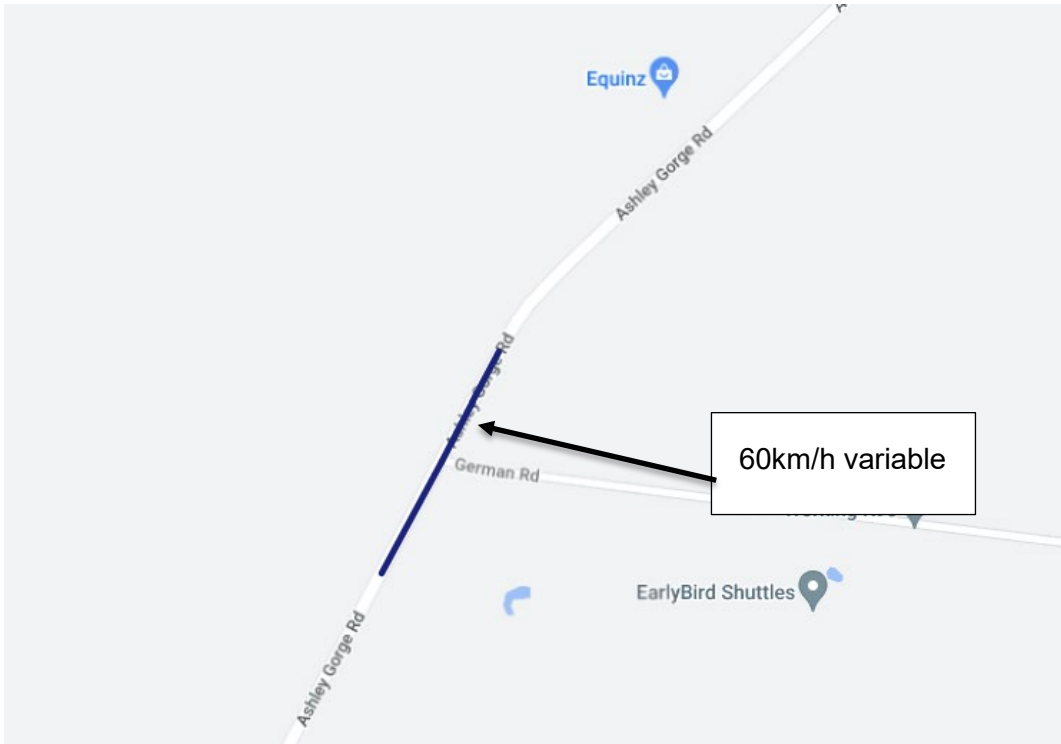


Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



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



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



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



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 13 September 2023

Project Sponsor	Joanne McBride, Roading Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Roading Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2’s Public Participation Spectrum, the level of public engagement to be used is ‘Inform’ and ‘Consult’.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>“We will keep you informed”</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>“We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals”</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
Backlash from members of the public who disagree with the speed management proposals, particularly on social media.	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
Community views are polarised between wanting change, and status quo.	Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.
Community members do not read communication material or engage in the feedback process.	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
People feel that their view is not taken into account because something different to what they want is implemented.	The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.
Residents are not willing to engage with Council to discuss solutions.	Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.
Media portray the speed management planning process in a negative light.	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-08-06 / TRIM 230907139033

REPORT TO: KAIAPOI – TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 18 September 2023

AUTHOR(S): Tori Stableford- Landscape Architect

SUBJECT: Pines Oval Playground Relocation

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to request approval for staff to carry out consultation with Pines and Kairaki Beaches residents, on the re-location of the Pines Beach Playground (*Pines Beach Playground Relocation Concept Plan TRIM 230908140076*). If approved, the feedback from consultation along with an updated Concept Plan would later be presented to the Kaiapoi-Tuahiw Community Board for approval.
- 1.2. The current Pines Beach Playground is located at the northern end of Pines Oval at the Kay Avenue / Batten Grove corner. The playground has had ongoing flooding issues making the playground unusable for much of the year and raising concerns around Health and Safety. Despite attempts to resolve the flooding issues at the playground the problem has not been resolved.
- 1.3. Following a staff submission to Council's Long-Term Plan approximately \$90,000 was allocated to relocate the playground to another area of the Pines Beach Oval in the 22/23 financial year.
- 1.4. Staff have estimated the cost to implement the Concept Plan (*TRIM ii Pines Beach Playground Relocation Concept Plan 230908140076*) to be approximately \$120,000, which is more than the allocated budget. To complete the project staff have suggested the reallocation of budget remaining from the Reid Memorial Reserve project towards this project.
- 1.5. Pines Oval has been surveyed to identify areas of higher contour that would be suitable for the playground relocation. The survey information alongside a staff assessment of activity use on Pines Oval has led to a proposed new location and Concept Plan for the Playground. The next step in this process is to undergo consultation with the community.
- 1.6. The proposed Concept Plan (*Pines Beach Playground Relocation Concept Plan TRIM 230908140076*) is largely based around future proofing the playground to ensure there are no further flooding problems, and positioning play activities at Pines Oval in a cohesive manner.

Attachments:

- i. Pines Oval Playground Location Plan (*TRIM 230908140032*)
- ii. Pines Beach Playground Relocation Concept Plan (*TRIM 230908140076*)

2. RECOMMENDATION

THAT the Kaiapoi – Tuahiwi Community Board recommends:

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

3. BACKGROUND

- 3.1. As a result of the Canterbury Earthquakes, play equipment at Pines Oval was damaged and removed. In a 2012 the current playground was installed at the Northern Batten Grove / Kay Avenue corner of Pines Oval to replace the equipment that was removed. The playground has a bark safety surface which sits at ground level with a raised timber edge. The existing playground includes the following play equipment:
 - Supernova spinner
 - Multi play unit
 - Cup spinner
 - Seesaw
 - Swing set
- 3.2. In the years since this playground was installed Council has received numerous complaints from the Pines Beach community that the playground area is too wet for extended periods after rainfall and that it is unusable during winter. The playground being continually wet has raised health and safety concerns around children using the playground when water is pooling.
- 3.3. Due to the safety bark being wet for extended periods additional maintenance and costs are incurred by Council to manage Health and Safety replace the safety surface which is compacting and breaking down at a higher rate than it normally would. The playground equipment remains in a good condition and is assessed regularly.
- 3.4. Council staff have investigated the flooding problem at the playground, which indicated that flooding was likely caused by extended periods of high groundwater combined with the existence of a water flow path from Batten Grove running towards the playground, and that the playground is located at a low point of Pines Oval. Various options were discussed to remedy the flooding problem, which included raising the playground in its current location. Staff considered that if the playground was raised in the current location the land surround the playground would still flood so access and Health and Safety would remain a problem.

- 3.5. Council's Greenspace team has made attempts to remediate the flooding at the playground by digging drains from the playground to the sand dune to the south of Batten Grove cul-de-sac. Other attempts for improvement include drilling holes in the side of the raised timber edging to try and drain water from the bark area and increasing the depth and height of the bark to raise the playground height above groundwater level. These improvements have had minimal impact and the problem has remained. To keep the playground safe for use a sign is placed at the playground at times of flooding warning the public of waterlogging in the playground area.
- 3.6. Members of the Pines and Kairaki Beaches Association (PKBA) contacted Greenspace staff to ask what can be done to resolve the problem. In 2019 Greenspace staff received a quote from a contractor for the relocation of the playground to another area of Pines Oval. A submission was then made based on this quote to Council's Long-Term Plan for relocating the playground. A budget of \$90,000 was assigned to the project for the 22/23 financial year.
- 3.7. In 2022 Pines Oval was surveyed by WSP Consultants to identify areas of the reserve that are of higher contour. As part of this survey WSP located areas of the Oval which are the low and consistently boggy, which included the current playground location. Greenspace staff reviewed the survey and identified areas of Pines Oval that the playground could be relocated to that are higher in contour.

4. ISSUES AND OPTIONS

- 4.1. Three areas around Pines Oval were identified that the playground could be re-located, and these were assessed for suitability. The first location was on the Western side of the Oval on Dunns Avenue. Staff are aware from previous discussions with the Pines and Kairaki Beaches community that they would like the current area greenspace at the Oval to remain as grass for the use of formal and informal grass sports, and therefore this location was not considered further. The second option was at the southern end of the Oval between the skate park and Chichester Street. Staff considered this to be a viable option as it would cluster similar use activities together such as existing play equipment and the skate park. After further consideration staff decided against this location due to lack of space, and safety concerns over the proximity to Chichester Street. The third location and the location that staff support is on the south-eastern side of the Oval on Batten Grove, as shown on *Pines Oval Playground Location Plan (TRIM 230908140032)*.
- 4.2. The proposed location on Batten Grove (south) is considered by staff to be suitable due to higher land contour, location amongst existing similar activities and community facilities, and ease of access for users.
- 4.3. The height of the proposed playground location is around 100 – 200mm higher in contour than the current playground location. The location is situated between existing community facilities to the south such as the Pines Beach Hall, the skate park and a small play area of a nest swing and a climbing element, and an existing swing set to the North. There are established trees and gardens in the area adding to the amenity of the space, and the site is easily accessed from the hall and Batten Grove. There is an existing post and wire fence along this boundary which is set back into the park, and which provides a physical barrier for children using the playground.
- 4.4. Staff met with Wendy Milnes (PKBA) to discuss the suggested location for relocation of the playground and the proposed Concept Plan. Wendy was in support of the location and Concept Plan. Wendy informed staff at this meeting that the existing swings in the proposed location do not hold water and are always useable over winter. It is important to note that while the contour of this area is higher than that of the existing playground location the swings at the proposed relocation site are also raised around 200mm above ground level.

- 4.5. With the evidence that raising the playground has been successful staff have proposed that the relocated play area is also raised 400mm above ground level. Raising the playground would not only ensure that there is no risk of the playground being unusable during periods of flooding, but it would also future proof the playground for the effects of sea level rise. Greenspace staff have discussed raising the relocated playground with Councils Drainage department who suggested raising it to at least 300mm.
- 4.6. The proposed new playground location is situated between the hall and an existing swing set as discussed above. While there have not been any concerns raised by the community around the distribution of play facilities at different areas of Pines Oval staff think that with relocating the playground it is an opportunity to cluster play activities together and create a greater play experience. For this reason, the Concept Plan includes an informal crusher dust footpath that would connect the existing swings, the proposed relocated play equipment, and the existing nest swing and climbing element to the South of the hall. Wendy Milnes (PKBA) raised a preference to staff that the proposed footpath does not run in front of the deck, explaining that hall users like to sit on the grass in front of the deck. Staff have included the footpath in the proposed Concept Plan for consultation with the purpose of assessing feedback from the community on a link made between all play areas at the Oval. The consultation feedback will be assessed including that of PKBA before a final Concept Plan is brought back to the Board for approval.
- 4.7. To incorporate the raised nature of the proposed play area into the Pines Oval landscape the Concept Plan includes a timber edge facing the area of Pines Oval that is intended for grass sports. The timber edge would be at a height that people can sit on and watch sports or children playing, giving the edge another purpose. The timber edge around the relocated swings would be stepped to allow access to and from the Oval and to allow children to incorporate the existing swing set into the new play space. The edges of the playground facing the hall and Batten Grove would have a softer appearance of mown grass slopes. The slopes would be a gentle mowable grade and a slope which would allow playground users to easily access the playground from Batten Grove. A set of informal crusher dust steps has also been proposed halfway along the Batten Grove edge leading directly to a seating area from existing breaks in the post and wire boundary fence.
- 4.8. Central to the relocated playground a new picnic table would be incorporated into a crusher dust footpath running along the length of the playground. The picnic table would sit at the same raised level as the play area. While there is a small picnic table located at the existing playground staff have suggested a new picnic table which is larger and accessible to wheelchair users.
- 4.9. A timber bench seat and litter bin are also located at the existing playground and staff have suggested relocating these items to the new playground area. Staff discussed these items with Wendy Milnes, who suggested that an additional litter bin would be useful as there is often rubbish left around the Oval. Staff support an additional litter bin in the new play space as the playground as there will be a higher cluster of activities in one location of the Oval.
- 4.10. A crusher dust footpath is also proposed from the hall to the relocated playground. This footpath would be wheelchair accessible and of an even grade up to the height of the raised playground area. The purpose of this footpath would not only be for people using wheelchairs or push chairs but also as a hard surface access option over the winter months when the grass can be wet. The proposed playground location next to the hall would allow informal surveillance by hall users, improving the safety and security of both facilities. The playground would not be located close enough that there would be noise concerns to users of the hall.

- 4.11. The play equipment items would remain the same and all items relocated to the proposed new play space. Staff discussed the current play options this with Wendy Milnes and Wendy did not think that any additional equipment was required for the community. However, Wendy did raise that the PKBA would like to see some of the wooden play equipment painted to be more colourful and vibrant. This is not seen as a priority and would only happen if money remains available in the budget following the playground relocation.
- 4.12. The bark safety surface beneath the existing playground would not be reused as it has deteriorated due to being wet for extended periods. The safety surface beneath the relocated equipment would be bark with a timber edge, however the edging would be constructed at the same height as the top of the bark allowing water to run off and infiltrate into the soil.
- 4.13. The proposed location for the play space is an area of Pines Oval that has established trees and shrub plant beds. These natural elements can be incorporated into the new play space adding character and informal play opportunities. Games such as climbing trees and playing hide and seek can evolve naturally when natural elements are near formalised play equipment. As part of the playground relocation the trees would be limbed up to be more useable for this purpose and to improve visibility around the space.
- 4.14. Staff have carried out a cost estimate for the Concept Plan which is estimated at approximately \$120,000. This is higher than the anticipated costs and the \$90,000 project budget allocated, however staff have been receiving increasingly high costs for construction of recent projects due to cost inflation and anticipated that this may be the case.
- 4.15. Greenspace staff are also working on the Reid Memorial Reserve signage project, located at the Pines Beach entrance. Funding for this project was reallocated from the Pines Beach Reserve project (adjacent to Reid Memorial Reserve) which was completed in 2021 and was under budget by \$38,350. Staff saw an opportunity to reallocate the \$38,350 to Reid Memorial Reserve to achieve the following:
- Tidy up Trees and vegetation,
 - Remove the old timber sign at the roundabout end,
 - Install a new 'Welcome' sign.

There are sufficient funds to achieve the above and staff have estimated the works to cost approximately \$10,000. Staff have met with PKBA and suggested that the remaining \$28,350 is reallocated to the Pines Beach Playground Relocation project, which they have supported.

- 4.16. The current area that the playground would be relocated from would be made good by excavating the bark and replacing it with topsoil and hydroseeded. The picnic table would be left in this area.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. There is a positive benefit to local children when play spaces are installed. Play is an important part of a child's development as it builds imagination and creativity, fosters cognitive growth (for healthy brain development), delivers well-being benefits (can help reduce anxiety and boost joy and self-esteem), improves literacy (socialising and by observing others), encourages greater independence, and promotes physical fitness. The development of this space also allows a functional, inviting and safe space for parents and caregivers to utilise at the same time.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report. As per our standard procedure, a project brief will be provided to the Rununga through Mahaanui Kurataiao as part of the consultation process.

Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. The Pines and Kairaki Beaches Association are directly affected by the proposed relocation of the playground and staff have met with them to discuss the location and Concept Plan.

5.2. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as there will be families with children or grandparents who look after children in the area, or those who want to use the space for other recreational purposes. It is expected that they will have an interest in how this space is developed for their needs.

No specific consultation has been undertaken with the wider community to date regarding the development of this plan and the recommendations would allow staff to understand their views and ideas on the current proposal through community consultation. It should be noted that the developer has the playground location on their website, so those who have purchased a section or who have an interest in purchasing sections will have an awareness of this project.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

As discussed in this report, there is \$90,000 allocated to the relocation of the Pines Beach Playground. This budget is included in the Long-Term Plan. While there is no financial implications of the recommendation to undergo consultation there is a risk that this will create community expectation that something of similar scale and play benefit will be provided within this reserve. As mentioned earlier in this report staff have estimated the costs of the Concept Plan to be approximately \$120,000. Because this is over the \$90,000 budget staff have suggested that the additional budget required to complete the project is reallocated from the Reid Memorial Reserve project where the full budget is not required.

Following a recommendation from the Board to Community and Recreation that the remaining Reid Memorial Reserve budget of \$28,350 is reallocated to the Pines Beach Playground Relocation project, staff will provide a report to Community and Recreation for approval. To ensure that sufficient funds are available to complete this project staff will not carry out public consultation on the Pines Beach Playground Relocation Concept until approval has been given by Community and Recreation.

Following consultation staff will develop a revised and final Concept Plan which will take in to account consultation feedback and the current construction costs which have a high level of unpredictability. Should these costs change and lead to major changes in scope being required there is a contingency budget available otherwise staff would need to reduce the scope, this will be included in the report for Concept Plan approval at that stage.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report have minimal sustainability or climate change impacts. We have worked with local (NZ) play equipment suppliers, the equipment currently proposed is predominately manufactured in New Zealand rather than imported from other countries. Some components may not be available locally and is imported as part of the

manufacturing process. Celebrating natural play is a great way to encourage children to use the things around them for play rather than relying on formal/designed elements which need materials and energy to create.

6.3. **Risk Management**

There is a risk that consultation feedback may show that the public are not supportive of aspects of the plan. Staff will take this into account and adapt the plan where practical to suit the results of the feedback received and will provide a summary of all feedback to the Board along with the revised plan for consideration.

6.4. **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

The implementation of this draft landscape plan will require work to be undertaken within Council reserves (and/or Road Reserve) and holes being dug and the use of tools and machinery. If approved, staff would require any contractors to be Sitewise approved and to submit an appropriate health and safety plan (Site specific Safety Plan - SSSP). This would need to be approved by the project manager prior to construction beginning on site.

As discussed in the report there are Health and safety risks around the playground being left as it currently is, so the proposed relocation will be undertaken with the intend of removing this risk.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.3. **Authorising Legislation**

- Building Act (in relation to regulations around the development of this site)
- New Zealand Standards 5828.2015: Playground equipment and surfacing

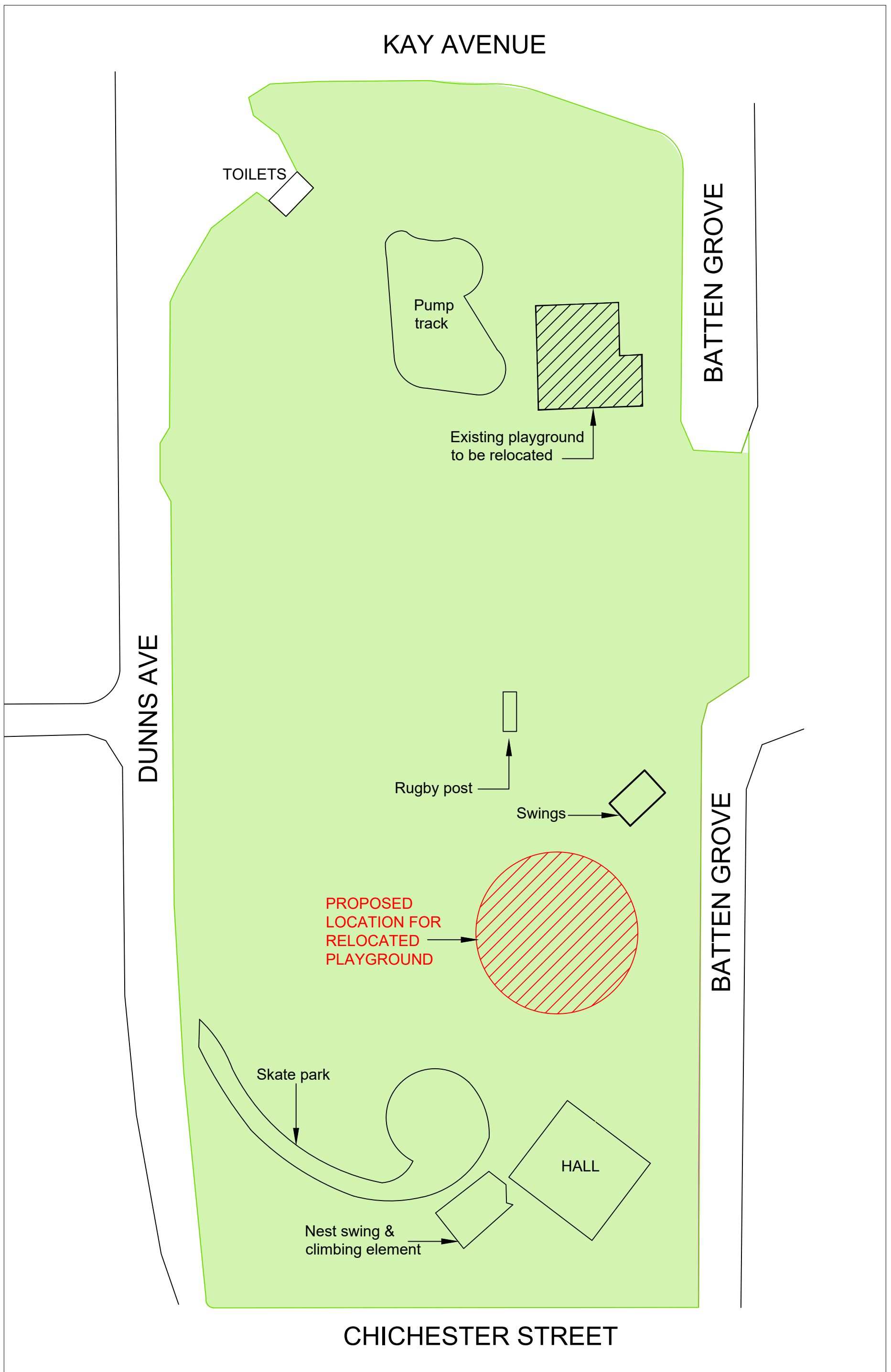
7.4. **Consistency with Community Outcomes**

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

- There is a wide variety of public places and spaces to meet people's needs.
- There are wide-ranging opportunities for people to enjoy the outdoors.
- The accessibility of community and recreation facilities meet the changing needs of our community.

Authorising Delegations

The Kaiapoi - Tuahiwi Community Board have the delegation to approve the recommendations within this report.



Attachment i. Pines Oval Playground Location Plan

TRIM 230908140032



Attachment i. Pines Beach Playground Relocation Concept Plan
TRIM 230908140076

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: GOV-26-08-06 / 230816125341

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD


DATE OF MEETING: 18 September 2023

AUTHOR(S): Kay Rabe, Governance Advisor

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

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

_____ General Manager

_____  Chief Executive

1. SUMMARY

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

Attachments:

- i. All Accountability Forms received for the 2022/23 Financial Year (Trim Ref: 230907139128).

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

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

3. BACKGROUND

- 3.1. The Council allocates the Kaiapoi-Tuahiwi Community Board a set amount of funds to distribute, by application, to non-profit groups, registered charities and incorporated societies that have strong links to and benefit the communities of the Kaiapoi-Tuahiwi area.
- 3.3 In keeping with the Council's Sustainability Policy, the attachments have been uploaded to the web and can be accessed through the Community Board page.

4. ISSUES AND OPTIONS

4.1. By 30 June 2023 the Board had considered 16 applications, of which 14 were approved, one declined and one withdrawn.

4.2. The applications were as follows:

Group	Project	Amount granted	Month funds granted	Comments
St Patricks School PTA	Game lines	\$500	July 2022	Invoice paid: 28 July 2022 Accountability received: 18 August 2023
Kaiapoi Toy Library	Cultural and Sensory Toys	\$500	July 2022	Invoice paid: 28 July 2022 Awaiting Accountability
Reflections Community Trust	Waimakariri Light Party	\$588	August 2022	Invoice paid: 22 August 2022 Accountability received: 14 December 2022
Clarkville Playcentre	Fruit trees and vegetable plants	\$250	August 2022	Invoice paid: 2 September 2022 Accountability received: 8 December 2022
Cure Boating Club	Wood stain for floors, egress stairs and ramp	\$500	November 2022	Invoice paid: 30 November 2022 Accountability received: 22 August 2023
North Canterbury Pride	Picnic in the Park	\$300	February 2023	Invoice paid: 20 March 2023 Awaiting Accountability
Clarkville Playcentre	First Aid Courses	\$387	February 2023	Invoice paid: 2 March 2023 Accountability received: 13 June 2023
Kaiapoi Rugby Football Club	Replace broken AED cabinet	\$500	March 2023	Invoice paid: 23 May 2023 Awaiting Accountability
Kaiapoi Community Gardens	Signage	\$240	March 2023	Invoice paid: 12 April 2023 Accountability received 23 August 2023
All Together Kaiapoi	Subscription for software	Withdrawn	March 2023	

Group	Project	Amount granted	Month funds granted	Comments
Relay for Life	Relay for Life event	\$500	March 2023	Invoice paid: 22 June 2023 Accountability received: 7 June 2023
R13 Youth Development Trust	Sports and kitchen equipment and a printer	\$500	April 2023	Invoice paid: 15 May 2023 Accountability received: 1 September 2023
North Canterbury Adventure Club	Inflatable shade tent and electric pump	Declined	April 2023	Parents' choice to remove children for paid sports activities.
It takes a Village Hub	Purchase fabric and elastic	\$500	April 2023	Awaiting Invoice
All Together Kaiapoi	Advertising Matariki in Kaiapoi	\$500	June 2023	Invoice paid: 22 June 2023 Accountability received 19 June 2023
All Stars Marching Band	Annual training camp	\$500	June 2023	Awaiting Invoice

- 4.1. As of 1 September 2023, nine Accountability Forms had been received. Reminder letters were sent to the groups in March 2023 and August 2023. Seven Accountability Forms are outstanding; however, two of these applications were only granted in May and June 2023, and groups have six months to return their Accountability Forms from the date of the event/purchase occurring.
- 4.2. St Patricks School PTA requested funding towards game line markings in their play area. Funding was used for the New Zealand map and a compass. Both areas have been highly used. Students use the map to place towns and the compass to learn direction.
- 4.3. Reflections Trust requested funding towards hosting the annual Waimakariri Light Party. Funding was utilised to provide activities at the event. A full accounting and photos are included with the Accountability form.
- 4.4. Clarkville Playcentre applied for funding twice during the year. The first application was for fruit trees and vegetable plants to start a food forest in the Playcentre grounds. This would provide a valuable learning experience for the children and supply food for those families in need. The second application was to send parents of children who oversee the play to first aid courses. This not only was of benefit to the Playcentre but also supplied upskilling of parents and the community.
- 4.5. The Cure Boating Club requested funding towards wood finish for the veranda, deck and egress. A Guthry Bowron voucher was purchased to cover the cost of the stain required to finish the deck, veranda and egress. There have been delays in completing the veranda and other problems besetting the project, however the club remains committed to the completion of the building and the stain will be purchased using the voucher.
- 4.6. Kaiapoi Community Gardens requested funding towards signage to be placed on the Kaiapoi Bourgh School fence to direct people to the garden. A sign was designed and produced by Larsen's Signs. This has been successful in directing people to the garden and the Group thank the Board for its assistance with this initiative.

- 4.7. The Relay for Life event Committee requested funding for hosting the Relay for Life event in Dudley Park, Rangiora. This was a successful event in which 36 teams with 415 participants and the Cancer Society thanked the Board for their generous grant.
- 4.8. R13 Youth Development Trust requested funding to replace some of its sports and kitchen equipment and to purchase a new printer. The Youth Workers had engaged the young people in cooking and baking and teaching them healthy food choices and this initiative has been successful and enjoyable. The sports equipment has been invaluable allowing the young people to let off steam outside in the fresh air. The printer has made life easier for staff enabling them to print documents more cheaply and efficiently.
- 4.9. All Together Kaiapoi requested funding towards hosting the Matariki event in Kaiapoi. This is hoped to become an annual event. The event was very successful and drew a large crowd who enjoyed the booths and fireworks provided.
- 4.9 **Implications for Community Wellbeing**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report, as the funding allocated to community groups and for community events increase the general feeling of wellbeing within various communities.
- 4.10. The Management Team has reviewed this report and supports the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

No groups and organisations are likely to be affected by or have an interest in the subject matter of this report. However, it should be noted that the Board's Discretionary Grant fund assisted community groups and organisations achieve community-based programmes.

5.3. **Wider Community**

The wider community is not likely to be affected by or be interested in this report's subject matter. However, the funding allocated to community groups and for community events increased the general feeling of wellbeing within the Board's community.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

The 2021/31 Long Term Plan includes budgetary provision for the Kaiapoi-Tuahiwi Community Board to approve grants to community groups up to \$5,270 in the 2022/23 financial year. An unspent amount of \$2,627 was carried forward from the 2021/22 financial year, thereby bringing the Discretionary Grant Fund to \$7,897 for the 2022/23 financial year.

The Board allocated \$6,765 of this funding to community groups and organisations during the 2022/23 financial year, with the remaining \$1,632 being carried forward to the 2023/24 financial year, bringing the current financial year's total to \$7,522.

Groups must complete and return an Accountability Form to be eligible for future funding.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3. Risk Management

There are no risks arising from adopting the recommendations in this report.

6.4. Health and Safety

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

7. CONTEXT**7.1. Consistency with Policy**

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

7.2. Authorising Legislation

Not applicable.

7.3. Consistency with Community Outcomes

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

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

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4. Authorising Delegations

It is a delegation of the Board to distribute this fund as per clause 12 of the delegations to Community Boards, S-DM 1041.

Our Ref: LTC-03-19-02/230220022903

30 August 2023

Mrs J Watson
Chairperson
Kaiapoi-Tuahiwi Community Board
via email: com.board@wmk.govt.nz

Dear Jackie

DRAFT ANNUAL PLAN 2023-2024

Thank you for taking the time to submit on the Council's Annual Plan.

This letter is a follow up to the one you received from us earlier and aims to specifically address your points of submission. For ease of reference, your order of topic has been retained.

Board Requests

Support for Galleries in the District - *The Board requested that serious consideration be given to the improved promotion of the three Art Galleries in the district. The three volunteer-run galleries provide valuable opportunities to artists, education to residents and are a visitor attraction, drawing in considerable numbers with spending potential to the district.*

More promotion to targeted sectors and through digital media to increase sales of artworks would help considerably in the viability of each gallery. The Board notes more could be done in this area given the staff skills and reach the Council has across all media types, especially digital.

Advertising is expensive for each gallery but essential as a reminder and notification of exhibitions to the public, residents, day trippers or tourists. The district is missing out on increasing visitor numbers to the district's galleries by this lack of promotion.

Council has requested that its Greenspace Team work with the Communications Team, the promotions associations and Enterprise North Canterbury to provide greater awareness of the art galleries.

Council is also working on the development of an arts strategy which will look to include promotion and awareness as part of its action plan. With this work, Council expects to see greater awareness and promotion of the art galleries.

Multi-travel options - *The Board requested that for all new subdivisions consideration be given to all footpaths being widened to achieve a shared pathway for pedestrians, scooters, and cyclists. This would improve options for physical exercise and wellbeing as well as discourage the reliance on vehicles.*

Safe pedestrian and cycling access for all users is important. Walking and cycling provides good health benefits and dedicated facilities can encourage the use of these alternate modes of travel, which also reduces greenhouse gas emissions.

In October 2022 the Council adopted its Walking & Cycling Network Plan which identifies and prioritises gaps in the network.

Council has been successful in gaining approval for a package of walking and cycling projects through the Waka Kotahi Transport Choices programme which includes an extension of the gritted path along Tram Road to Swannanoa School, as well as progressing the Kaiapoi to Woodend Walking & Cycling connection. Staff are currently working to progress these for funding approval. Both projects have progressed through the design stage.

Tram Road to Swannanoa School Path is currently going through approval for funding for construction and the Kaiapoi to Woodend Path is currently being consulted upon.

For all new developments, consideration of how best to incorporate active modes and tie in with the Walking & Cycling Network Plan, will be made at the subdivision planning.

Native plant propagation centre - The Board suggested consideration be given to developing a native plant propagation centre with the appropriate resources. This would be a real step for sustainability and climate change by allowing the Council to access native plants to replant in strategic biodiverse areas and could include plants used for Mahinga Kai.

Staff are utilising an area for on-growing of species not otherwise available at the many nurseries in Canterbury. This area is envisioned for providing species in the size grade we need that are not commercially available such as eucalyptus, willows and conifers that are not worth the time for the commercial growers to cultivate and some other specialized trees we might need in the future to maintain the look and feel of a specific area that are not readily commercially available.

Staff will be in contact and arrange a time to show the Board around the grow-on area and talk through onsite the constraints of having a full nursery or propagation operation.

Currently native plants for regeneration projects are ordered well in advance and therefore staff are not experiencing any issues in sourcing these.

Bramleys Road - The Board requested that Bramleys Road be sealed in its entirety instead of in patches.

Bramleys Road serves as an alternate route when Revells Road is closed. It provides direct access to Lineside Road and has both sealed and unsealed sections.

Waka Kotahi is planning to undertake safety improvements on SH71 Lineside Rd. The full extent of improvements has not yet been approved and a clearer understanding of the work and impacts is needed before progressing further works in the area.

Consideration for future sealing also requires input from Ngai Tuahiriri and as such it is proposed a report be drafted to the Council for consideration, as part of the next Long Term Plan process.

Copies of the adopted Annual Plan are available at the Rangiora, Kaiapoi and Oxford Service Centres and Libraries and on the Waimakariri District Council website at this link:

https://www.waimakariri.govt.nz/_data/assets/pdf_file/0024/135159/Annual-Plan-2023-2024-Full-Document-Web.pdf

Once again, thank you for your interest and submission. If you have any further questions or comments, please feel free to get in touch.

Yours sincerely



Dan Gordon
MAYOR

DISTRICT COUNCIL**MEMO**

FILE NO AND TRIM NO: RES-01-11 / 230904136986

DATE: 4 September 2023

MEMO TO: Kaiapoi Tuahiwi Community Board

FROM: Helen Leslie, Community Greenspace Administrator

SUBJECT: Elmer's Ōtautahi Elephant Trail

Purpose

The purpose of this memo is to inform the Kaiapoi Tuahiwi Community Board about a public art installation that is proposed to be located on the pavement area in front of the Ruataniwha Kaiapoi Civic Centre, 176 Williams Street, Kaiapoi.

In partnership with the Laura Fergusson Brain Injury Trust, Wild in Art (previously responsible for previous 'Pop Up Penguins' and 'Standing Tall' giraffe sculpture installations around Canterbury) are bringing another sculpture trail to Canterbury over the 2023 / 2024 summer. The public art trail will include over 30 elephants, individually designed by professional and emerging artists displayed through the streets, parks and public spaces of Christchurch and surrounding towns. This year they would like Kaiapoi to have the opportunity to participate in this event which is set to have a positive impact on the region whilst supporting the valuable work of the Laura Fergusson Brain Injury Trust.

Elmer's Ōtautahi Elephant Trail will be supported by a learning programme enabling thousands of children and young people to participate in this highly visible, family-friendly art trail. Ultimately the sculptures will be auctioned to raise money to enable the Laura Fergusson Brain Injury Trust to support people impacted by traumatic brain and other complex injuries throughout Canterbury. Previous art trails have contributed over \$5 million to the local economy and have raised significant amounts for charity.

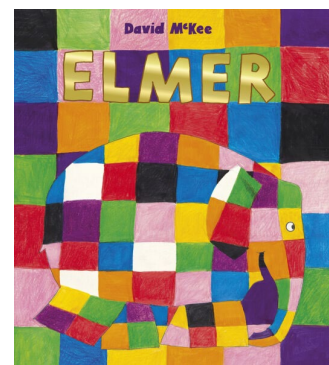
The Elmer sculptures will be on display from 25th November 2023 to 18th February 2024 and following that a farewell event is planned at the Arts Centre in Christchurch on the weekend of 2nd and 3rd March 2024.

As with the penguin and giraffe trail, the Council is being asked to supply land only and will not be responsible for maintenance to the elephant whilst in-situ.

More about the project can be found at <https://elmerchch.co.nz/>

About Elmer

Elmer remains one of the most iconic and widely read children's book series of all time, selling over 10 million copies worldwide since it was first published by Andersen Press in 1989. Written and illustrated by celebrated children's author and artist David McKee, the Elmer books have been translated into more than 60 languages and now new books, toys and clothing add to the world of Elmer the Patchwork Elephant.



Since the first Elmer title debuted in 1989, Andersen Press has developed an internationally successful Elmer publishing programme which spans 30 original stories written and illustrated by David McKee and includes board books, activity books and novelty books.

A beloved classic and firm family favourite, David McKee's iconic and brightly coloured patchwork elephant has also inspired a branded merchandise programme which has proven success at retail and is popular in millions of households across the world.

Kaiapoi Installation

Elephant Design

Information regarding the artist and the design for the Elephant to be installed in Kaiapoi is not available at this time, however the below photo is of the base Elephant prior to painting to give an idea of the final structure.



Dimensions

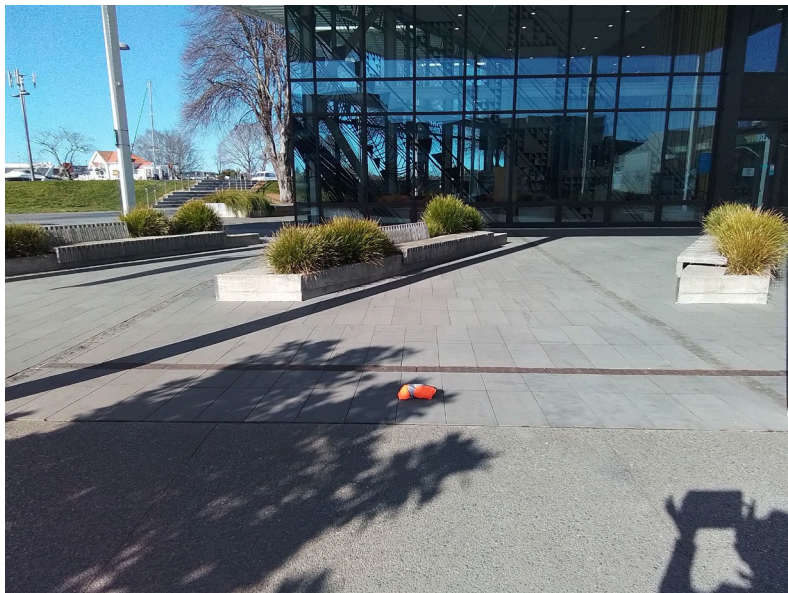
The elephant sculpture will be placed on a concrete plinth (weighing approx. 500kg). Without the concrete plinth, the elephant is 110cm x 129cm x 73 cm and weighs 35kg.

Installation Period

The Elmer sculpture will be on display from 25th November 2023 to 18th February 2024 and following that a farewell event is planned at the Arts Centre in Christchurch on the weekend of 2nd and 3rd March 2024.

Proposed Installation Location

This location has been selected as it will not impact on the installation of the Kaiapoi Christmas Tree over the festive season. The concrete plinth will sit on a piece of astroturf cut to size to protect the bluestone pavers.



Health and Safety:

The event organisers will be required to undertake the reserves booking process to secure the identified site during the display period. Submission of a Health and Safety Plan to the Waimakariri District Council is part of the application booking and approvals process.

Waimakariri Public Arts Trust:

The Elmer Elephant sculpture meets the following Trust purposes:

- (a) To promote art and culture in the Waimakariri district including but not limited to the matters set out in Schedule C
- (b) To encourage public art in all new developments and redevelopments in the Waimakariri district
- (e) To educate the public about art and artists
- (f) To support artistic endeavours in the community
- (g) To benefit the public and local community with art works and events

Staff Contact:

If you have any questions and/or concerns about the installation, please contact:

Helen Leslie
Community Greenspace Administrator
Helen.leslie@wmk.govt.nz
Mobile 027 241 4085

Member's Information Exchange
August 2023

Name of Member: **Brent Cairns**

- Recently there have been around 9 vehicles parked on what was Jollie Street, people sleeping in their cars. It seems there was a complaint...Thanks to Tessa and her wonderful team, she has been working on finding locations for these people can move too, along with offering other levels of support for them.
- Food Security North Canterbury have had a review of their Strategy... and on my return I shall provide an update on that.