MINUTES OF THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD
HELD IN THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON
MONDAY 10 SEPTEMBER 2018 AT 7.00PM.

PRESENT
S Powell (Chairperson), A Thompson (Deputy Chair), J Archer, A Blackie, R Mather and J
Meyer.

IN ATTENDANCE
E Cordwell, B Rice (Senior Transport Engineer), D Ayers (Mayor) and E Stubbs (Minutes
Secretary).

1 APOLOGIES
Moved J Archer seconded R Mather
An apology was received and sustained from A Allen for absence.

CARRIED

2 CONFLICTS OF INTEREST
Nil.

3 CONFIRMATION MINUTES
3.1 Minutes of the Woodend-Sefton Community Board – 13 August 2018
Moved J Meyer seconded A Thompson
THAT the Woodend-Sefton Community Board:
(a) Confirms the circulated minutes of the Woodend-Sefton Community
Board meeting, held 13 August 2018, as a true and accurate record.

CARRIED

4 MATTERS ARISING
Nil.

5 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY
Nil.

6 ADJOURNED BUSINESS
Nil.

7 REPORTS
7.1 Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook
Road Speed Limit Review - Bill Rice (Senior Transport Engineer) and
Nick Rochford (Graduate Engineer)
B Rice commented that the purpose of the report was to gain the support of
the Board to recommend that the Council consult on proposed speed limit
changes for Rangiora Woodend Road, Gressons Road, Boys Road and
Northbrook Road. An administrative error had occurred in the compilation of
the summary table of the Staff Recommendations and a revised corrected copy was circulated and clarified.

Board members had also separately received correspondence from the Woodend Community Association (WCA) with regard to the proposal to consult on the basis of a 60kph limit on Rangiora Woodend Road from proposed Ravenswood roundabout to start of 50km/h north of School Road.

B Rice referred to the letter from the WCA (Trim 180911104072) which requested that the proposed 60km/hr section should be 50km/hr. He noted that NZTA were actively engaged in addressing safety on SH1 through Woodend which may include additional means of crossing SH1 such as traffic signals or roundabout. For this reason there is some uncertainty regarding what may happen to Rangiora Woodend Road dependent on which safety measures are ultimately introduced. NZTA is actively engaged with the Council and will be seeking community feedback on its proposals over the next few months. In order to get good compliance for 50km/hr there would be a need to make changes to the road environment as currently it was a wide road that was rural on one side. Any changes that were made at this time to Rangiora Woodend Road may then require further alteration following NZTA changes to SH1. For that reason the recommendation was for 60km/hr at this stage, it was a subjective argument.

B Rice commented that they were looking to make the speed limit changes now, prior to the full district wide survey and before NZTA’s changes, due to the new cycleway and the changes at Ravenswood subdivision. B Rice also noted there was some indication from Government around the potential for a nationwide change to default speed limits, which may affect timing around the district wide review of speed limits.

J Archer made the comment that the stretch of road, north of Kaiapoi adjacent to Sovereign Palms, had a long lead in of 50km/hr into Kaiapoi in a similar semi-rural environment and asked why Rangiora Woodend Road could not be treated in the same manner for consistency. B Rice noted other similar instances of 50km/hr in a semi-rural environment around the district including River Road and Kippenberger Avenue. The experience in those locations was that compliance was poor and there had been learnings from that. He reiterated the linkage and potential impact of any NZTA safety improvements.

R Mather asked if non-compliance to a speed limit should be a reason to not use that speed limit. B Rice commented that guidance from NZTA was to aim for an operating speed limit no more than 10% above or to change the environment. If speed limits were too often set that did not reflect the environment, the concern was that people tended to put less weight on speed limits and their effectiveness decreased. Work was required to change the environment and due to uncertainties with NZTA, now was not the time to make those changes, as they might need to be altered or even removed depending on the NZTA decisions which would be known relatively quickly. The area would be kept under review and further changes made, if required, once the SH1 safety measures were clarified.

A Blackie asked about the effectiveness of yellow 40km/hr school signs, and whether it would be better to use those “When children are present” rather than juggle the extra 10km/hr reduction. B Rice believed the signs worked quite well, however there were questions about the enforcement of them. In addition, school drop off/pickups were discouraged on Rangiora Woodend Road. The school was working hard with Council staff and parents to encourage safer drop off and pick up in general.

J Archer asked if it would be better to move the 50km/hr sign at the school further west. B Rice replied it was something that could be looked at. It could be changed in this process or picked up as part of the proposed consultation. The Board and individuals were encouraged to submit.
S Powell asked what compliance on Kippenberger Avenue was like and B Rice replied anecdotally that it was poor.

S Powell commented that in the previous submissions everyone answered yes or no to every section of road and asked if that was a requirement as some would have a vested interest. B Rice replied he had not considered that as a possibility. He had been surprised that there was not more support for reducing the speed limit.

J Archer asked why the electronic speed register down Rangiora Woodend Road had been removed and B Rice advised that the Council had three sets of temporary speed signs that were rotated around the district. J Archer asked if they could be permanent and B Rice advised they had a high price tag.

A Thompson commented that it was a comprehensive report. He would prefer that Council put in place a district wide set of principles first as the facts and principles were not straightforward. He asked if there was a date for the district wide review of speed limits and if that project had been clearly laid out. B Rice replied it had not been tied down.

A Thompson was a keen supporter of the two new significant walkway and cycle paths and noted that putting the path in alongside Rangiora-Woodend Road would make cycling safer as it took away the conflict of motorised vehicles. He asked why in that case the speed limit should be reduced. B Rice advised that while it reduced risk to individual cyclists the total risk to all cyclists increased due to increased demand and usage.

A Thompson commented that there were engineering solutions that could be adopted to reduce risk and noted that there was no mention of those solutions in the report. He asked whether that was because there was not the money or desire to look at other methods to reduce risk. B Rice referred to the possible methods to change the road environment on the proposed 60km/hr section including road narrowing and/or cycleway.

A Thompson asked why the analysis of accidents did not specifically mention those related to speed. B Rice replied that although the cause of an accident may not be speed related, the consequences were dependant on speed. It could be difficult for police to identify speed as a factor.

R Mather asked whether, in B Rice’s opinion, there was a negative aspect to reducing speed. B Rice replied the economic evaluation would say there is a significant cost to the time people spent travelling which would increase at a lower speed.

A Thompson queried whether during the planning of Ravenswood there was an acknowledgment for a need for change in speed limit and B Rice replied that it was assumed. A Thompson suggested that ideally developers should pick up some of the cost of that change.

Moved A Blackie seconded J Archer

THAT the Woodend Sefton Community Board recommends:

THAT the Council:

(a) Receives report No. 180829098530.
(b) Approves consultation being carried out on the proposed speed limit changes summarised below
<table>
<thead>
<tr>
<th>Location</th>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road from end of existing 80km/h east of Smarts Road to proposed Ravenswood roundabout</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from proposed Ravenswood roundabout to start of existing 70km/h west of Chinnerys Road</td>
<td>100km/h</td>
<td>60km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from start of existing 70km/h west of Chinnerys Road to start of 50km/h north of School Road</td>
<td>70km/h</td>
<td>60km/h</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Boys Road from Rangiora Woodend Road to existing 50km/h at railway line</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Northbrook Road from Boys Road to existing 50km/h east of Goodwin Street</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
</tbody>
</table>

(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

**CARRIED**

A Blackie reminded the Board that the report was to recommend to the Council that it should approve consultation. There would be further information in the future as the proposal progressed and feedback received. There had been some discussion at the Council as to whether there should be a different weighting applied to the views of the local residents as opposed to users of the road/wider community on speed limits but at this stage each would be treated equally.

J Archer believed it was logical that some roads were not designed for a speed limit of 100km/hr and if staff believed a speed limit of 80km/hr was safe then that is what it should be.

R Mather was puzzled why the Council believed Oxford resident’s views should have as much weight as those of the local community. She believed more weight should be put on local views as they lived on those roads.

A Thompson was surprised at the 50/50 survey response to speed reduction. He understood the argument of local users but noted there was also the transport engineering dimension for providing safe and efficient flow of traffic. It was a balancing act.

S Powell supported consultation for the proposed speed reduction. She commented that with the increasing use of the new cycleway there was no margin for error. She referred to Kippenberger Avenue, Williams Street and Lees Road and believed there was a need for consistency across the district. S Powell noted that twenty submitters had specifically mentioned a reduction
to 50km/hr and only six for 60km/hr. She made the suggestion that submitters should not be required to give a yes or no response to each road.

A Blackie believed the issues had been covered well. There was a need for consistency across the district and the need to not make changes piecemeal. There was ongoing work with NZTA and the government that would have an influence in the district.

7.2 Applications to the Woodend-Sefton Community Board’s Discretionary Grant Fund 2018/2019 - Edwina Cordwell (Governance Adviser)

E Cordwell spoke briefly to the report commenting that she had suggested the Coastguard also make an application to the Oxford Ohoka Community Board. She noted that Reflections Community Trust had applied previously to the Board for the Waimakariri Light Party.

Moved A Blackie seconded R Mather

THAT the Woodend-Sefton Community Board:
(a) Receives report No. 180828097634.
(b) Approves a grant of $272.55 to Reflections Community Trust towards the cost of a Sponsor Board for the Waimakariri Light Party 2018.

CARRIED

A Blackie commented that the event was well supported and district wide. R Mather and S Powell concurred commenting it was a wonderful event for children.

Moved R Mather seconded A Thompson

THAT the Woodend-Sefton Community Board:
(a) Approves a grant of $500 to Coastguard North Canterbury towards the cost of a replacement Coastguard Rescue vessel.

CARRIED

R Mather and A Thompson considered the approval a ‘no-brainer’.

8 CORRESPONDENCE

The letter from the Woodend Community Association (Trim 180911104072) was noted.

9 CHAIRPERSON’S REPORT

S Powell advised that the current Coastal Forestry Harvest would be completed on 5 October and contractors moved out by the 12 October. The harvest would restart next winter.

J Meyer asked about the communication with the camp and S Powell advised that the Council was dealing directly with them and there did not appear to be any issues.
9.1 **Chairperson’s Report for August 2018**
Moved S Powell seconded A Blackie

THAT the Woodend-Sefton Community Board:
(a) Receives report No. 180903099928.

**CARRIED**

10 **MATTERS FOR INFORMATION**

10.1 **Oxford-Ohoka Community Board meeting minutes – 9 August 2018**  
(Trim No. 180801086128).

10.2 **Rangiora-Ashley Community Board meeting minutes – 8 August 2018**  
(Trim No. 180731085593).

10.3 **Kaiapoi Tuahiwi Community Board meeting minutes – 20 August 2018**  
(Trim No.180814091455).

10.4 **Youth Council meeting minutes – 26 June 2018.**

10.5 **Airfield Plan Change and Designation – report to Council 7 August 2018**  
(Trim No 180730084697).

(Trim No 180710076344).

10.7 **Annual Report: Dog Control 2017/2018 – report to District Planning and Regulation Committee 21 August 2018**  
(Trim No 180704074535).

10.8 **Annual Report to the Alcohol Regulatory and Licensing Authority 2018 – report to District Planning and Regulation Committee 21 August 2018**  
(Trim No 180731085418).

10.9 **NZTA Investment Audit Report – report to Utilities and Roading Committee 21 August 2018**  
(Trim No 180809089507).

10.10 **Approval of the 2018/19 Roading Programme – report to Utilities and Roading Committee 21 August 2018**  
(Trim No 180529059018).

10.11 **Seal Extensions and Roading Subdivision Contribution Budget – report to Utilities and Roading Committee 21 August 2018**  
(Trim No 180511051675).

10.12 **Approval of New Footpaths Programme – report to Utilities and Roading Committee 21 August 2018**  
(Trim No 180502047634).

Moved J Meyer seconded R Mather

THAT the Woodend-Sefton Community Board receives the information in items 10.1-10.12.

**CARRIED**

11 **MEMBERS’ INFORMATION EXCHANGE**

11.1 **July Diary for A Allen, J Archer, R Mather and A Thompson**  
(Trim No. 180903099935)

11.2 **A Blackie**

- Alongside J Meyer, attended the Local Government seminar on Sea Level Rise (SLR). There were over twenty expert speakers. SLR had been an average of 1.7mm per year over the last century in New Zealand, with a higher rate over the last 20 years. Already some areas of New Zealand were experiencing issues such as underground plumbing work only able to be completed at low tide. There were many issues that were just starting to be grappled with including protection measures, compensation and Council retreat in terms of
infrastructure. SLR was now assumed to be a given but the timeframe was uncertain.

11.3 **J Meyer**  
- Commented that SLR was challenging requiring a rapid learning curve.  
- Commented that he had listened to the speed limit debate and noted that there would be challenges. Commented on working with NZTA to advocate for change in Woodend.

11.4 **R Mather**  
- Advised that the Pegasus Community Centre had now had over 1000 hours of use since June 2017.

11.5 **J Archer**  
- Attended the Northern Pegasus Bay Advisory Group meeting and tabled his concerns regarding shellfish. Noted advice over rights of horse trainers.  
- Attended Lions meeting  
- Attended Forest Harvest Project Control Implementation Group meeting.  
- Attended Feldwick Drive opening.  
- Attended Woodend Community Association AGM.  
- Noted the upcoming Woodend School Fair.

12 **CONSULTATION PROJECTS**  

**Earthquake-prone Buildings Legislation**  
Consultation closes Thursday 20 September 2018.  

E Cordwell noted the upcoming All Boards Briefing where two important Environment Canterbury consultation items would be on the agenda.  
- Zone Implementation Programme Addendum (ZIPA).  
- Regional Public Transport Strategy.

13 **FOSTERING COMMUNITIES**

14 **BOARD FUNDING UPDATE**  

14.1 **Board Discretionary Grant**  
Balance as at 5 September 2018: $4000.

14.2 **General Landscaping Fund**  
Balance as at 5 September 2018 $12,160.

15 **MEDIA ITEMS**

16 **QUESTIONS UNDER STANDING ORDERS**
URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 8 October 2018 at the Pegasus Community Centre.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.06pm.

CONFIRMED

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Chairperson

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Date

Workshop

• Members Forum

Discussion of safety issues on SH1 and continued action of the Board with regard to these to both Government and NZTA.