

# Agenda

## Rangiora-Ashley Community Board

Wednesday 9 August 2023

7pm

Council Chamber  
215 High Street  
Rangiora

**Members:**

Jim Gerard QSO (Chairperson)

Kirstyn Barnett (Deputy Chairperson)

Robbie Brine

Ivan Campbell

Murray Clarke

Monique Fleming

Jason Goldsworthy

Liz McClure

Bruce McLaren

Joan Ward

Steve Wilkinson

Paul Williams

## **AGENDA CONTENTS – RANGIORA-ASHLEY COMMUNITY BOARD MEETING**

<b><u>Item Number</u></b>	<b><u>Item Topic</u></b>	<b><u>Page numbers</u></b>
<b>3</b>	<b>Confirmation of Minutes</b>	
3.1	Minutes of 12 July 2023	9-19
3.3	Notes of a workshop 12 July 2023	20-21
<b>6</b>	<b>Staff Reports</b>	
6.1	Transport Choices Project 2 – Approval to go to Consultation	22-41
6.2	Rangiora’s Cenotaph Corner Intersection – Recommended Improvement Option	42-55
6.3	Application to the Rangiora-Ashley Community Board’s 2023/24 Discretionary Grant Fund	56-119
<b>8</b>	<b>Chair’s Diary for July 2023</b>	120
<b>10</b>	<b>Members Information Exchange</b>	121

**AGENDA FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 9 AUGUST 2023 AT 7PM.**

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

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	<b><u>BUSINESS</u></b>	PAGES
<b>1. <u>APOLOGIES</u></b>		
<b>2. <u>CONFLICTS OF INTEREST</u></b>		
<b>3. <u>CONFIRMATION OF MINUTES</u></b>		
3.1. <b><u>Minutes of the Rangiora-Ashley Community Board – 12 July 2023</u></b>		9-19
	<i>RECOMMENDATION</i>	
	<b>THAT</b> the Rangiora-Ashley Community Board:	
	(a) <b>Confirms</b> , as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 12 July 2023.	
3.2. <b><u>Matters Arising (From Minutes)</u></b>		
3.3. <b><u>Notes of the Rangiora-Ashley Community Board workshop – 12 July 2023</u></b>		20-21
	<i>RECOMMENDATION</i>	
	<b>THAT</b> the Rangiora-Ashley Community Board:	
	(a) <b>Receives</b> , the notes of the Rangiora-Ashley Community Board workshop, held on 12 July 2023.	
<b>4. <u>DEPUTATIONS AND PRESENTATIONS</u></b>		
	Nil.	
<b>5. <u>ADJOURNED BUSINESS</u></b>		
	Nil.	

## 6. REPORTS

### 6.1. Transport Choices Project 2 – Approval to go to Consultation – Kieran Straw (Civil Project Team Leader) and Don Young (Senior Engineering Advisor)

22-41

#### *RECOMMENDATION*

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 23072511280.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (b) **Approves** the revised Scheme Design as per attachment i of this report for the purposes of consultation.
- (c) **Notes** that feedback from PaknSave on the revised Scheme Design will be verbally updated at the meeting.
- (d) **Notes** that staff will present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (e) **Notes** that staff will ensure that the directly affected residents and stakeholders along the route are advised that the revised Scheme Plan is still subject to approval of KiwiRail, and that if this is not forthcoming, the Council will need to re-consider its options.
- (f) **Notes** that if the recommendations in this report are adopted, then the staff will begin consultation with affected residents and stakeholder, within the following 2-3 weeks. This consultation will include a letter drop including an information pamphlet, at least 1 drop-in session, targeted meetings with the schools and any businesses that request it, and the opportunity to provide feedback either electronically or via hard copy.
- (g) **Notes** that feedback from the consultation will be fed into the Detailed Design, and that the Detailed Design will be reported back to the Board prior to going to tender, by which time it is expected that staff will have received the KiwiRail response to the LCSIA, the results of the SFAIRP assessment and KiwiRail's response, and the results of a detailed design Road Safety Audit for the full route.
- (h) **Notes** the scheme design requires the removal of 7 on street car parking spaces as reported in the previous reports, plus the additional removal of 8 informal angle parks on Railway Road outside Allied Concrete.
- (i) **Notes** that any parking to be removed as result of the Scheme Design will be communicated directly with the immediate adjacent residents or businesses, and that approval of the draft no-stopping will be sought during the approval of detailed design following consultation.
- (j) **Notes** that the scheme design requires the removal of 12 existing street trees. This has not changed from the previous report.
- (k) **Notes** that the removal of street trees has been discussed with Greenspaces, who are represented on the Project Control Group. Greenspace are supportive of the removal of the identified trees provided that they are replaced elsewhere along the length of the route.
- (l) **Notes** that this project is funded through the "Transport Choices" funding stream which requires that all works is complete by June 2024.

- (m) **Notes** that a Technical Note will be sought from WSP to consider any changes to their original road Safety Audit, as a result of the revised Scheme Plan.
- (n) **Notes** that the proposed Rangiora Eastern Link road will include cycle facilities to provide connectivity to east Rangiora. This will not negate the requirement for safe cycle access through Southbrook. The approved Walking and Cycling Network Plan shows both routes servicing different areas of Rangiora.

6.2. **Rangiora’s Cenotaph Corner Intersection – Recommended Improvement Option – Heike Downie (Senior Advisor - Strategy and Programme) on behalf of the Cenotaph Corner Improvement Project Control Group**

42-55

*RECOMMENDATION*

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230725112093.
- (b) **Endorses** the Project Control Group’s recommended option for works to enhance the pedestrian experience at Rangiora’s Cenotaph Corner intersection, as outlined in paragraphs 4.17 to 4.19.
- (c) **Notes** a report will be prepared for Council for 5 September 2023 that seeks Council approval to undertake targeted stakeholder engagement on the Project Control Group’s recommended option for works to enhance the pedestrian experience at Rangiora’s Cenotaph Corner intersection, with a Scheme Design, noting staff will report back in due course the outcomes of the targeted stakeholder engagement undertaken, together with detailed design.
- (d) **Notes** that it is anticipated that targeted stakeholder engagement is undertaken upon approval by Council (as per recommendation c) with stakeholders listed in paragraph 5.2.
- (e) **Notes** that staff will prepare a report to the Rangiora Ashley Community Board for its November meeting that outlines the outcomes of the targeted stakeholder engagement undertaken, and that Rangiora Ashley Community Board’s endorsement will be sought at that point to recommend the final intersection improvement option to Council to enable commencement of the tender process.
- (f) **Notes** that costs relating to any physical works committed through this project will be met within committed relevant town centre project budgets and will be reported to Council.

6.3. **Application to the Rangiora-Ashley Community Board’s 2023/24 Discretionary Grant Fund – Thea Kunkel (Governance Team Leader)**

56-119

*RECOMMENDATION*

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230705100589.
  - (b) **Approves** a grant of \$..... to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.
- OR**
- (c) **Declines** the application from the Coastguard North Canterbury.

(d) **Approves** a grant of \$..... to the Hope Community Trust towards hosting two-day cooking classes.

**OR**

(e) **Declines** the application from the Hope Community Trust.

(f) **Approves** a grant of \$..... to the Rangiora and Districts Early Records Society Inc for the purchase of a replacement computer.

**OR**

(g) **Declines** the application from the Rangiora and Districts Early Records Society Inc.

(h) **Approves** a grant of \$..... to Big Brothers Big Sisters North Canterbury for the purchase of an office printer.

**OR**

(i) **Declines** the application from Big Brothers Big Sisters North Canterbury.

(j) **Approves** a grant of \$..... to the North Canterbury Scouts Group towards the cost of attending the 23rd New Zealand Jamboree.

**OR**

(k) **Declines** the application from the North Canterbury Scouts Group.

## 7. CORRESPONDENCE

Nil.

## 8. CHAIRPERSON'S REPORT

### 8.1. Chair's Diary for July 2023

120

*RECOMMENDATION*

**THAT** the Rangiora-Ashley Community Board:

(a) **Receives** report No.230801116342.

## 9. MATTERS FOR INFORMATION

9.1. Kaipoi-Tuahiwi Community Board Meeting Minutes 19 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. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

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

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

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

9.8. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

9.9. Stimulus Programme Close Out Report – Report to Utilities and Rooding Committee Meeting 18 July 2023 – Circulates to all Boards.

- 9.10. **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**

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

*RECOMMENDATION*

**THAT** the Rangiora-Ashley Community Board:

- (a) Receives the information in Items.9.1 to 9.10.
- (b) Receives the separately circulated public excluded information in items 9.11 and 9.12.

**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**

*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.*

*Any written information submitted by members will be circulated via email prior to the meeting.*

**11. CONSULTATION PROJECTS**

11.1. **Significance and Engagement Policy 2023**

<https://letstalk.waimakariri.govt.nz/significance-and-engagement-policy-2023>

Consultation closes Friday 18 August 2023.

11.2. **Waikuku Fire Station Lease**

<https://letstalk.waimakariri.govt.nz/waikuku-fire-station-lease>

Consultation closes Friday 18 August 2023.

11.3. **What's Our Future, Canterbury?**

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

Consultation closes Sunday 27 August 2023.

**12. BOARD FUNDING UPDATE**

12.1. **Board Discretionary Grant**

Balance as at 31 July 2023: \$17,231.

12.2. **General Landscaping Fund**

Balance as at 31 July 2023: \$27,370.

13. **MEDIA ITEMS**

14. **QUESTIONS UNDER STANDING ORDERS**

15. **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 13 September 2023.

**Workshop**

- *Members Forum*



**MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY 12 JULY 2023 AT 7PM.**

**PRESENT:**

J Gerard (Chairperson), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward and P Williams.

**IN ATTENDANCE**

S Hart (General Manager Strategy, Engagement and Economic Development), J McBride (Roading and Transport Manager), K Straw (Civil Projects Team Leader), S Morrow (Rates Officer-Property Specialist), G MacLeod (Greenspace Manager), K Rabe (Governance Advisor), and E Stubbs (Governance Support Officer).

There were 10 members of the public in attendance for Item 4.1.

**1. APOLOGIES**

Moved: B McLaren

Seconded: P Williams

Apologies for absence were received and sustained from K Barnett and S Wilkinson.

**CARRIED**

**2. CONFLICTS OF INTEREST**

Item 6.1: P Williams advised he lived in the area relating to report and would not be voting on the matter.

**3. CONFIRMATION OF MINUTES**

**3.1. Minutes of the Rangiora-Ashley Community Board – 14 June 2023**

Moved: R Brine

Seconded: B McLaren

**THAT** the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 14 June 2023.

**CARRIED**

**3.2. Matters Arising (From Minutes)**

J Gerard advised a number of the young trees that had recently been planted at Millton Reserve during a community planting day had been stolen.

**3.3. Notes of the Rangiora-Ashley Community Board workshop– 14 June 2023**

Moved: B McLaren

Seconded: J Goldsworthy

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives**, the notes of the Rangiora-Ashley Community Board workshop, held on 14 June 2023.

**CARRIED**

#### **4. DEPUTATIONS AND PRESENTATIONS**

##### **4.1. Queen Street Trees – Matthew Hill and Queen Street Residents**

Matthew Hill presented a PowerPoint (Trim 230717106466) to the Board on behalf of residents and property owners of Queen Street, Rangiora. He raised concerns regarding the problems residents experienced as a result of the London Plane street trees. He outlined the number of times residents had spoken to the Council regarding the trees starting with a site meeting in 1996. At that time residents had been guaranteed that trees would not be allowed to grow any taller than what they were at that time. While there had been some pruning over the period, trees had continued to grow and some had now reached a height of 25 metres. Since 1996 residents had repeatedly advocated for removal or height reduction of the trees.

M Hill outlined the problems caused by the trees which included the streetlights obscured by the canopy making the street dark, uneven footpaths due to root upheaval, shading of properties, allergies, an over abundance of leaf litter which blocked drains and guttering and caused excessive work for elderly residents. In the past mesh had been laid in a trench to prevent tree roots spreading under the road, however this forced tree roots into neighbouring properties where they invaded sewer systems and caused an undulating footpath and footpath damage. In addition, large branches were breaking off and were a safety risk to the public.

M Hill spoke to the Council's current Community Outcomes which included ensuring a safe environment by minimising harm, housing matching the needs and aspirations of the community, and opportunities to support people's wellbeing. He believed the plane trees were at odds with these outcomes due to the impact they had on residents including respiratory and eye irritation from the tiny hairs that coated the leaves.

M Hill noted the trees were planted in the late 1920-1930s and were pollarded until late 1980 when the powerlines were undergrounded. He advised that majority of the street residents wanted the trees removal, some supported their pollarding. London Plane Trees were not natives to New Zealand and residents supported their replacement with natives. He noted that while the Council policy was not to remove healthy trees, healthy London Plane trees had been removed previously in Sycamore Close, Arlington Boulevard, Oak Drive and Church Street.

M Hill advised the outcome being sought was removal of the plane trees and replacement with a less intrusive native tree, or a staged approach where the most troublesome trees could be removed immediately and remaining trees pruned and replaced over the next three to five years.

Mischela Avent a resident of Queen Street also raised concerns about the trees. She referenced the City of Melbourne and Sydney who had both removed plane trees from the inner city due to the respiratory issues caused by the trees. The Horowhenua District Council were also removing plane trees due to similar concerns.

There were no questions from the Board. J Gerard acknowledged the public in the gallery who had also attended, thanked the residents for their presentation, and advised that the Board would seek a staff report to consider the matter.

##### **4.2. Road Names – Bellgrove – Paul McGowan**

P McGowan (Bellgrove Project Director) addressed the Board regarding the first stage of road names for the new Bellgrove subdivision. He provided some background on the land including that the rural parcels dated back to 1840 and previous owners included the former Mayor, Trevor Inch. This first stage of development was 200 lots with a total development of 1,300 lots over the next eight to ten years.

P McGowan provided reasoning behind selected road names. Bellgrove Boulevard had been selected as it was the main collector road from Kippenberger Avenue. Homestead Drive had been selected as it was a sub-collector road that went directly past the original homestead. This was a Category 2 property and was being retained. The loop road that went past the homestead was suggested to be Inch Crescent. The names Stegall, Hanmer, Brandon, Peirse, McGrath, and Bamberger had all been chosen as historic landowners. Cam Mill had been selected for the mill that had been in that location and Ruataniwha as the original name for the Cam River.

J Gerard asked if Road 7 and 8 were continuous and thus should have the same road name. P McGowan explained that Road 7 was more of a cul-de-sac and Road 8 more intensive, they were on opposite sides of the main collector road and would not necessarily be considered a continuation.

J Gerard commented that the road names required approval from Ngai Tuahuriri and asked if that had been received. P McGowan advised that Ngai Tahu were joint venture partners and the road names had been passed through the team.

L McCure asked if Bellgrove was too similar to Belgrave and would cause confusion and if it would be less confusing if the road became a continuation of MacPhail Avenue. P McGowan did not believe it was too similar. He believed the name Bellgrove Boulevard was suitable as it was the main road for the subdivision. To be a continuation of MacPhail Avenue it would need to be MacPhail North for road numbering purposes. P Williams also expressed concern regarding the similarity of names. It was important in times of emergency that road names did not get confused.

*Item 6.2 was taken at this time, the minutes have been presented as per the agenda.*

#### 4.3. **Community Outcomes – Temi Allison**

S Hart provided the presentation on Community Outcomes to be included in the Long Term Plan (LTP) (Trim 230713105882). It was important to articulate well what the Council strategic priorities were. This went alongside a new set of community outcomes rationalised under four Wellbeings. Once confirmed they would be built into the front end of the Long Term Plan.

S Hart briefly outlined the process to this point, the review of community outcomes had been a robust process and was the first genuine review in three LTP rounds. He went through the Draft Strategic Priorities and Community Outcomes that were proposed to go to public consultation, with the strategic priorities fed into the community outcomes. He noted that the Council was not solely responsible for some of the outcomes for example ECan had responsibility for buses, however it was important to partner with agencies and community groups, to show leadership.

M Fleming asked if groups like the Waimakariri Accessibility Group could make a submission. S Hart agreed they could, the outcomes were high level statements which could be used by the community to lobby for more specific needs.

## 5. **ADJOURNED BUSINESS**

Nil.

## 6. REPORTS

### 6.1. River Road Upgrade - Approval of Scheme Design – J McBride (Roading and Transport Manager) and G Kempton (Senior Project Engineer)

J McBride and K Straw were in attendance to speak to the report which sought approval for the scheme design and upgrade of River Road, Rangiora. During investigation of the scheme, it had been determined that there was insufficient budget to complete the full upgrade from Ashley Street to Cone Street within current funding. Staff had identified four options regarding the staging of the work as outlined in the report. Staff recommended Option 3 – upgrading from Riverview Road to No.61 River Road.

P Williams noted that many homes on River Road had septic tanks which were not connected to the sewer line. He requested that those homeowners be contacted prior to the kerb and channel installation to determine if they wanted to connect to the sewer line so as not to have to repair work just completed. J McBride advised that could be included with the communications.

M Fleming asked whether the gate entrance to the hospital would have appropriate kerb and channelling and K Straw advised that the hospital was not covered by Option 3.

J Gerard compared the costing for Option 2 and Option 3 the difference being \$175,000 and asked if it was possible to complete the full urban length with the difference being funded from some other budget. J McBride explained staff had already taken a request to the Council for an additional unsubsidised budget of \$125,000 to allow completion of street lighting. With the installation of Park'n'Ride, street lighting had become important for users after dark.

*The meeting adjourned at 7.50pm for a workshop to discuss options (Trim 230713105900) and reconvened at 8.03pm)*

Moved: J Ward

Seconded: I Campbell

**THAT** the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 221014179364.

AND

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roading Committee:

(b) **Approves** the River Road Upgrade Scheme Design (as per Trim No. 230412051155).

(c) **Endorses** proceeding with Option Two – Upgrading the southern side of River Road for the full urban length, between Ashley Street, and the western boundary of no. 61 River Road, on the south side of River Road, subject to funding being approved.

(d) **Notes** this option had an estimated construction cost of \$700,000, which resulted in a budget shortfall of \$175,000.

(e) **Approves** the installation of no stopping restrictions as per the following table.

Town	Street Name	Side of Road	Location	Length (m)
Rangiora	River Road	South	Ashley Street to Riverview Road	175
Rangiora	River Road	South	Riverview Road to Cones Road	285
Rangiora	Riverview Road	East	River Road going South	10
Rangiora	Riverview Road	West	River Road going South	10
Rangiora	River Road	North	Both sides of each Park and Ride entranceway	18

- (f) **Notes** that there was currently no formal on-street parking on River Road, and that there was a lack of on-street parking. It was noted that the residential land use on the southern side of the road, with the addition of community facilities and recreational areas on the northern side of the road had created more parking demand in the area. The creation of formalised parking areas therefore fits with the surrounding land use.
- (g) **Notes** that staff would proceed to detailed design and tender stage following approval of the Scheme Design.
- (h) **Notes** that the recommended option had been through an independent Road Safety Audit and any changes to the design had been completed.
- (i) **Notes** that a budget of \$40,000 was available in 2022/23 for design and \$485,000 was available in 2023/24 to complete this first stage of the work. The budget was therefore \$525,000 across both years.

**CARRIED**

P Williams abstained

J Ward believed that it made sense to complete the job as one as it was more cost effective. It was important to have good communication with landowners including need to connect to sewer if they wanted prior to installation of the kerb and channel.

I Campbell agreed it was more cost effective to complete the job as one, the project would only increase in price.

J Goldsworthy requested that the work be competed around large events at the showgrounds to minimise disruption.

6.2. **Road Naming – Bellgrove Rangiora Limited – S Morrow (Rates Officer – Property Specialist)**

S Morrow referred to the presentation P McGowan (Bellgrove Project Director) regarding road name selections. Some of the Developer suggested names including Todd and Bayley had not been accepted due to the same or similar road names already existed in the district. These names had been replaced with other names provided as second and third choices.

S Hart provided clarification that and te reo road name required approval from Te Ngāi Tūāhuriri Rūnanga, however did not to suggest that Ruataniwha Avenue was not a suitable name.

Moved: B McLaren

Seconded: J Goldworthy

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230629097812.
- (b) **Approves** the following proposed road names for the new roads marked as Roads 1 to 11 as shown on the plan attached to the report.
  - 1. Bellgrove Boulevard
  - 2. Homestead Drive
  - 3. Inch Crescent
  - 4. Steggall Road
  - 5. Hanmer Crescent
  - 6. Brandon Close
  - 7. Cam Mill Place
  - 8. Peirse Road
  - 9. Ruataniwha Avenue – subject to confirmation from Ngai Tuahuriri
  - 10. McGrath Lane
  - 11. Bamberger Way (Pvt)
- (c) **Notes:** That the Community Board may replace any proposed name with a name of its choice.

**CARRIED**

6.3. **Potential New Road Names for addition to the Pre-Approved Rangiora-Ashley Road and Reserve Name List – T Kunkel(Governance Team Leader)**

K Rabe briefly introduced the report which had come through as a request from the public.

Moved: L McClure

Seconded: M Fleming

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230418054162.
- (b) **Approves** the inclusion of the following two names in the Rangiora-Ashley Pre-Approved Road and Reserves Name List:
  - i. Louise Henderson
  - ii. Olivia Spencer Bower
- (c) **Notes** that the proposed name Doris Lusk has already been used in the in the Townsend Fields subdivision.
- (d) **Request** staff to write to inform J Hoult of the outcome of the Community Board decision.

**CARRIED**

L McClure commented it was nice to get the history as part of the request.

R Brine commented that although the name Olivia Spencer Bower was rather long, road names would come before the Board for approval and it could be shortened at that time if agreed by the Board.

6.4. **Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund and 2023/24 General Landscaping Budget – T Kunkel (Governance Team Leader)**

J Gerard noted that the draft before the Board had the following wording in the sixth bullet point of the criteria "limited up to \$1,000 with a maximum of \$1,500 in any financial year", however this had not been agreed to by the Board who had adopted the wording 'The Board would consider granting more than \$1,000 in exceptional circumstances'. The Board requested that the mention of \$1,500 be removed from the criteria.

K Rabe noted the wording regarding the spending of funds in a "financial year" had been raised at the Woodend-Sefton Community Board given the likelihood of a group spending the funding if the money was allocated in the last month of the financial year. The Woodend-Sefton Community Board had changed the wording to within 12 months of the funding being granted. L McClure believed that a timeframe was important to include however suggested that the criteria should read within 12 months of the activity/project taking place. There was general agreement to this.

The other question was around the need for signatures from two officers including the treasurer. There was general agreement that there was no need for signatories.

Moved: J Goldsworthy

Seconded: M Clarke

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230609084766.
- (b) **Notes** that the Board's General Landscaping Budget allocated by the Council for 2023/24 is \$27,370, with a carry forward for 2023/24 still to be determined due to outstanding invoices being processed.
- (c) **Notes** that the Board's Discretionary Grant Funding allocated by the Council for 2023/24 is \$10,160 and that an amount of \$8,566 is expected to be carried forward from the 2022/23 budget. Thereby bringing the Discretionary Grant Fund to a total of \$18,726 for this financial year.
- (d) **Approves** the Board's 2023/24 Discretionary Grant Fund Application Criteria and Application Form (Trim No. 210603089866) subject to the agreed changes specified above.
- (e) **Approves** the Board's 2023/24 Discretionary Grant Accountability Form (Trim No. 210603089980).
- (f) **Adopts** the Financial Template for Informal Groups (Trim No: 23027095307).
- (g) **Approves** that Discretionary Grant Fund applications be considered at each meeting during the 2023/24 financial year (July 2023 to June 2024).

**CARRIED**

J Goldsworthy supported the changes made and hoped they would encourage more applications.

B McLaren was happy for a high level of trust for this activity.

J Gerard noted that the Board wanted to make it as easy as possible for groups to apply.

6.5. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – Thea Kunkel (Governance Team Leader)**

K Rabe briefly introduced the report. She had contacted both applicants to advise the grant amount had increased to a maximum of \$1,000 and gave them the option to increase the amount of funding in their application.

Moved: R Brine

Seconded: M Fleming

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230621092481.
- (b) **Approves** a grant of \$495 to the North Canterbury Athletics Club towards printing costs of information booklets.

**CARRIED**

Moved: P Williams

Seconded: J Ward

**THAT** the Rangiora-Ashley Community Board:

- (c) **Approves** a grant of \$1,000 to the North Canterbury Pony Club towards the cost of a new cross country course.

**CARRIED**

J Ward believed both organisations did a great job supporting youth in the district.

## 7. CORRESPONDENCE

Nil.

## 8. CHAIRPERSON'S REPORT

### 8.1. Chair's Diary for June 2023

Moved: J Gerard

Seconded: L McClure

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230705101039.

**CARRIED**

## 9. MATTERS FOR INFORMATION

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 7 June 2023.
- 9.2. Woodend-Sefton Community Board Meeting Minutes 12 June 2023.
- 9.3. Kaipoi-Tuahiwi Community Board Meeting Minutes 15 May 2023.
- 9.4. Enterprise North Canterbury Approved Statement of Intent Beginning 1 July 2023; Approved Enterprise North Canterbury Business Plan and Budget 2023/24; and Promotion of Waimakariri District Plan 23/24 – Report to Audit and Risk Committee 13 June 2023 – Circulates to all Boards.
- 9.5. Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation – Report to Utilities and Roding Committee 20 June 2023 – Circulates to the Oxford-Ohoka Community Board.
- 9.6. July 2022 Flood Response Update – Report to Utilities and Roding Committee 20 June 2023 – Circulates to all Boards.



Moved: J Gerard

Seconded: R Brine

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items 9.1 to 9.6.

**CARRIED**

## 10. **MEMBERS' INFORMATION EXCHANGE**

### **L McClure**

- Attended All Boards briefing.
- Attended Waimakariri Health Advisory Group meeting, some concern regarding taxi chit service and need for assurance that residents could access.
- Helped prepare, cook and serve 98 cooked breakfasts for Southbrook School Matariki Breakfast celebration event.
- Attended Richard Blackmore's retirement event after 24 years at Southbrook School.

### **B McLaren**

- Attended Good Street Relaunch event.
- Assisted and attended meetings with Rangiora Community Patrol.
- Attended Rangiora Early Records Society meeting, assisting with future thinking for the museum.
- Attended North Canterbury Neighbourhood Support meeting. Significant numbers of people were signing up for the 'Gets Ready' app.
- Follow-up to Rangiora High School recycling bin audit fail – EcoEducate was working with the Blue Planet group to help achieve sustainability goals.
- Council controlled security cameras – commented this had been a theme of discussions and that he would like to work with Council staff regarding review and management of crime cameras under WDC control in the district.

There was support from the Board for B McLaren to be involved where appropriate in camera policy development and connections with community groups.

### **J Ward**

- Annual Plan had been signed off 20 June 2023. The Council was now progressing with the Long Term Plan process. Roading, transport and drainage would be priorities.
- There had been a lot of discussion at a Council workshop regarding the economic development strategy.
- The Rangiora Airfield Advisory Group meeting had been well attended, a new full-time manager had been appointed.
- Thanked staff for completing a lot of work at short notice for the new Water Entities Bill including preparation of a submission on behalf of the Council.

### **P Williams**

- Attended many Drainage Committee meetings, concern was especially around flooding due to a lack of maintenance.
- Attended meeting with staff and rural resident regarding water usage.

**R Brine**

- Advised he had been appointed to the Greater Christchurch Spatial Plan Hearing Panel. An independent Chair had been appointed. Submissions would be heard in October.
- The regional greenwaste facility in Bromley was required to relocate. There had been some discussion regarding what would happen with greenwaste in the interim.

**J Goldsworthy**

- The Civil Defence team would be making a submission on the new Emergency Management Bill.
- Encouraged members to promote the Community Hub concept – it would be good to have 30-40 community hubs across the district.
- Attended Rangiora Promotions meeting, they had a new president.
- The Housing Policy hearing was in two weeks.

**M Fleming**

- Attended Honda tree planting event, it was a good facility for the future.
- Attended Keep Rangiora Beautiful meeting, the Keep NZ Beautiful week was coming up in September.
- Attended Kaiapoi Art Expo.

**I Campbell**

- Attended All Boards meeting in June.
- Attended Drainage Advisory Group meeting in Oxford, noted new 10m rule for waterways.
- Viewed new pump station near Kairaki Beach.

**M Clarke**

- Noted complaints regarding trucks on Southbelt damaging tar seal.

**11. CONSULTATION PROJECTS**

There are currently no consultation projects.

**12. BOARD FUNDING UPDATE****12.1. Board Discretionary Grant**

Balance as at 30 June 2023: \$18,726.

**12.2. General Landscaping Fund**

Balance as at 30 June 2023: \$27,370.

**13. MEDIA ITEMS**

Nil

**14. QUESTIONS UNDER STANDING ORDERS**

Nil

**15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 9 August 2023.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.35PM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_

**NOTES OF THE WORKSHOP OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON WEDNESDAY, 12 JULY 2023, AT 7.00 PM.**

**PRESENT:**

J Gerard (Chairperson), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward and P Williams.

**IN ATTENDANCE**

S Hart (General Manager Strategy, Engagement and Economic Development), J McBride (Roading and Transport Manager), K Straw (Civil Projects Team Leader), G MacLeod (Greenspace Manager), K Rabe (Governance Advisor), and E Stubbs (Governance Support Officer).

**1. APOLOGIES**

Moved: B McLaren

Seconded: P Williams

Apologies for absence were received and sustained from K Barnett and S Wilkinson.

**CARRIED**

**1. Item 6.1: River Road Upgrade – Approval of Scheme Design – J McBride (Roading and Transport Manager) and K Straw (Civil Projects Team Leader).**

Questions/ Issues/ Observations:

- *Was it not possible to find an extra \$175,000 to complete the project at one time?*  
Waka Kotahi was co-funding a portion of the project, as all the NLTP funds were allocated a further subsidy could not be claimed.
- *The pedestrian path was well used, what were the provisions for the crossing of Riverside Road?*  
It would be a standard crossing with tactile footpad and markings indicating shared path.
- *There were many buses that used the road was it better to make the road width 1m wider rather than the path to accommodate the bus traffic?*  
Many people used the paths, making the path too narrow was putting pedestrians at risk. Drivers were also parking on the grass verge which narrowed it further.
- *Taking parking out of Ashley Street diverted it to River Road, this was especially bad during large events at the A&P showgrounds such as Muscle Cars where the entrance way was dangerous. Did this mean that the entrance was dangerous all the time?*  
The size of the event would reflect on parking demand. It would always be difficult to cater to large events and providing adequate parking for large events took a lot of funding. The design allowed for as much formalised parking as would fit.
- *If the extra \$175,000 could not be found, was it not better to start with Option 4 – ie start at one end rather than in the middle, why were both sides of the road not being addressed at once?*  
The northern side of the road was rural in nature and did not require kerb treatment. The northern side was also constrained by the powerline.
- *There was general agreement from the Board that the whole work should be completed at once (Option 2), it was a well-used entrance to Rangiora with Millton Reserve, Park n Ride, Croquet Club and Health Centre.*

2. **Camera Update** – G MacLeod (Greenspace Manager)

Key Points:

- There were many issues to consider with cameras in the community.

Questions/ Issues/ Observations:

- *If cameras were installed would there be an undertaking from police that recorded incidents would be followed up?*
- *The Mayor had raised cameras with the Police, also the Council and Police had scheduled meetings to raise community issues.*
- *It was also considered the Board's role to advocate for the community.*

3. **Greenspace – A resource for Elected Members** – G MacLeod (Greenspace Manager).  
Presentation (230713105884)

Key Points:

- Outlined the Greenspace portfolio, asset examples and provided examples of Greenspace capital works in Rangiora-Ashley Community Board area.
- Outlined facilities network including Community owned and Council owned in Board area and gave examples of groups Greenspace worked with.
- Advised on Board delegated authority on Greenspace.
- Board expectations regarding Greenspace.
- Current Strategies and Plans.

Questions/ Issues/ Observations:

- *There were no questions from the Board.*

4. **Members Forum**

Questions/ Issues/ Observations:

- *L McClure requested members provide any biographical notes or anything of interest as a small paragraph for the Board Facebook page.*

5. **Rangiora-Ashley Community Board Plan – Priorities and Expectations** – S Hart (General Manager Strategy, Engagement and Economic Development).  
Presentation (230713105889)

Key Points:

- Outlined Board performance expectations for 2022-25 and current projects.
- Suggested Board members individually look at the performance expectations and current projects and rank areas in terms of priority.
- Staff could then collate these, and the Board could decide on next steps.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 9.15PM.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-115-02 / 230725112801

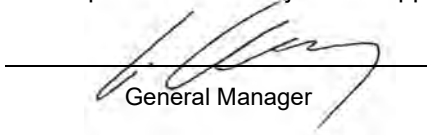
**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD


**DATE OF MEETING:** 9<sup>th</sup> August 2023

**AUTHOR(S):** Kieran Straw – Civil Project Team Leader  
Don Young – Senior Engineering Advisor

**SUBJECT:** Transport Choices Project 2 – Approval to go to Consultation

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report is seeking approval to proceed with consultation with the directly impacted residents and stakeholders along the route of the Rangiora Town Cycleway (Stage 1) cycleway planned for Railway Road, Torlesse Street, Coronation Street, Ellis Rd, Country Lane, and short length of South Belt.
- 1.2. Staff have discussed options with Foodstuffs and local Pak n Save management in developing the scheme plan to present to the wider stakeholders. Pak n Save have seen the plan, and staff are currently awaiting their formal feedback. This will be verbally reported on at the meeting.
- 1.3. Staff have discussed options with KiwiRail staff, and have completed the Level Crossing Safety Impact Assessment (LCSIA), which has recommended the installation of bells and whistles. Given that the reason for the poor score is due to the layout of the existing intersection, KiwiRail have agreed to a “So far as is reasonably practicable” (SFAIRP) assessment. This separate assessment is a structured evaluation of the financial cost of carrying out the work, compared to the likely reduction in risk. It follows a very structured process that involves several steps of discussions within KiwiRail, and WDC.
- 1.4. The staff have commissioned this assessment, but the results of the SFAIRP assessment and final KiwiRail endorsement may be up to 3 months away.
- 1.5. As the Board is aware, the budget for these Transport Choices projects must be fully spent by June 30, 2024. Therefore, waiting until these processes are completed before progressing the project would put the delivery of the whole project at risk. For this reason, staff propose to proceed with the consultation on the revised scheme design in parallel with the SFAIRP assessment in order to ensure that if / when KiwiRail provide their approval that the project can proceed within the Waka Kotahi timeframes.
- 1.6. The staff have developed a revised Scheme Design, and the purpose of this report is to get the mandate of the Board and the Utilities and Roading Committee to proceed to consultation on that revised scheme design before the final response from KiwiRail is received. The revised Scheme Design has been developed following discussions with Pak n Save, and interim feedback from KiwiRail and is different to the Scheme Design presented to the Board in March 2023. In particular, it includes two substantial changes at the Railway Road / Marsh Road / Station Road intersection, which are:
  - i. Change in intersection priority (giving east-west traffic priority)

- ii. Railway Road (north of Marsh Road) to change to one-way northbound between Marsh Road, and the Railway Road entrance to Pak n Save.
- 1.7. These changes are in particular to achieve the following:
  - 1.8. Change to east/west priority at Marsh and railway – to simplify the decision-making of travellers using the railway crossing, by eliminating the need to give way to traffic as well as give way to trains, and watch for cyclists.
  - 1.9. Change to one-way in Railway Road passed PaknSave – to provide more space for traffic, trucking parking and manoeuvring and cyclists.
  - 1.10. Beyond the Railway Road / Marsh Road intersection, the revised Scheme Design remains unchanged, and that the subsequent content of this report is specific to the Railway Road / Marsh Road intersection.

Attachments:

- i. Revised Scheme Design (of Railway Road / Marsh Road intersection) to go to consultation (Trim 230726113136)
- ii. Revised Rangiora Cycleway Scheme Design Drawing Set (overall route) (Trim 230216020650 (v04))
- iii. Revised Draft No-stopping schedule (Trim 230221023538 (v02))
- iv. Revised Draft Street Tree Removal (Trim 230223024638 (vo2))

## 2. RECOMMENDATION

**THAT** the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230725112801.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roding Committee:

- (b) **Approves** the revised Scheme Design as per attachment i of this report for the purposes of consultation.
- (c) **Notes** that feedback from PaknSave on the revised Scheme Design will be verbally updated at the meeting.
- (d) **Notes** that staff will present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (e) **Notes** that staff will ensure that the directly affected residents and stakeholders along the route are advised that the revised Scheme Plan is still subject to approval of KiwiRail, and that if this is not forthcoming, the Council will need to re-consider its options.
- (f) **Notes** that if the recommendations in this report are adopted, then the staff will begin consultation with affected residents and stakeholder, within the following 2-3 weeks. This consultation will include a letter drop including an information pamphlet, at least 1 drop-in session, targeted meetings with the schools and any businesses that request it, and the opportunity to provide feedback either electronically or via hard copy.
- (g) **Notes** that feedback from the consultation will be fed into the Detailed Design, and that the Detailed Design will be reported back to the Board prior to going to tender, by which time it is expected that staff will have received the KiwiRail response to the LCSIA, the

results of the SFAIRP assessment and KiwiRail's response, and the results of a detailed design Road Safety Audit for the full route.

- (h) **Notes** the scheme design requires the removal of 7 on street car parking spaces as reported in the previous reports, plus the additional removal of 8 informal angle parks on Railway Road outside Allied Concrete.
- (i) **Notes** that any parking to be removed as result of the Scheme Design will be communicated directly with the immediate adjacent residents or businesses, and that approval of the draft no-stopping will be sought during the approval of detailed design following consultation.
- (j) **Notes** that the scheme design requires the removal of 12 existing street trees. This has not changed from the previous report.
- (k) **Notes** that the removal of street trees has been discussed with Greenspaces, who are represented on the Project Control Group. Greenspace are supportive of the removal of the identified trees provided that they are replaced elsewhere along the length of the route.
- (l) **Notes** that this project is funded through the "Transport Choices" funding stream which requires that all works is complete by June 2024.
- (m) **Notes** that a Technical Note will be sought from WSP to consider any changes to their original road Safety Audit, as a result of the revised Scheme Plan.
- (n) **Notes** that the proposed Rangiora Eastern Link road will include cycle facilities to provide connectivity to east Rangiora. This will not negate the requirement for safe cycle access through Southbrook. The approved Walking and Cycling Network Plan shows both routes servicing different areas of Rangiora.

### **3. BACKGROUND**

- 3.1. In October 2022 Council adopted the draft Walking and Cycling Network Plan. This Network Plan included the Rangiora Town Cycleway as "Priority One" site.
- 3.2. The Waimakariri District Council's "Transport Choices" funding application was approved, so in March 2023 Report 230131011979 sought approval of the scheme design for the Rangiora Town Cycleway for the purposes of consultation. Also present at both the Rangiora-Ashley Community Board, and the Utilities & Roding Meeting were Foodstuff Representatives who presented a deputation outlining their concerns of the proposed scheme design. The resolutions of this meeting were as follows:
  - a) Requests a Safety Audit of the proposed scheme concept in relation to Southbrook.
  - b) Requests a reconsideration of alternative routes in the Southbrook area.
  - c) Notes staff will present a further report to the next Utilities and Roding Committee meeting.
- 3.3. Staff then re-evaluated alternative alignments and sought a Road Safety Technical note on the proposed scheme design. The outcomes of these were presented in Report 230322039767 where again Foodstuff representatives presented a deputation from their perspective. Following this presentation at the April 2023 meeting, the Utilities and Roding Committee approved the Scheme Design for the purposes of consultation, with the following resolutions being particularly relevant to this report:
  - (e) Notes that any option that included a level crossing, or alignment within the KiwiRail Corridor would need to follow KiwiRail processes, which they have indicated this could take "years to complete." This was due to staff shortages and a high workload within KiwiRail.



(g) Requests that staff worked collaboratively with PAK'NSAVE, Foodstuffs South Island and their representatives to address their concerns and endeavour to reach a mutual agreement on safety mitigation measures.

3.4. Discussions with KiwiRail have been on-going, and as part of these discussions, staff have commissioned and received a LCSIA from Stantec. The outcome of the LCSIA is that the existing layout fails to meet the required criteria. The proposed design however, with the mitigations as proposed in the revised Scheme Design, achieves KiwiRail's C2 criteria. (Note a C2 criteria equates to 'not worsening the safety situation'). Regardless, the recommendations for the level crossings included the following:

- i. Install half-arm barriers to meet KiwiRail's minimum protection standard (both Marsh Road and Dunlops Road)
- ii. Change intersection priority to give the east-west movement right of way and mark "STOP" on the western approach to the crossing.
- iii. Install raised platforms on Station Road and Marsh Road.
- iv. Consider "RAIL X" marking on Station Road

The requirement to install half-arm barriers at each level crossing is both cost-prohibitive for the purposes of the addition of the cycleway, and will take up to two years to deliver. This requirement is due to KiwiRail's minimum requirements when works is completed at or adjacent to any level crossing.

As the "Minimum Mitigations" proposed improve the level crossing score, and go on to achieve KiwiRails C2 criteria, KiwiRail have agreed for staff to complete a SFAIRP assessment. This separate assessment is a structured evaluation of the financial cost of carrying out the work, compared to the likely reduction in risk. It follows a very structured process that involves several steps of discussions within KiwiRail, and WDC. The SFAIRP assessment will provide information to assist KiwiRail to determine whether it will accept the proposed minimum mitigation, excluding the half-arm barriers, or not.

3.5. Discussions with Pak n Save have progressed well, and a solution that resolves their concerns on Railway Road (north of Marsh Rd intersection) has been discussed. This option was to one-way Railway Road (north-bound). These discussions were initially broached soon after the April Utilities & Roading meeting, and before the results of the LSCIA were received. Therefore, Pak n Save / Foodstuffs have not yet provided comment on the revised Scheme Design, but this is expected to be provided as a verbal update at the meeting.

3.6. In addition to KiwiRail and Pak n Save, staff also meet with representative of Allied Concrete with a view to discuss the various options with them, and how these options may impact their plans for the site in the future. The Allied Concrete plant is to be recommissioned in the near future, and there was no opportunity to purchase (or part purchase) this site for the purpose of realigning the intersection. Therefore, the intersection designs that have since been considered to not include this land as part of the options.

#### **4. ISSUES AND OPTIONS**

4.1. KiwiRail's issues are as follows:

- i. Lack of half-arm barriers to meet their minimum level crossing requirements.

As discussed above in section 3.4, this deficiency is present regardless of whether or not the proposed cycleway proceed. However, as a general rule KiwiRail require an upgrade to the barriers whenever a change is made on the adjacent street.

The revised scheme design does not address this deficiency, and relies on the outcome of the SFAIRP assessment to conclude whether or not the proposed

adjacent cycleway makes the existing level crossings worse, when the other minimum mitigations are applied.

- ii. Change intersection priority to give the east-west movement right of way and mark "STOP" on the western approach to the crossing.

While it is recognised that this change in priority may make less sense from a roading perspective (by linking two lesser used roads), the revised scheme plan provides for a change in intersection priority which removes the need for west-bound traffic on Marsh Rd to come to a stop on Railway line to give way to traffic on Railway Road. This has been requested by Kiwirail as part of the mitigation as it makes the intersection less complex for users crossing the level crossing, and has therefore been included in the revised scheme design.

Users of the proposed shared-use path will be required to give way to motorists at this location.

- iii. Install raised platforms on Station Road and Marsh Road

This mitigation is intended to reduce speed of vehicle on approach to the level crossing. Although the recommendation is for a raised platform on both Station Rd and Marsh Rd, there is significant horizontal deviation on the Station Road approach that may negate the requirement for the platform on the Station Road approach. A raised platform has been included within the revised scheme design on the Marsh Rd approach, and the need for the Station Rd raised platform will be discussed as part of the on-going discussions with KiwiRail.

- iv. Consider "Rail X" marking on Station Road

With the proposed change in priority, the addition of this pavement marking is possible, and included within the revised scheme design.

- 4.2. Pak n Save's concerns with the original scheme design are well documented following their deputations. Their concerns (specific to their freight movements) include:

- i. Narrow road width and reduced manoeuvring space on Railway Road (north of Marsh Road)

Pak n Save raised concerns that, particularly immediately north of the intersection, the width of the site was too constrained. This location included a kerb build out on the western side of the road, and total road width of 6.0m (two traffic lanes) and no separation between the traffic lane and the shared use path.

The revised Scheme Design reclaims road space by pushing the kerbing back towards the boundary, and converting the section of Railway Road between Marsh Road and the Pak N Save entrance to one-way north. These two changes allow for more room for the various activities that occur through this stretch.

Note that additional care about markings, islands and signage will be needed at the exit to the one-way stretch, to ensure noncompliance (either accidental or on purpose) is minimised. The staff will be considering this during detailed design.

Note that this matter will be a key part of the consultation with affected residents and stakeholders. It is suggested that the disruption to the residents in Marshall, Torlesse etc will be much less now, due to the Southbrook lights, which now allow efficient travel out of the area, without relying on Railway Rd. Note the one-way section does not include the PaknSave entrance, so residents can still access the car-park.

Creating a 2.0m buffer between the truck parking and the shared path. This additional width will ensure a clear safe distance between these activities. This buffer will have kerbing on the traffic side and will be planted with shrubs and trees (likely transferred from the existing berms) to provide visual separation.

- ii. Relocating the truck queuing area further away from the Pak n Save boundary, and widening it.

Pak n Save raised concerns that the recently relocated truck parking area on the western side of Railway Road was relocating further west, making entry into Pak n Save difficult for their larger delivery trucks.

The revised Scheme Design allows the truck queuing area to be relocated to the eastern side of the one-way road and widened to 3.0m, providing for a truck width as well as mirrors and doors opening, and allowing drivers greater manoeuvring width to enter Pak n Save Note this parking is best on the right of the traffic, as it better allows for the required turning circle into the PaknSave entrance. The space will have an edge line around it, with appropriate signage. Care will be needed for trucks pulling across the traffic lane, but the sight distance is such that this should not be an issue.

- iii. Conflict between turning vehicles out of Station Road into Railway Road.

Pak n Save raised concerns that their exiting trucks, turning right into Station Road, will be in conflict with users on the shared use path immediately south of the Marsh Road intersection due to the turning radius of these large vehicles. This was due to the location of the limit line on Station Road, and the fence of the Allied Concrete property obstructing the view of truck drivers.

The revised Scheme Design addresses this by incorporating a fully traversable median island on Station Road that is intended to encourage east-bound drivers as far north as possible before making the turn. In addition, due to the change in priority, drivers can then turn right from Station Road into Railway Road without the need to give way to Railway Road traffic. This manoeuvre has been tracked using Pak n Saves largest delivery vehicle.

While it is an unlikely manoeuvre, staff have also tracked the left turning truck out of Station, into Railway (north) This is a tight turn, but the design will ensure mountable kerbs on the islands and surrounding kerbs in case the trucks need additional room.

To ensure that the trucks do not over-run the proposed stop limit line on Railway Road, the kerb quadrant on the south-west quadrant will be re-aligned, and the northbound lane moved to the west. This change will require the removal of the informal parking area in front of Allied Concrete. Allied Concrete are supportive of the removal of these on-street car parks.

- 4.3. A summary of the changes that make up the revised Scheme Design is as follows:

- i. Conversion of Railway Road (Marsh Road to Pak n Save Entrance to one-way north, consisting of:
  - 2.5m Shared Use Path
  - 2.0m planted buffer garden
  - 3.0m truck Parking lane (increased from existing lane of 2.1m)
  - 3.5m traffic lane.

This one-way provides the following benefits:

- Reduces conflict points at the Marsh Road / Station Road intersection
  - Provides greater width for the truck manoeuvring space into Pak n Save
  - Provides greater separation between shared use path users, and truck movements into Pak n Save
  - Retains street trees in the planted buffer garden on the eastern side of Railway Road.
- ii. Change in intersection priority, giving priority to east-west traffic. This gives the following benefits:
- Removes the need for west-bound drivers to wait on the railway line while giving way to Railway Road traffic
  - Means that west-bound drivers only need to watch for trains at the level crossing, rather than trains and other motorists on Railway Road
  - Allows for the installation of advanced warning pavement marking on Station Road for the Level Crossing
  - Allows for the installation of “STOP” markings on Station Road ahead of the level crossing.
  - Simplifies the trucks turning right out of Station Rd into Railway Rd (south) by removing the need to give way to northbound traffic on Railway Rd (south)
- iii. Other supplementary changes required to improve safety, and ensure turning movements are catered for:
- Installation of painted median island, and fully mountable splitter island on Station Road is intended to ensure motorists keep left when approaching the chicane on approach to the railway crossing. The need to keep the lane as far left as possible is to ensure that the right turning trucks have adequate manoeuvring space to turn right into Railway Road.
  - Installation of painted median island, and fully mountable splitter island on Railway Road (south of intersection) to keep motorists as far left as possible when approaching the intersection. The need to keep the lane as far left as possible is to ensure that the right turning trucks have adequate manoeuvring space to turn right into Railway Road.
  - Realignment of the kerb and channel on the south-west quadrant is also required to allow for the relocation of the traffic lane. In order to move this kerb over, the informal parking area outside Allied Concrete will be removed.
  - Addition of a footpath on the north side of Station Rd and a crossing point over Railway Rd (north) to join with the new shared path.

#### 4.4. Options available within this report as follows:

- i. Approve the revised Scheme Design for the purposes of Consultation, noting that KiwiRail has not yet completed their SFAIRP assessment, and therefore has not agreed to the proposal that excludes half-arm barriers at the two level crossings.

This is the recommended option as it is the only option that will allow for the construction to be complete by 30 June 2024 as required by the Transport Choices funding.

- ii. Decline to approve the revised Scheme Design for consultation, pending the result of the SFAIRP assessment. This option is not recommended due to the time lines involved with KiwiRail completing this assessment. Current indications are that we should allow three months to complete the assessment, which would then mean that staff would be unable to deliver the project within the required Waka Kotahi time frames.

- iii. There is a third option available, which is to “do nothing”. This option is not recommended at this time as staff have put significant time and cost into working with directly impacted stakeholders to develop an option suitable for wider consultation. “Do nothing” effectively has two sub-options which could be considered in the future should the KiwiRail SFAIRP assessment require the installation of half-arm barriers. These options are:

a. “Do nothing” and send all cyclists down Southbrook Road, noting that this will require cyclists to share road space with 24,463 vehicles per day. Of these there are approximately 1,200 heavy vehicle movements per day. This option would also require cyclists to navigate multiple commercial vehicle entrances, as well as the intersections of Flaxton Road, Todds Road, and Mitre 10.

b. “Do nothing” and send all cyclists down Railway Road, noting that this will require cyclists to share road space with 875 vehicles per day, of which approximately 97 are heavy vehicle movements (including the 30 per day of Pak n Save)

#### 4.5. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

The addition of walking and cycling infrastructure encourages a greater uptake of walking and cycling, both for commuters and recreation. An uptake in walking and cycling also contributes to improved health and wellbeing of members within the community. Further to this, including infrastructure which caters for a wide range of skill levels encourages less confident cyclists, who may have otherwise chosen to travel via motor vehicle, to use the provided facilities.

- 4.6. The 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.

The cycleway is within the urban limits of Rangiora, and is not passing through (or near to) Māori Reserve land. There is also no Archaeological Authority required for this route.

### 5.2. **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.

#### Pak n Save

Pak n Save spoke at a deputation at both the previous Community Board meeting, and the subsequent Utilities & Roading Meeting. A full list of their concerns can also be found in the previous report (Trim 230131011979).

The revised design mitigates Pak n Save’s primary concerns regarding conflicts between Trucks and path users, and provides additional manoeuvring space and separation. Pak n Save have not provided comment on the change of priority at the intersection at time of writing due to the short time since they received the revised design. A verbal update will be given at the meeting.

#### Adjacent residents and businesses

Should the recommendations of this report be accepted, staff will commence consultation with the immediate impacted residents and stakeholders along the full route of Stage 1 of the proposed cycleway.

#### KiwiRail

KiwiRail have been extensively involved with the development of the revised Scheme Design. However the Council is still waiting for their formal comment on the LCSIA, and has yet to prepare a SFAIRP assessment for KiwiRail comment. This will not be received before the consultation, but will be included in the recommendation to the Board at the time of considering whether the Detailed Design is ready for tender.

### 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

Feedback from the wider community was reported on during the consultation of the proposed route selection as part of the Walking and Cycling Network Plan. It is not considered necessary to consult the wider community on the revised Scheme Design of the proposed facilities.

Feedback from the adjacent residents will be reported on when the Detailed Design is presented for approval in prior to tendering.

## **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report.

The current estimate for this project is \$1,531,920, which is 8% above the Transport Choices funding of \$1,416,000 signaled for this project. A recent decision of the Council approved the balancing of this (plus other) overspend with funding previously allocated to Project 4 (Rangiora On-Road Cycle Lanes). Waka Kōtahi have also agreed that their funding previously allocated to Project 4 may also be re-distributed to cover the planned overspends for the remaining 3 projects to delivery strategic cycleways.

### **6.2. Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

### **6.3 Risk Management**

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

There is a risk that residents may not favour the inclusion of a facility along their street. To minimise this risk, staff will begin engaging with residents during the design phase of facilities. This will show residents exactly what is proposed along the road corridor and enable them to notify staff early on if there are aspects which they are not in favour of. This feedback will be fed directly into the design process, and reported back to the Board and then the Utilities and Roading Committee.

There is a risk Pak n Save will not support the revised Scheme Design. At time of writing this report, Pak n Save have received a copy of the revised Scheme Plan, however they are yet to provide a formal response.

There is a risk KiwiRail's SFAIRP assessment will not support the project without the inclusion of half-arm barriers, and subsequently KiwiRail may not support the project. If this occurs, then staff will need to bring a further report to the Board outlining their options, which may include abandoning the project.

### **6.3 Health and Safety**

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

The revised Scheme Design that is included as attachment i of this report was not included within the independent Road Safety Audit previously completed, although aspects of this design have been discussed with the RSA team and they are aware of the options and have not expressed concern specific to these changes. Staff will send the revised design drawings for auditing upon approval of this report, and in conjunction with the consultation phase.

Contractors engaged for the works will be required to be SiteWise registered, and complete Site Specific Safety Plans prior to commencing works on site.

## **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**

Local Government Act 2002

## 7.3. **Consistency with Community Outcomes**

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

Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.

- There are wide-ranging opportunities for people to enjoy the outdoors.
- The accessibility of community and recreation facilities meets the changing needs of our community.

Core utility services are sustainable, resilient, affordable, and provided in a timely manner.

- Climate change considerations are incorporated into all infrastructure decision-making processes.

Transport is accessible, convenient, reliable, and sustainable.

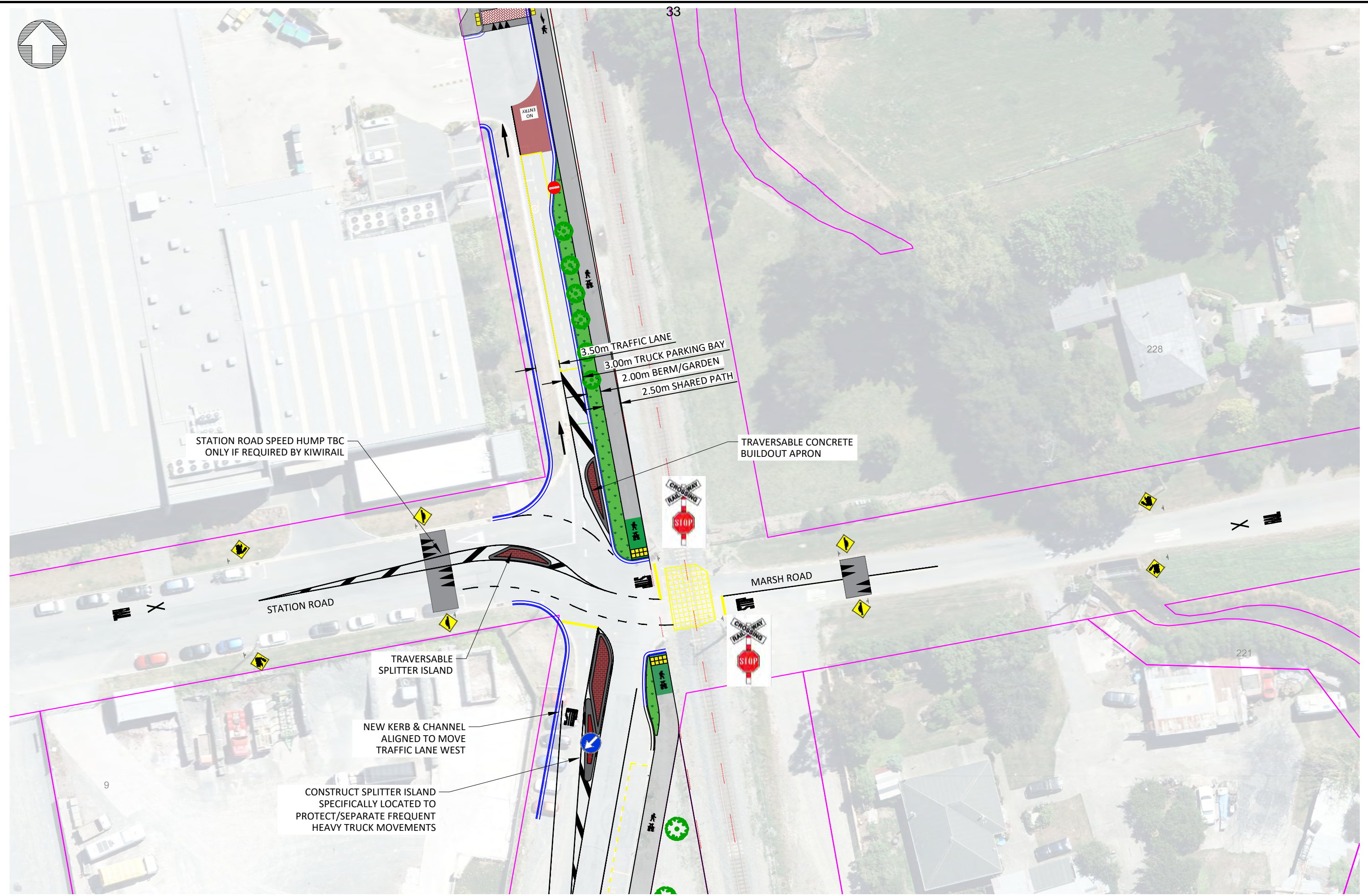
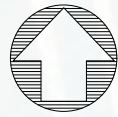
- The standard of our District's transportation system is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

## 7.4. **Authorising Delegations**

The Community Boards are responsible for considering any matters of interest or concern within their ward area and making a recommendation to Council.

The Utilities and Roading Committee have the Delegations to accept this report, and approve the Scheme Design of this cycleway.





STATION ROAD SPEED HUMP TBC ONLY IF REQUIRED BY KIWI RAIL

TRAVERSABLE CONCRETE BUILDOUT APRON

STATION ROAD

MARSH ROAD

TRAVERSABLE SPLITTER ISLAND

NEW KERB & CHANNEL ALIGNED TO MOVE TRAFFIC LANE WEST

CONSTRUCT SPLITTER ISLAND SPECIFICALLY LOCATED TO PROTECT/SEPARATE FREQUENT HEAVY TRUCK MOVEMENTS

3.50m TRAFFIC LANE  
3.00m TRUCK PARKING BAY  
2.00m BERM/GARDEN  
2.50m SHARED PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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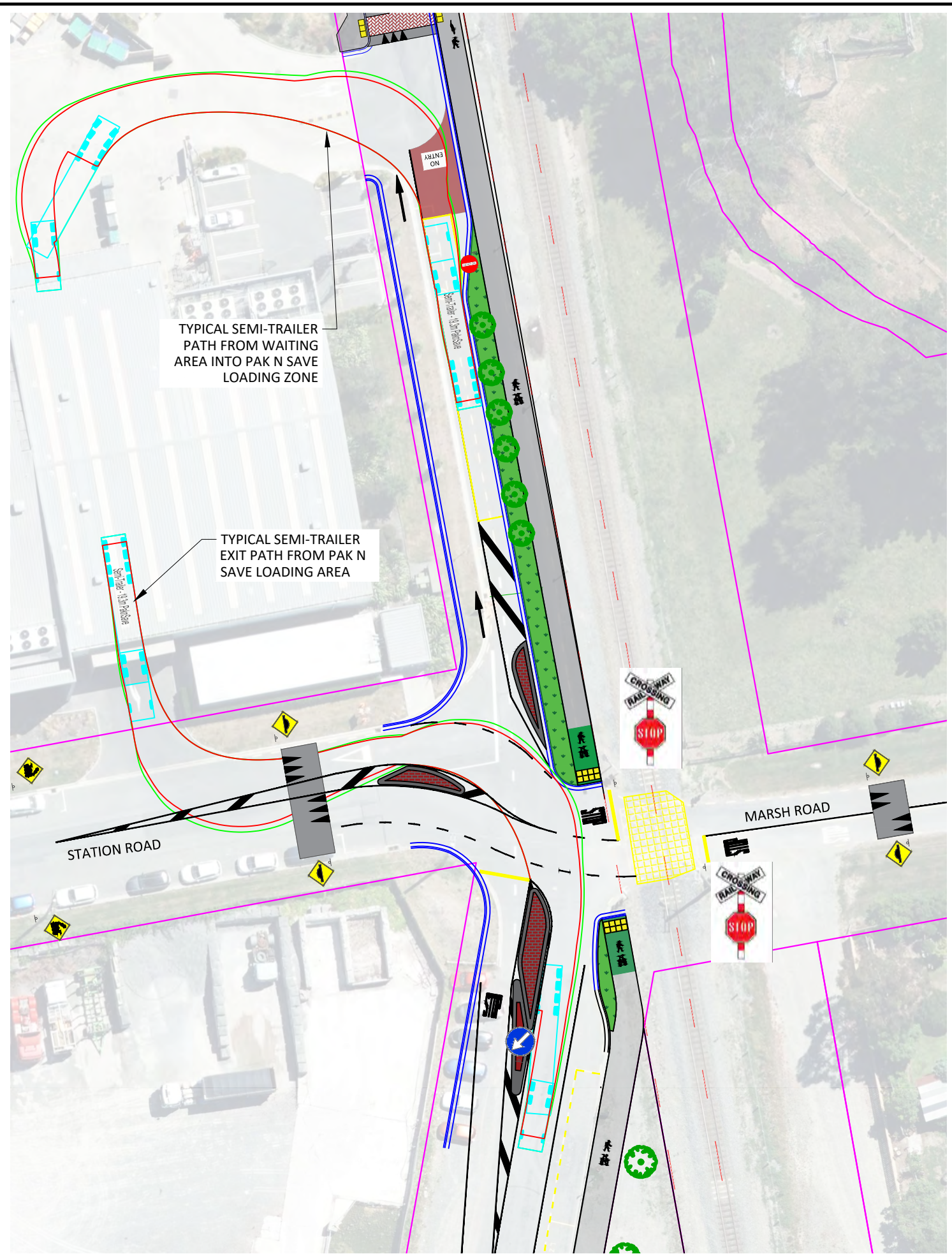
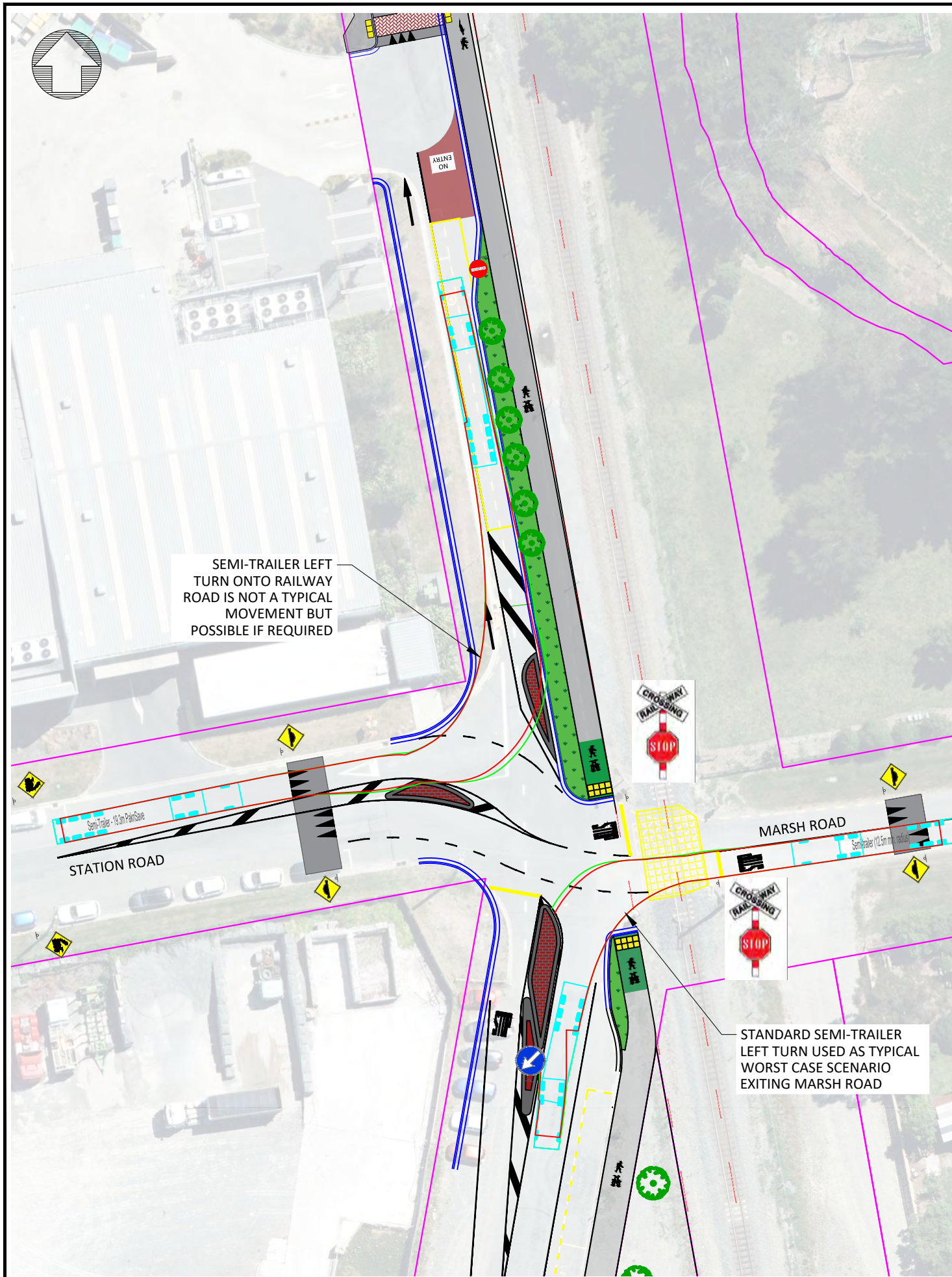
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DRAWING CHKD	---	---	SCALE (A3) 1:500
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT  
RANGIORA TOWN CYCLEWAY

SHEET TITLE  
STATION / MARSH / RAILWAY  
INTERSECTION LAYOUT  
PROPOSED OPTION PLAN

<b>PRELIMINARY</b> NOT FOR CONSTRUCTION	
DRAWING	4388
SHEET	REVISION
1	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	AK	KS	DY	26/07/2023

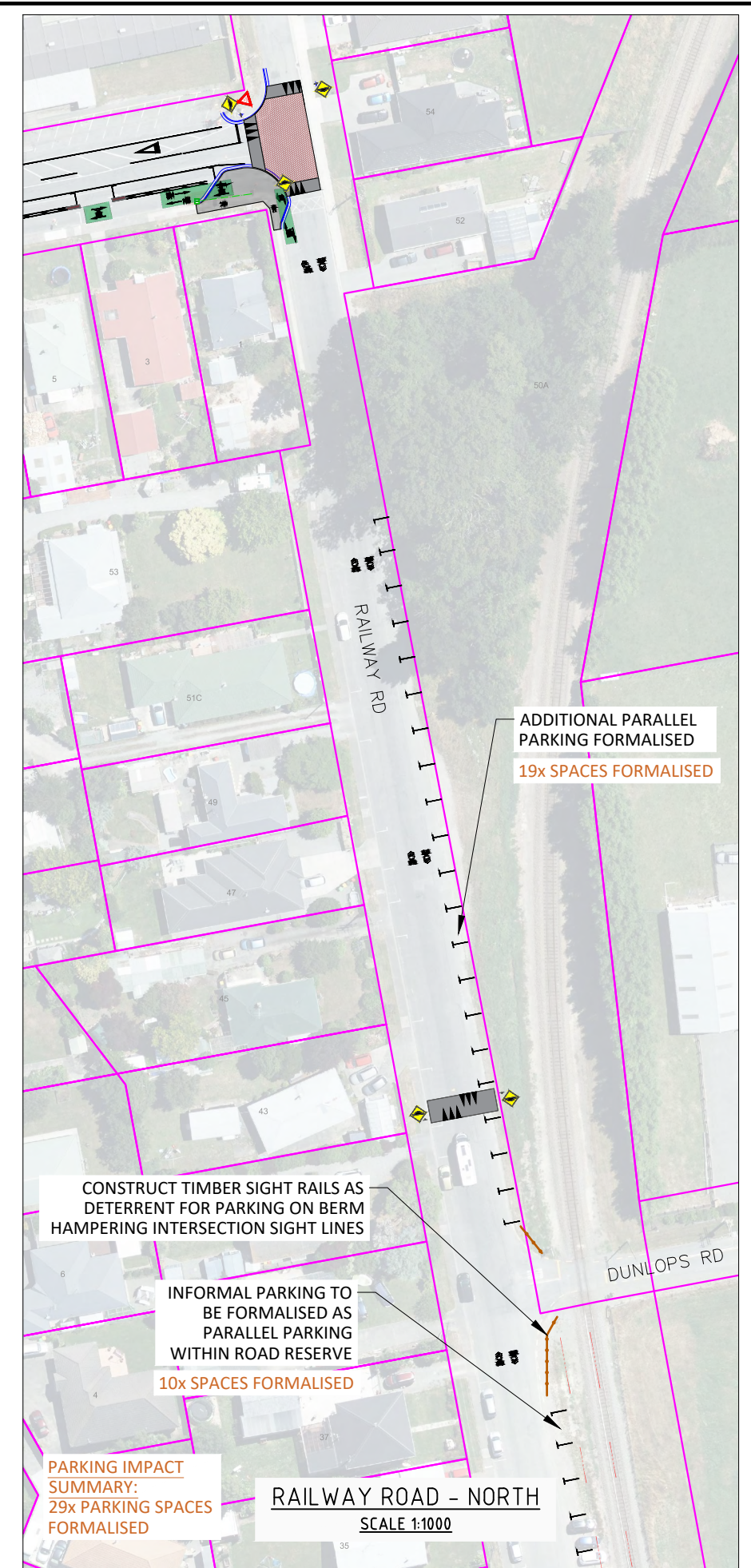
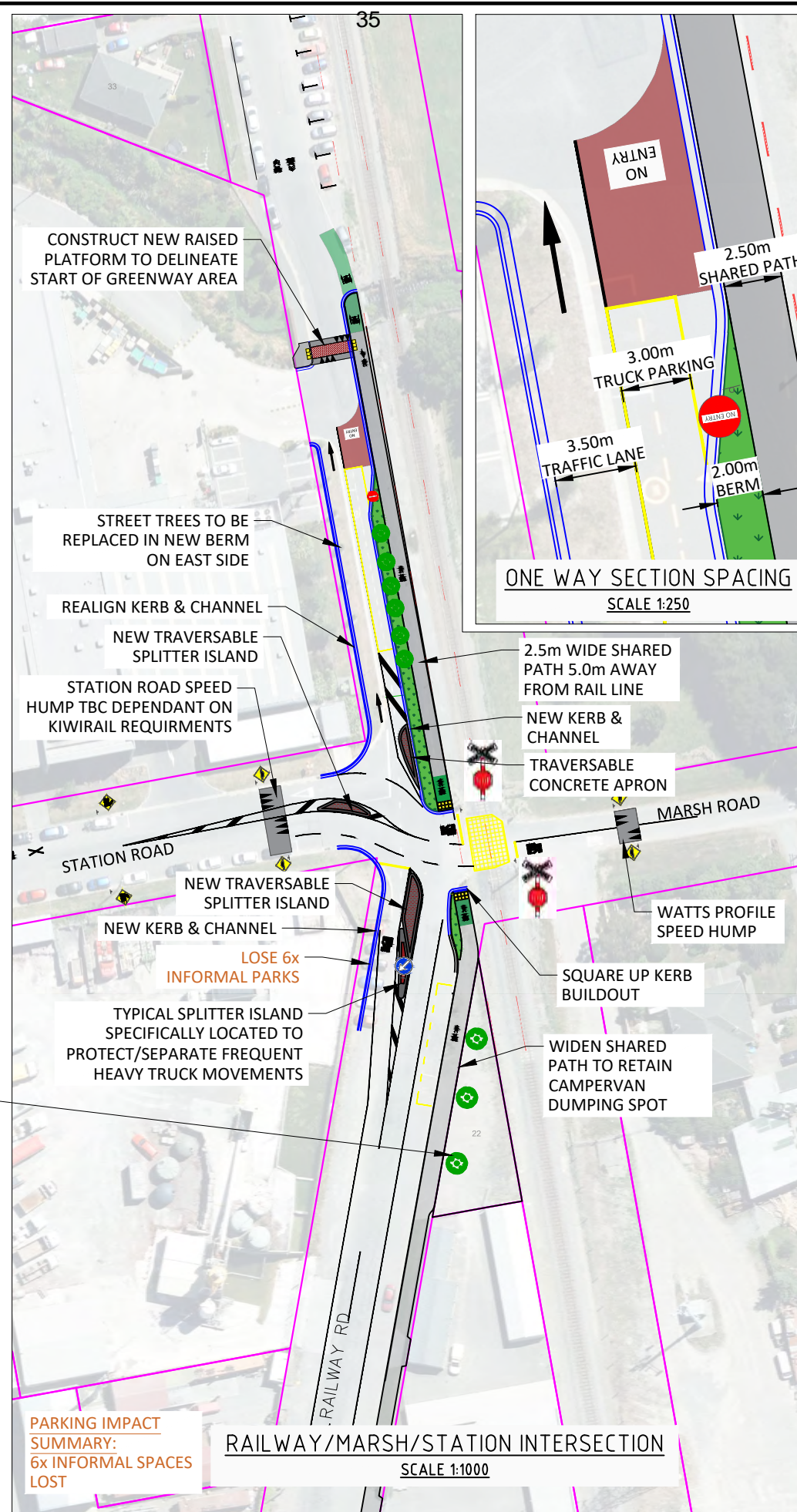
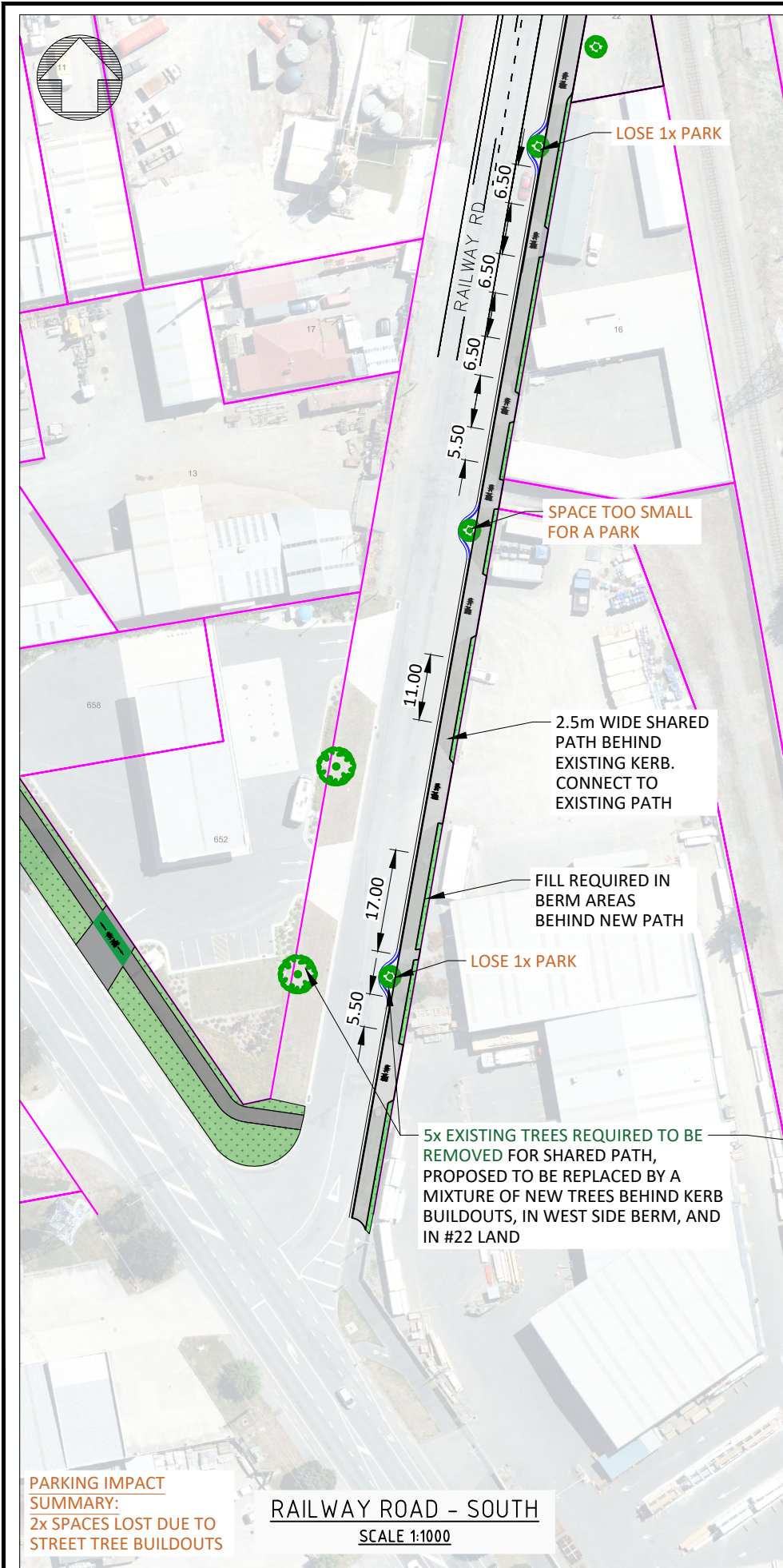
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DRAWING CHKD	---	---	SCALE (A3) 1:500
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT  
RANGIORA TOWN CYCLEWAY

SHEET TITLE  
STATION / MARSH / RAILWAY  
INTERSECTION LAYOUT  
PROPOSED OPTION TRACKING CURVES

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
DRAWING 4388  
SHEET 2 REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AK	---	---	16/02/2023
B	SAFETY AUDIT REVISION	AK	---	---	24/05/2023
C	REVISED SCHEME DESIGN	AK	KS	DY	27/07/2023

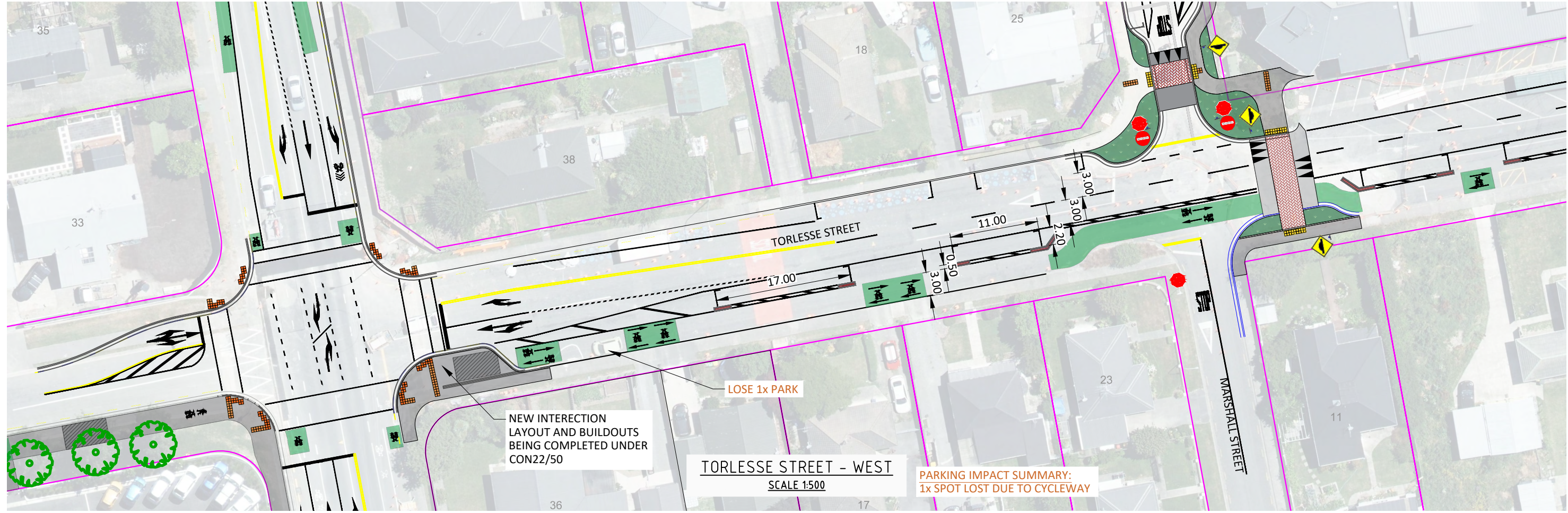
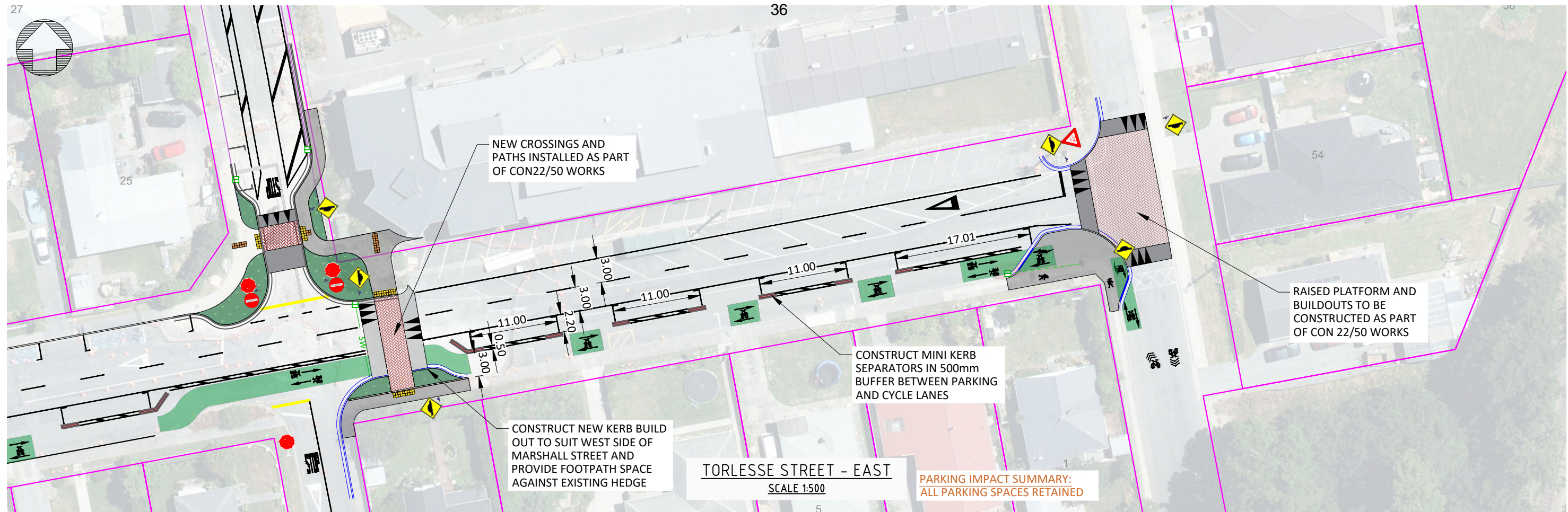
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DRAWING CHKD	---	---	SCALE (A3) NTS
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT  
**RANGIORA TOWN CYCLEWAY**

SHEET TITLE  
**RAILWAY ROAD SCHEME DESIGN**

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
DRAWING **4354**  
SHEET 1 REVISION C



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AK	---	---	16/02/2023

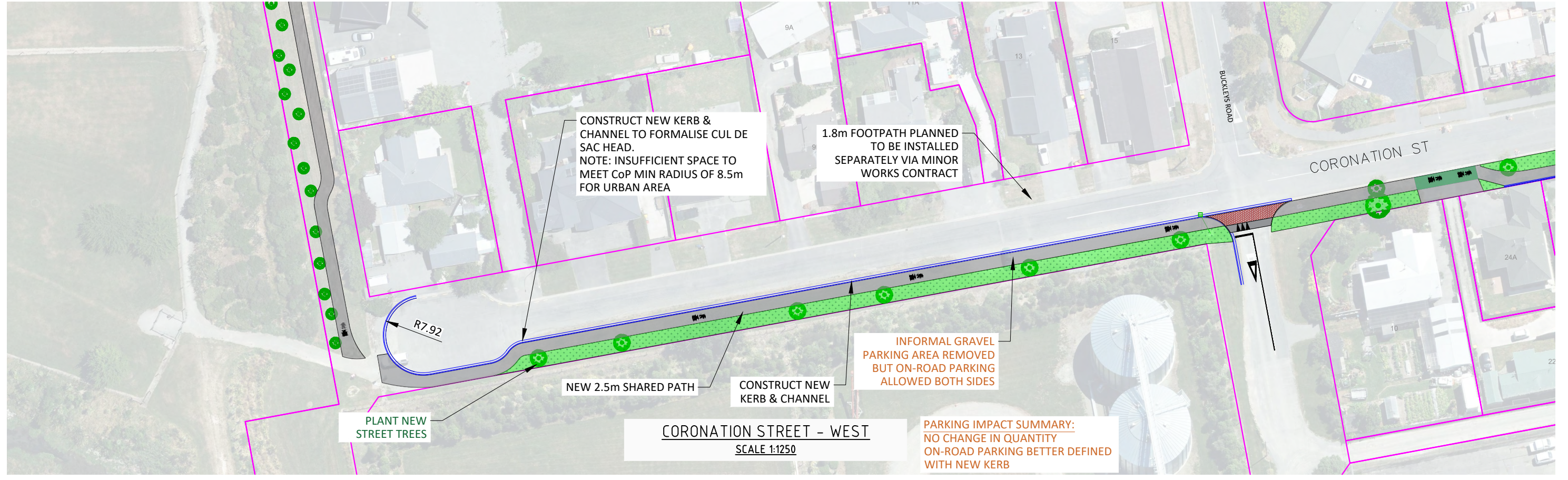
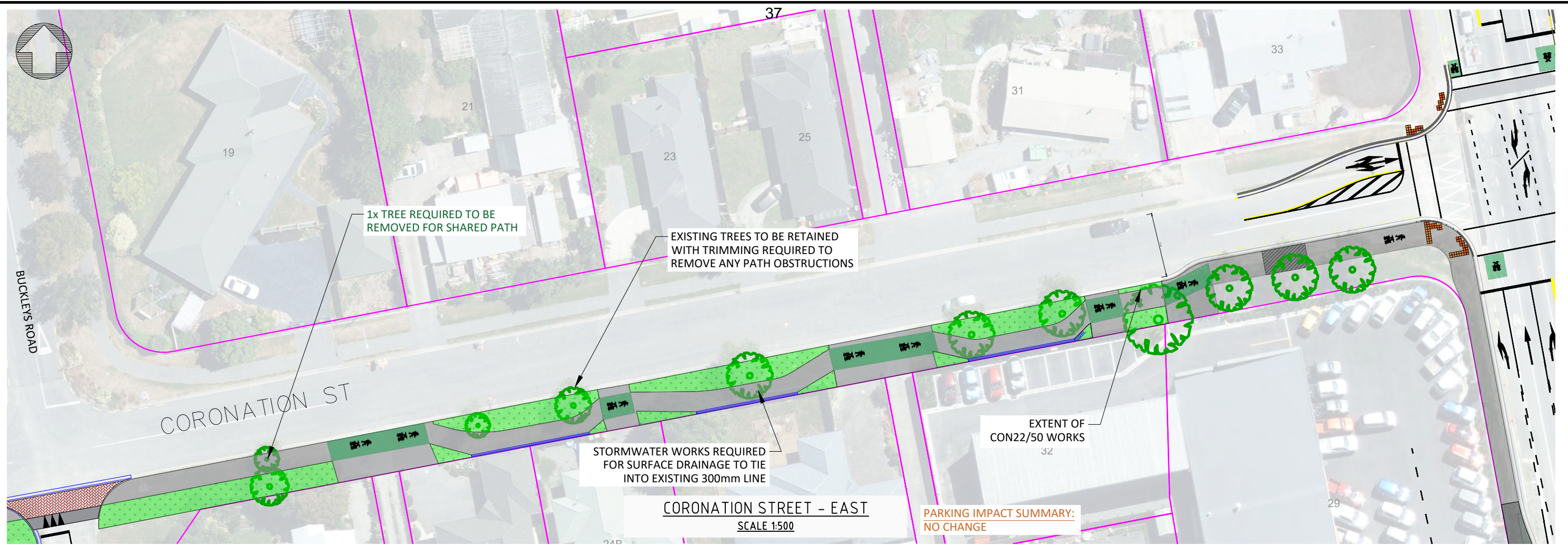
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DRAWING CHKD	---	---	SCALE (A3) 1:500
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT  
RANGIORA TOWN CYCLEWAY

SHEET TITLE  
TORLESSE STREET

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
DRAWING 4354  
SHEET 2 REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AK	---	---	16/02/2023

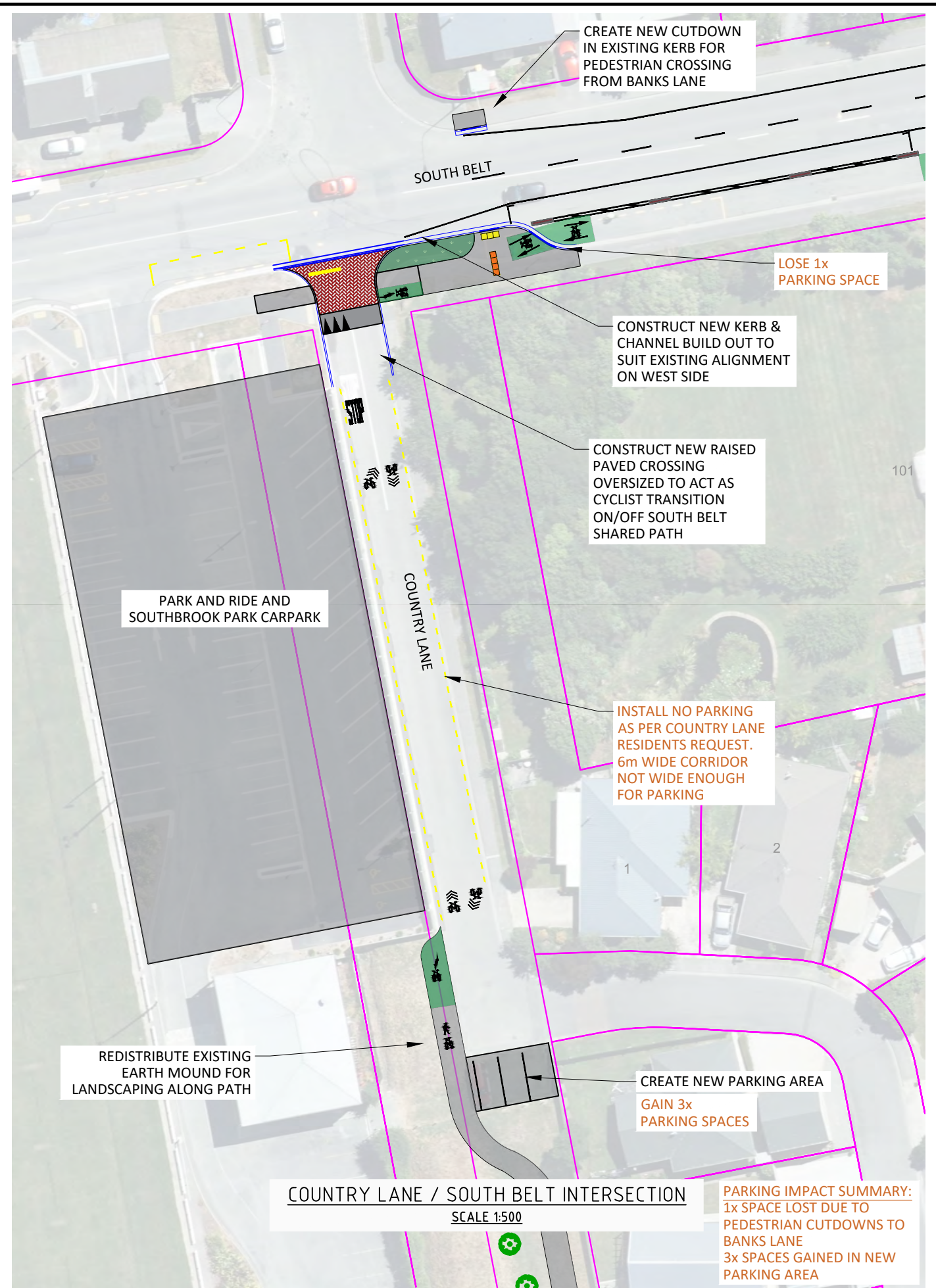
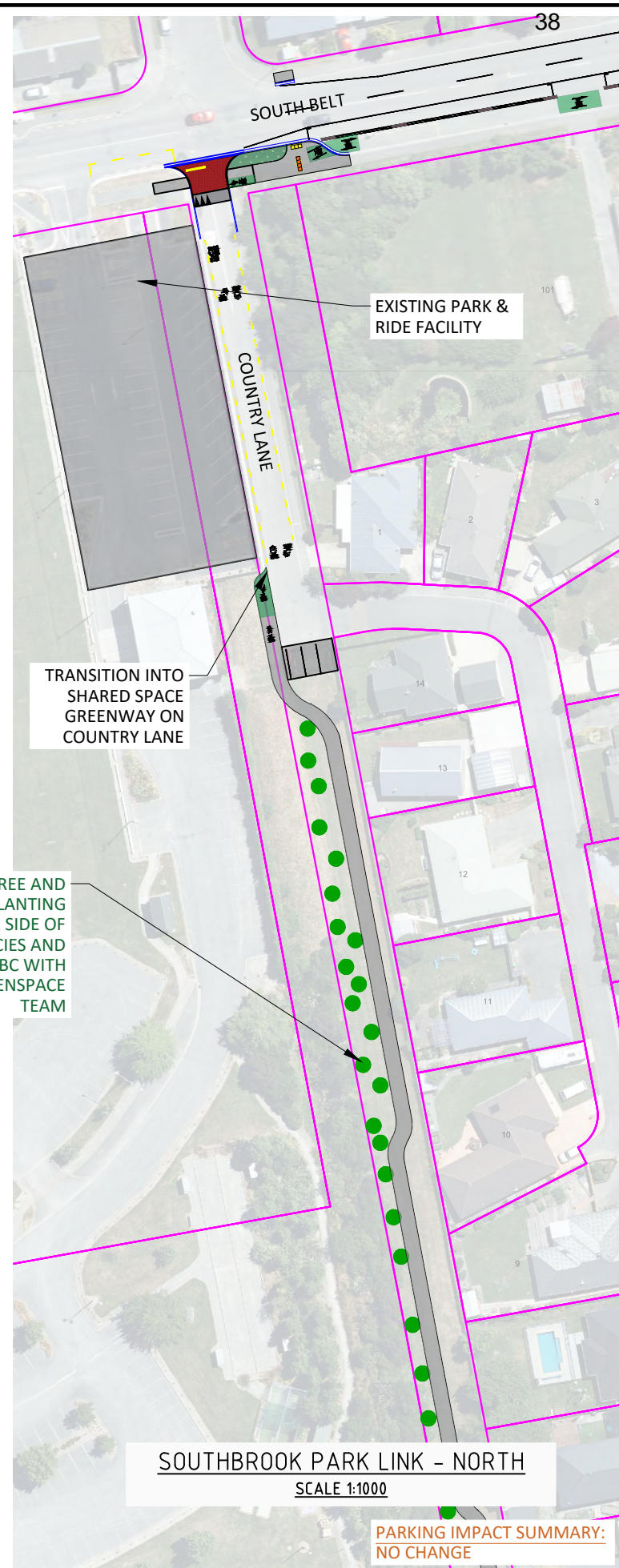
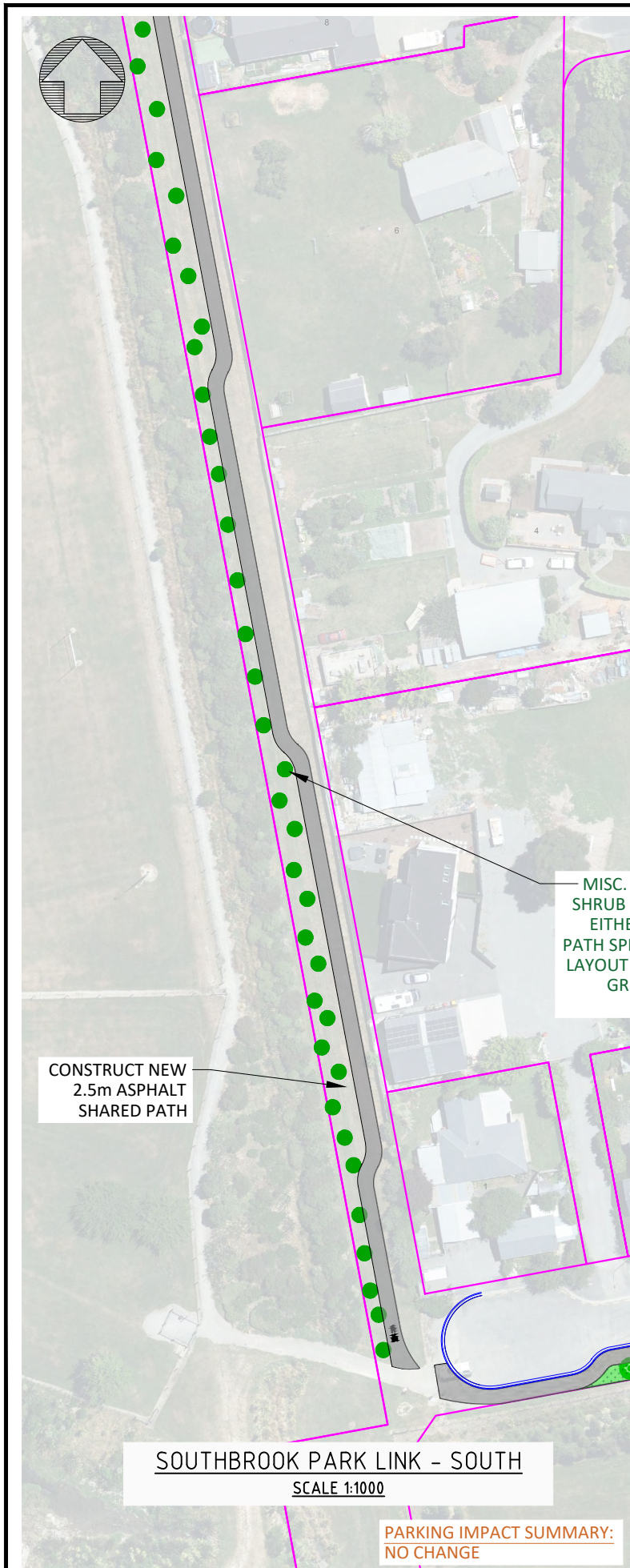
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DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT	RANGIORA TOWN CYCLEWAY
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SHEET TITLE	CORONATION STREET
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<b>PRELIMINARY</b> NOT FOR CONSTRUCTION	
DRAWING	4354
SHEET	REVISION
3	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AK	---	---	16/02/2023
B	ADJUSTMENTS MADE FOLLOWING RESIDENT STREET MEETING	AK	---	---	08/03/2023

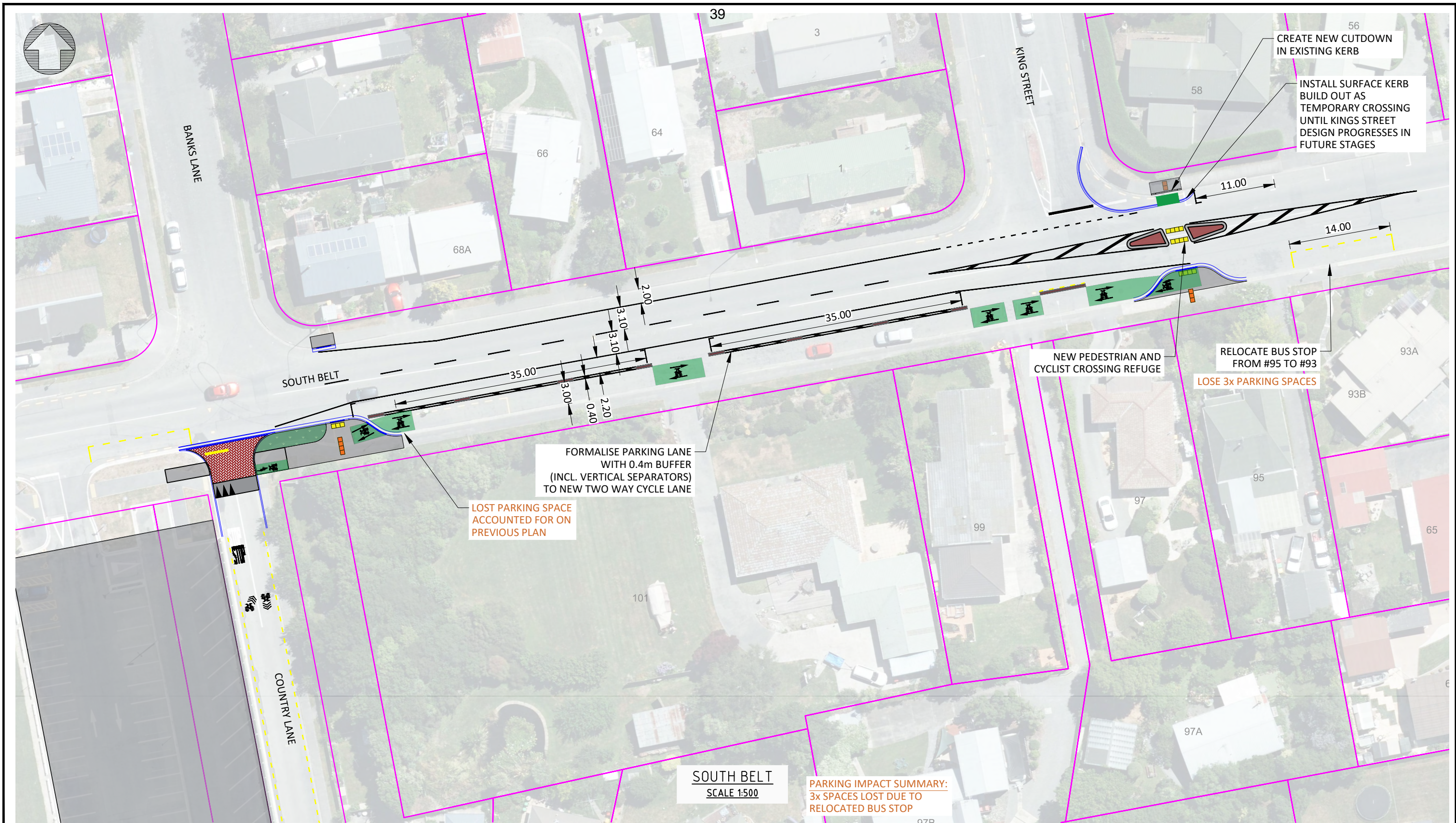
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DRAWING CHKD	---	---	SCALE (A3) AS SHOWN
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT	RANGIORA TOWN CYCLEWAY
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SHEET TITLE	COUNTRY LANE / SOUTHBROOK PARK
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<b>PRELIMINARY</b> NOT FOR CONSTRUCTION	
DRAWING	4354
SHEET	REVISION
4	B



**SOUTH BELT**  
SCALE 1:500

**PARKING IMPACT SUMMARY:**  
3x SPACES LOST DUE TO  
RELOCATED BUS STOP

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AK	---	---	16/02/2023

SURVEYED	---	---	PROJECT No
DRAWN	AK	16/02/2023	CON No 22/50
DRAWING CHKD	---	---	SCALE (A3) 1:500
DESIGNED	---	---	DATUM ORIGIN
DESIGNED CHKD	---	---	HORIZONTAL NZTM GD2000
APPROVED	---	---	VERTICAL



PROJECT  
**RANGIORA TOWN CYCLEWAY**

SHEET TITLE  
**SOUTH BELT**

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
DRAWING **4354**  
SHEET 5 REVISION A

### Waimakariri District Council: No-Stopping Restriction Schedule associated with Rangiora Town Cycleway Project

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Rangiora	Railway Road	West	Outside 642 Lineside Road (southern end)	4	1	Planted kerb build out (i.e not no stopping lines)
	Rangiora	Railway Road	West	Outside 642 Lineside Road (northern end)	4	0	Planted kerb build out (too small for parking currently)
	Rangiora	Railway Road	West	Outside 16 Railway Road	4	1	Planted kerb build out (i.e not no stopping lines)
	Rangiora	Railway Road	West	Outside Allied Concrete	20	8*	Informal angle parking outside Allied Concrete
							Informal angle parking converted to formal parallel parking spaces. Additional on-road spaces will
	Rangiora	Railway Road	East	Angle parking south of Dunlops Rd	65	10*	be added north of Dunlops to balance this.
	Rangiora	Torlesse Street	South	Outside No 36 Southbrook Rd (Torlesse St side)	6	1	Required to fit off-road cycle facility in conjunction with traffic signals
	Rangiora	Coronation Street	West	Cul-de-sac head	45	0	Alters parking to remove parking from turn around area. No formal existing spaces lost
	Rangiora	South Belt	South	No. 95	20	0	Existing bus stop to become kerb build out
	Rangiora	South Belt	South	No. 93	20	3	Relocate bus stop outside No. 93
	Rangiora	South Belt	South	No. 101	8	1	New pedestrian cutdown to Banks Lane



## Waimakariri District Council: Schedule of Trees to be removed

Item	Locality	Street	Side of Street	Location	Asset ID	Notes
	Rangiora	Railway Road	East	Outside Carters	TR009715	To be replaced in kerb build out within carriageway
	Rangiora	Railway Road	East	Outside Carters	TR009713	To be replace in berm on western side of road
	Rangiora	Railway Road	East	Outside Carters	TR009712	To be replaced in kerb build out within carriageway
	Rangiora	Railway Road	East	Outside Carters	TR009711	To be replace in berm on western side of road
	Rangiora	Railway Road	East	Outside Carters	TR009714	To be replaced in kerb build out within carriageway
	Rangiora	Railway Road	West	Outside Pak n Save	not recorded	To be replaced with new on Coronation Street
	Rangiora	Railway Road	West	Outside Pak n Save	not recorded	To be replaced with new on Coronation Street
	Rangiora	Railway Road	West	Outside Pak n Save	not recorded	To be replaced with new on Coronation Street
	Rangiora	Railway Road	West	Outside Pak n Save	not recorded	To be replaced with new on Coronation Street
	Rangiora	Railway Road	West	Outside Pak n Save	not recorded	To be replaced with new on Coronation Street
	Rangiora	Coronation Street	South	No. 10 Coronation St	TR007688	To be replaced west of Buckleys Road

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-109 / 230725112093

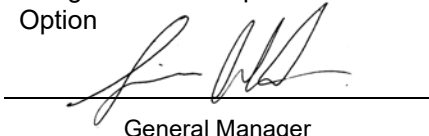
**REPORT TO:** RANGIORA ASHLEY COMMUNITY BOARD


**DATE OF MEETING:** 9 August 2023

**AUTHOR(S):** Heike Downie, Senior Advisor – Strategy and Programme, on behalf of the Cenotaph Corner Improvement Project Control Group

**SUBJECT:** Rangiora’s Cenotaph Corner Intersection – Recommended Improvement Option

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

  
 General Manager

  
 Chief Executive

**1. SUMMARY**

- 1.1. This report follows a workshop held with the Rangiora Ashley Community Board in April where potential early options were presented and discussed that would improve the pedestrian journey at Rangiora’s Cenotaph Corner intersection (intersection of High Street, Ashley Street and Ivory Street).
- 1.2. The Rangiora Town Centre Strategy, adopted by Council in 2020, noted a key issue for the town centre being that the north-south movement corridor at Ivory and Ashley Steet continues to divide the Business 1 Zone which impacts town centre expansion. Despite vast improvements through realignment and signalisation in 2014, the Cenotaph Corner intersection continues to have the effect of acting as an eastern ‘bookmark’ to the centre. The pedestrian experience between this and the large format retail traders east of the railway is comparatively poor, which discourages many town centre visitors from walking between the two destinations.
- 1.3. Consequently, the Rangiora Town Centre Strategy identified an implementation action to investigate the feasibility of physical works to improve the pedestrian journey across the Cenotaph Corner intersection through a variety of potential improvement options, and Council subsequently committed funding for 2022 to 2024 to realise improvements.
- 1.4. This report has been prepared on behalf of the Cenotaph Corner Improvement Project Control Group and outlines the Project Control Group’s now recommended option for a package of improvements that will enhance the pedestrian journey at Cenotaph Corner intersection, that has significantly evolved from the options discussed with the Community Board in April. This report then seeks the Community Board’s endorsement for the recommended option, which will be presented to Council in September for approval to consult with targeted stakeholders. The recommended improvement option involves lane changes to the intersection’s approach from Ashley Street and approach from High Street west, a kerb build out and installation of a splitter island, high amenity surface treatment and landscaping, and signal changes.

**Attachments:**

- i. Cenotaph Corner Intersection Improvement Concept Plan – the Project Control Group’s recommended option (230727113994)
- ii. Future developments identified in Rangiora Town Centre Strategy and likely effect on Cenotaph Corner intersection (230727114025)

## 2. RECOMMENDATION

**THAT** the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230725112093.
- (b) **Endorses** the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection, as outlined in paragraphs 4.17 to 4.19.
- (c) **Notes** a report will be prepared for Council for 5 September 2023 that seeks Council approval to undertake targeted stakeholder engagement on the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection, with a Scheme Design, noting staff will report back in due course the outcomes of the targeted stakeholder engagement undertaken, together with detailed design.
- (d) **Notes** that it is anticipated that targeted stakeholder engagement is undertaken upon approval by Council (as per recommendation c) with stakeholders listed in paragraph 5.2.
- (e) **Notes** that staff will prepare a report to the Rangiora Ashley Community Board for its November meeting that outlines the outcomes of the targeted stakeholder engagement undertaken, and that Rangiora Ashley Community Board's endorsement will be sought at that point to recommend the final intersection improvement option to Council to enable commencement of the tender process.
- (f) **Notes** that costs relating to any physical works committed through this project will be met within committed relevant town centre project budgets and will be reported to Council.

## 3. BACKGROUND

- 3.1. 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. Rangiora's transport environment is reflective of its geographical location and historical development. Ivory Street/Ashley Street is the strategic north-south connection with Blackett Street and High Street connecting the Centre to the western areas of Waimakariri. Ivory and Ashley Streets carry the greatest volume of traffic.
- 3.2. Due to its location, geometry, scale and form, the Cenotaph Corner intersection has high vehicle flows and relatively poor pedestrian amenity. This lack of pedestrian appeal is considered to limit the economic benefit that could be realised if pedestrians were better provided for.
- 3.3. The realignment and signalisation of Rangiora's intersection of High Street, Ivory Street and Ashley Street (known as 'Cenotaph Corner') occurred in 2014 as an implementation project following the 2010 Rangiora Town Centre Strategy (RTC Strategy).
- 3.4. The intersection in its current form is pictured below:



- 3.5. The RTC Strategy was reviewed in 2019/2020. The updated Strategy noted a key issue for the town centre being that the north-south movement corridor at Ivory and Ashley Street continues to divide the Business 1 Zone and presents a key issue impacting town centre expansion. Despite vast improvements through realignment and signalisation in 2014, the Cenotaph Corner intersection continues to have the effect of acting as an eastern 'bookmark' to the centre. The pedestrian experience between this and the large format retail traders east of the railway is comparatively poor, which discourages many town centre visitors from walking between the two destinations.
- 3.6. During the review of the RTC Strategy, urban design and traffic consultants considered pedestrian only movement options for the intersection (e.g. Barnes Dance) but this was not deemed viable because of the diagonal shape of the intersection causing a required time of more than 30 seconds of crossing time, and allocating this time to pedestrians has a detrimental effect on the operation of the whole intersection and adjacent intersections.
- 3.7. The revised Rangiora Town Centre Strategy (2020) confirms a series of 'major projects', one of which is to "Connect the East to the Core by improving the pedestrian journey between the Cenotaph Corner intersection and the large format retail hub east of the railway".
- 3.8. A key related implementation project contained in the revised Rangiora Town Centre Strategy (2020) is then to "Investigate the feasibility of physical works to improve the pedestrian journey across the Cenotaph Corner intersection through improvements such as enhanced kerb cutdowns/extensions on all pedestrian crossings; fully protected pedestrian phases or late start vehicle phases with adequate crossing times; widened pedestrian crossings and platforms for more capacity; shorter cycle times during peak pedestrian movement periods to reduce pedestrian wait time; and look at opportunities to improve the High Street and Albert / Cone Street intersections".
- 3.9. The objectives of the project to improve the pedestrian journey at the intersection ultimately helps to connect the 'two halves' of the Rangiora town centre, being the town centre 'core' at High Street between Durham Street and Cenotaph Corner, and High Street to the east of Cenotaph Corner to the retail development east of the railway line. This is envisaged will encourage more pedestrian activity at the east of the town centre 'core' which will in turn activate additional appropriate town centre activities in this part of the town centre. Ultimately, connecting the town centre, which is currently quite linear, and making it more attractive for pedestrians to walk between town centre destinations is also envisaged to reduce town centre traffic circulation and congestion. This assists also in contributing to Council's sustainability goals including vehicle kilometre travelled (VKT) reductions.
- 3.10. While this report focuses on opportunities to improve the pedestrian journey at the Cenotaph Corner intersection, the Council has also committed funding for 2024 to 2026 for improvements between Cenotaph Corner and Kippenberger Avenue (to implement

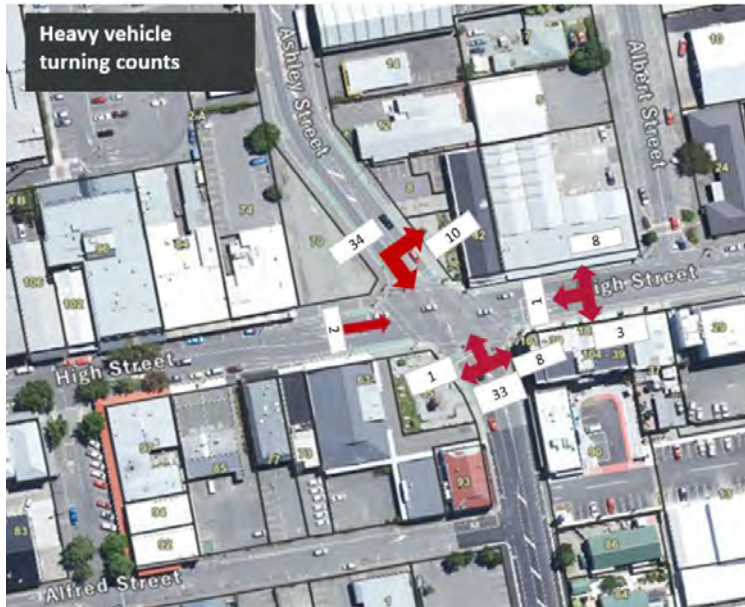
related actions committed in the Rangiora Town Centre Strategy 2020). Therefore, staff have considered how any pedestrian improvements at Cenotaph Corner could interface and protect opportunities for options to improve the pedestrian journey between Cenotaph Corner and east of the intersection.

#### 4. ISSUES AND OPTIONS

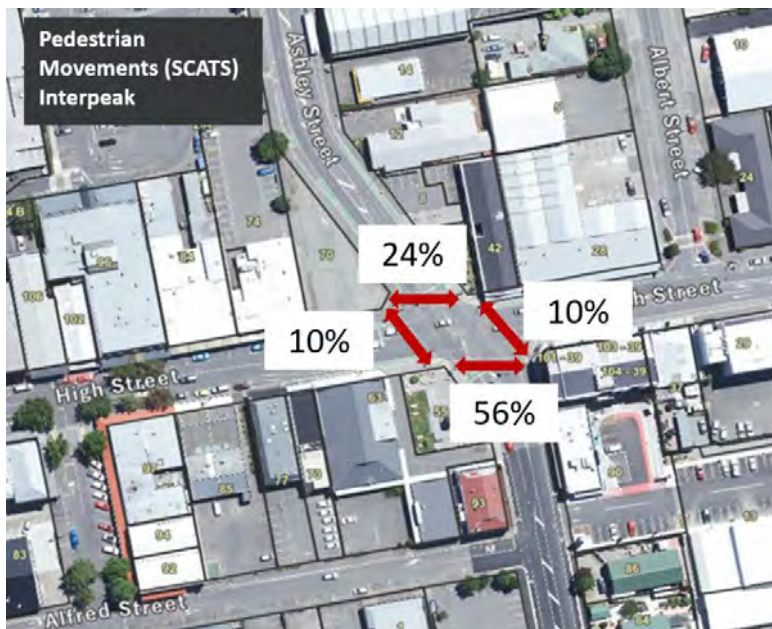
- 4.1. The scope of the options for changes to improve the Cenotaph Corner intersection in order to enhance the pedestrian journey across it have been developed in conjunction with transport consultants Abley, the Project Control Group, and other internal stakeholders as relevant. Earlier this year, Abley have been engaged to undertake an assessment of possible options that would enhance the pedestrian journey at the intersection. In that assessment, Abley considered design and operation changes, informed by reviewing key Council strategies and documentation, monitoring intersection movements and identifying and modelling potential options for the intersection. A multi-criteria analysis was undertaken to compare the options under review.
- 4.2. Reviewing relevant documentation – including the Rangiora Town Centre Strategy, Rangiora Town Centre Traffic and Parking Assessment (undertaken to inform the Rangiora Town Centre Strategy in 2019), Rangiora Town Centre Transport Issues and Opportunities (undertaken to inform the Rangiora Town Centre Strategy in 2019), District Plan and the 2022 Walking and Cycling Network Plan – confirmed the future demands of the town and the importance of increasing the pedestrian connectivity across Cenotaph Corner.
- 4.3. Abley undertook a site visit and inter-peak pedestrian survey in March, at which they also recorded heavy vehicle movements. To inform the modelling assessment, data from the SCATS was obtained to determine the approximate turning movements at peak times and operation of the traffic signals such as phase times, cycle times and pedestrian activation over each leg. Note, cycle times refers to the cycle length is the total time to complete one sequence of all movements around an intersection. The SCATS data was taken over a 24hr period on a day in March and was used to validate and corroborate the inter-peak pedestrian survey result. This was supported by recent link count data where appropriate which complemented the inter-peak survey data. This data was used to inform the creation of a SIDRA model for the intersection. The high-level model was verified against the current intersection layout for available capacity, current capacity, and the Level of Service (LOS) identified. Potential intersections changes were then tested for LOS, pedestrian improvement and opportunity of intersection change.
- 4.4. A Level of Service assessment provides a simplified way of understanding, from a road user's perspective, the quality of service provided by the road environment. In this case, Cenotaph Corner intersection, is a signalised intersection which seeks to smooth traffic flow through the intersection while improving safety and reducing unnecessary delays. In general, there are six levels of service ranging from A to F, with LOS A representing the best operating condition i.e., free-flow and LOS F the worst i.e. "gridlock".
- 4.5. The intersection now
- 4.6. Currently, the Cenotaph Corner intersection has a high volume of traffic (average daily traffic (ADT) of 12,700) and operates at a LOS C at peak times. Examples of off-peak (early morning) and peak traffic at the intersection is pictured below.



- 4.7. The heavy vehicle movements on each arm of the intersection are shown in the following figure, as recorded in the inter-peak survey. The main movement is north and southbound followed by turns onto High Street east.



- 4.8. The pedestrian movement demand is shown in the following figure, as captured by SCATS, with overall percentages validated through on-site monitoring undertaken by Abley. This shows that the currently most dominant pedestrian movement occurs crossing the intersection at Ivory Street.



- 4.9. Key findings outlined in Abley's intersection assessment report include:
- i. 103 pedestrians used the intersection at the peak hour (11:30–12:30) of the inter-peak survey.
  - ii. Ivory Street has the dominant pedestrian crossing movement with at least 50% of activations at peak times.
  - iii. Most heavy vehicles approaching the intersection travel in a north/south direction, straight through the intersection.

- iv. Heavy vehicle traffic through the intersection made up 8% of traffic in the north and south directions and 5% is the east and west directions.
- v. Very few heavy vehicles turn into or out of High Street west.
- vi. Most heavy vehicles approaching the intersection from High Street east turn right onto Ashley Street.

4.10. Options considered

- 4.11. In their assessment, Abley analysed a variety of options, including “Do Nothing”, signal phase changes, intersection geometry changes and vertical deflections (raising intersection platform or pedestrian crosswalks). Abley provided narrative against the anticipated / modelled LOS effects. The following table summarises the options assessed by Abley.

Option	Description	LoS impact
Do Nothing	The intersection is signalised with filtered right turns and has partial red arrow pedestrian protection phase. Each approach arm has 2 lanes with one dedicated to right turns as shown in Figure 4-1. All approach speeds are 50 km/h. The cycle time for this option is 65-75 seconds depending on the peak time of day.	n/a
Signal phase change 1	Existing layout but late start protection, reach mid road before vehicle movements allowed, walk 6m in that time. Increase cycle times slightly to 68-80secs.	LOS no worse than D and overall operation still at C. Min change in intersection performance.
Signal phase change 2	Existing layout with reduced cycle times, to max of 60secs, enabling more peds to cross road as more cycles. At peak through middle of the day.	LOS same as now. No adverse effects.
Signal phase change 3: Barnes Dance	A 'Barnes Dance' enables pedestrian movements to be fully separated as pedestrian crossing phases, in all directions, occur only when vehicle traffic is held on a red light. Not recommended due to the large crossing distance on the SE to NW diagonal (approx. 38m), meaning signal phasing time would need to be extensive to provide safe clearance time significantly reducing the signal time for vehicles and compromising the overall intersection performance.	Causes poor vehicle performance and overall is LOS E in the inter-peak period and LOS F in the afternoon peak.
Geometry change 1	Single lane approaches for all, enables curb build outs on all corners. Crosswalk length reduced by 3m on all approaches. Cycle times increase to 90-100secs which is too long.	LOS worsens to E and F esp on eastern and southwestern approaches.
Geometry change 2	Single lane approaches north and west only, other approaches remain as two lanes. Cycle times increase to 80secs. Existing provision for cyclists can be retained with lead in lanes to advanced stop boxes. Undesirably long cycle times for pedestrians.	LOS is similar to existing – no adverse changes in performance.
Geometry change 3	Single lane approaches west and north (same as previous option but also discontinue right turn from north. Cycle time reduces to between 60 and 70secs. Could have splitter island on Ashley if no kerb build out.	Similar LOS to existing and better on northern approach
Raised full intersection	Traverse ramps in perpendicular way, not ideal. Crossing paths can remain where now.	LOS likely unaffected,

		similar to existing.
Raised crossing High St west	Option to square up cross walk or keep where is. Combining this with single lane approach from High St west would reduce ped walking distance.	No LOS deterioration expected, though scenario not modelled.
Raised crossing Ivory St	Highest recorded crossing for ped demand, raise and square off or keep ped crossing where is (desire line). Would affect vehicle limit lines, vehicle queuing capacity and visibility to other stop lines.	No LOS deterioration expected, though scenario not modelled.

- 4.12. Following Abley's assessment of improvement options, their report concluded that, applying a Safe System approach, the recommended approach would be to install a full raised intersection. Abley considered that this would have the best benefit for pedestrian safety and improve the overall attractiveness of the intersection encouraging more pedestrian movements. While vehicles through the intersection will be slowed, this is not expected to reduce the overall level of service. However, Abley also noted that raising the intersection, or even arms of it, poses design challenges due to the requirement that raised platforms are perpendicular to the traffic flow. This could also result in related challenges for sight lines and signal poles as they would need to be located further away from the current crosswalk alignment.
- 4.13. In April this year, staff and Abley attended a Rangiora Ashley Community Board workshop, as well as a later workshop with the Council's Utilities and Roding Committee, to discuss the outcomes of the options assessment undertaken by Abley. During the workshop, the Community Board posed some questions and provided comments about signal changes, scope for a Barnes Dance at the intersection, traffic movement, freight routes, wider speed limit changes, the importance of keeping left turns at the intersection, and needing to consider the treatment for the wider town centre area. Overall, the Community Board were broadly favourable of further scoping the option to install a raised platform at Cenotaph Corner intersection (note, not all members), whilst raising concerns though about cost, related noise that could impact on nearby residential and commercial activity, and the potential impact traversing a raised platform could have on heavy vehicles and buses. Feedback received from the Utilities and Roding Committee was mixed, and staff committed to further considering appropriate options and bringing a recommended option to the Rangiora Ashley Community Board and Council.
- 4.14. Subsequently, the Project Control Group has significantly evolved, considered and costed a range of improvement options for the Cenotaph Corner intersection, utilising the outcomes of the previous Abley's assessment report and reflecting on feedback gained at the Rangiora Ashley Community Board and Utilities and Roding Committee April workshops. The table below outlines these options. In this evolution of option development, staff have layered various option components, and considered likely costs.



Option		Surface	Geometry	Additional streetscape	Signal	High level cost impact
1: Status quo geometry	a) raised fully paved platform, same geometry	Raised platform over whole intersection with amenity decorative pavers throughout.	Status quo: a straight through + left turning lane, and separate right turning lane on all four approaches	Additional feature paving at NW and SE corners	Abley's signal phase option 1 (late start protection on all arms) and/or 2 (reduced cycle times)	Likely considerably over project budget
	b) raised platform with paved crosswalks, same geometry	Raised platform over whole intersection. 3m amenity decorative paved paths at cross walks, ordinary road surface through middle of intersection.				Likely moderately over project budget
	c) paved crosswalks only, same geometry	Amenity decorative paved paths at cross walks, generally flush with rest of road.				Likely somewhat over project budget
2: Changed geometry	a) raised fully paved platform + geometry change	Raised platform over whole intersection with amenity decorative pavers throughout.	Abley geometry change 3: single lane approaches west and north, discontinue right turn from north onto High St west. Enables kerb build outs at NW, NE and SW.	Additional feature paving at NW and SE corners. Additional landscaping at NW corner.	Where option is raised (platform or crosswalks): consider necessity of squaring off crosswalks for High St west & east and moving poles	Likely considerably over project budget
	b) raised platform with paved crosswalks + geometry change	Raised platform over whole intersection. Concrete ramps, 3m amenity decorative paved paths at crosswalks, ordinary road surface through middle of intersection.				Likely considerably over project budget
	c) paved crosswalks only + geometry change	Amenity decorative paved paths at cross walks, generally flush with rest of road.				Likely moderately to considerably over project budget
3: Updated option	a) Kerb build out on NW corner only, into both High St & Ashley St	Thermoplastic surface treatment at 4 crosswalks	Abley geometry change 3: single lane approaches west and north, discontinue right turn from north onto High St west. Kerb build out on NW quadrant extending into the carriageway of Ashley St. This option requires more drainage, more TMP, and the relocation of the larger overhead gantry signal pole.	Additional feature paving at NW & SE corners. Landscaping options for NW corner could include trees along High St at kerb line; low wall at High St with some seating set back; feature paving where cafe activity spill out; low shrub planting at corner & Ashley St; low wall wrapped around corner	Signal changes, requires protected right turning movement from Ivory to High St east This option requires relocation of larger overhead gantry signal pole	Likely considerably over project budget
	b) Kerb build out on NW corner only into High St only & instead splitter island on Ashley St	Thermoplastic surface treatment at: 4 crosswalks	Abley geometry change 3: single lane approaches west and north, discontinue right turn from north onto High St west. Build out on NW quadrant limited to High St only, tying into the existing kerb and channel and sump on Ashley St. Splitter island Ashley St.	Additional feature paving at NW and SE corners. Landscaping options for NW corner could include: Trees along High St at kerb line; low wall at High St with some seating set back; feature paving where cafe activity spill out	Signal changes	Likely somewhat over project budget

- 4.15. The Project Control Group undertook a high-level multi-criteria assessment to evaluate the above options, considering, on a relative scale, the following:
- i. close to available budget
  - ii. ease of implementation / disruption
  - iii. added visual cues for pedestrians e.g. opportunity for landscaping and added amenity
  - iv. reducing pedestrian crossing distance
  - v. minimal intersection LOS reduction / impact on other movements and modes
  - vi. impact in vehicle speed / safety for pedestrian movements
- 4.16. Scores between 1 and 3 were given against each criteria per option in order to evaluate relative-value outcomes against the criteria. Overall, option 3B represented the best performance on balance across considered criteria. This is the Project Control Group's recommended option for works to achieve pedestrian amenity improvements at Cenotaph Corner intersection.
- 4.17. Recommended Option
- 4.18. The Project Control Group's recommended option is option 3B, which entails:
- i. Geometry Change 3 as assessed in Abley's options assessment: single lane approaches west (High Street west) and north (Ashley Street), and discontinued option to right turn from north into High Street west. Abley's assessment shows that the right turn volume from the north approach is relatively low at around one vehicle per cycle on average, meaning there is a low demand for turning right from Ashley Street into High Street west. This geometry requires lower cycle times to maintain the same LOS for the overall intersection as now (down to between 60 and 70 seconds). Modelling shows that the LOS is similar to the existing intersection layout and better than now on the northern approach. Combining lanes on some approaches, in conjunction with appropriate signal phase changes (vii), means movements won't be compromised.
  - ii. Kerb build out on NW corner into High Street to maximum width available, tying into existing kerb and channel and sump on Ashley Street, opening the opportunities to introduce additional pedestrian amenity through landscaping etc.
  - iii. Splitter island on Ashley St with planting (trees) – this to be set back from pedestrian crosswalks so it is not used as a pedestrian refuge, extends to just south of the existing sewer line that is located in the middle of Ashley Street which also therefore does not restrict access movements to adjacent businesses.
  - iv. Surface treatment at four crosswalks to introduce stronger visual cues for pedestrians – to include colour and texture. Staff are investigating a thermoplastic surface treatment used frequently in Hamilton which achieves the same look and feel as high amenity paving at low cost and high durability.
  - v. Additional feature paving at NW and SE corners, to match the already feature paved areas at the SW and NE corners.
  - vi. Landscaping features introduced at extended NW kerb build out corner, working in with BNZ redevelopment plans, and subject to future stakeholder engagement. Features could include trees along High Street at the kerb line, installation of a low wall in keeping with the design of such within the High Street core area which are effective traffic calming measures, feature paving for spill out of café or similar activity from new BNZ development, and possible seating. An example high level landscaping plan has been incorporated in the concept plan (attachment i).

- vii. Appropriate signal changes as proposed by Abley’s assessment that provide a greater sense of priority / safety for pedestrians, whilst not impacting negatively on other modes. This can include changes such as holding back “green” for vehicles at the start of a phase on each arm – the pedestrian phase “green man” would be displayed for 5 seconds before vehicles can turn, allowing the pedestrian to reach the middle of the road before vehicle movements are permitted. Retrofitting pedestrian phase countdowns will also be considered.
- 4.19. Attachment i provides a concept plan of the physical works involved in the Project Control Group’s recommended option (therefore does not show signal changes), noting that a Scheme Design and detailed design will be developed following targeted stakeholder consultation.
- 4.20. Next Steps:
- i. September 2023: Report to Council to seek approval to consult with targeted stakeholders
  - ii. September to October 2023: Undertake targeted consultation with stakeholders (see 5.2)
  - iii. September to October 2023: Prepare detailed design
  - iv. November 2023: Report to Rangiora Ashley Community Board with consultation outcomes and to seek endorsement for Council to approve for physical works
  - v. December 2023: Report to Council with consultation outcomes, detailed design, budget notes, and to seek approval to proceed with tender
  - vi. November to December 2023: Prepare tender documents for physical works
  - vii. December 2023: Communicate outcomes and next steps to relevant stakeholders
  - viii. January to February 2024: Tender for physical works, evaluate and award contract
  - ix. March to April 2024: Construction

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Wellbeing in this sense is most closely related to the main objective of the Cenotaph Corner intersection improvement project, which is to enhance the pedestrian experience and journey at Rangiora intersection of High Street, Ivory Street and Ashley Street. Recommendations made in this report will improve safety and amenity of pedestrians, including particularly those with mobility or other challenges. Staff have been careful to balance improvement options with ensuring the LOS for the overall intersection’s performance is not inappropriately compromised, so that other mode users continue to experience a good LOS.

- 4.21. The 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, beyond members of the Ngāi Tūāhuriri community being part of the wider District community who use the Cenotaph Corner intersection.

### 5.2. **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. Following Rangiora Ashley Community Board's consideration and endorsement of the recommended option, and subsequently Council's approval to consult on the recommended option, staff intend to undertake targeted stakeholder engagement on proposed intersection changes with particularly:

- Waimakariri Access Group
- Rangiora Promotions Association
- Adjacent landowners in the vicinity of the intersection, including its approaches
- Adjacent businesses / tenants
- CCC RTO (regarding traffic signals)
- Service providers (regarding opportunities for any other works required whilst construction in footpath, kerb and channel): Enable, Chorus, Telstra Clear, Telecom, Mainpower, and any others necessary

### 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, due to Cenotaph Corner intersection's volume of use by different modes and role in the wider District. Wide community consultation, including early engagement, was undertaken during the development of the Rangiora Town Centre Strategy in 2019/2020 and support for the ten 'major projects' from submitters was gained at the time.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report as budget for this project and other town centre projects is included in the Long Term Plan / Annual Plan. This report seeks endorsement for an option to present to Council to undertake targeted consultation. This report does not seek a decision or direction to undertake the physical works at this stage. The cost implications will be reported to Council in September and seeking final approval for the works to tender will occur later this year. It should be noted that keeping options broadly within the available budget (for project and town centre) was a key consideration that informed options evaluation.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have direct sustainability and/or climate change impacts. However, the project's objective is to better connect the town centre, making it more attractive for pedestrians to walk between town centre destinations, which is also envisaged will contribute to reducing town centre traffic circulation and congestion. This assists also in contributing to Council's sustainability goals including VKT reductions.

### 6.3 **Risk Management**

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

### 6.3 **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**

Local Government Act – Principles of Consultation

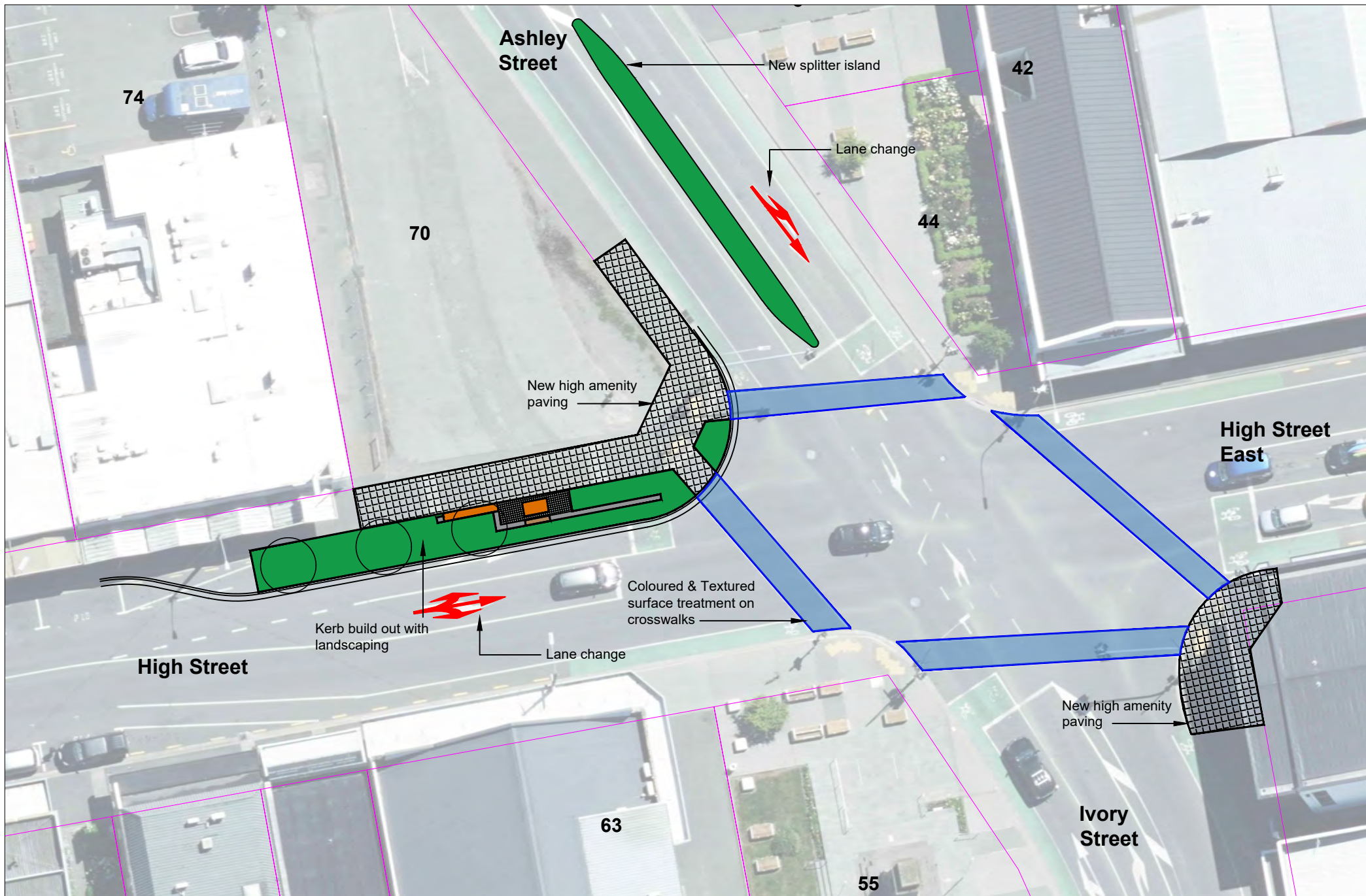
### 7.3. **Consistency with Community Outcomes**

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

- There are wide ranging opportunities for people to contribute to the decision making that affects our District
- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- There is a safe environment for all
- Transport is accessible, convenient, reliable and sustainable
- Businesses in the District are diverse, adaptable and growing
- The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated

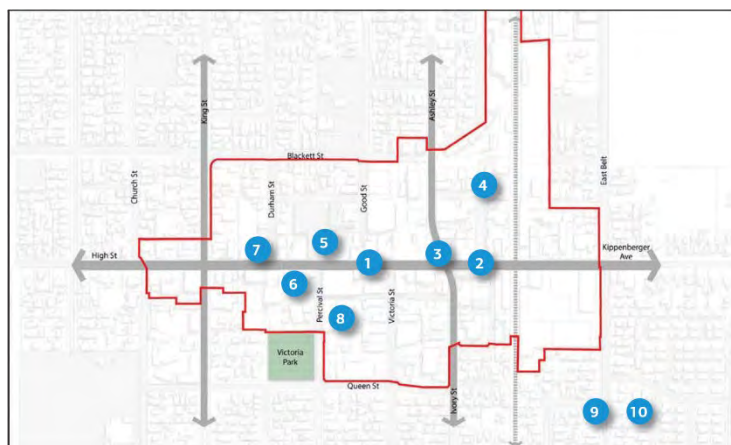
### 7.4. **Authorising Delegations**

n/a



## Attachment ii to report 230725112093: Future developments identified in Rangiora Town Centre Strategy and likely effect on Cenotaph Corner intersection

Future developments outlined in the Rangiora Town Centre Strategy are highlighted in the adjacent map. These projects have varied time frames and different impacts on the Cenotaph Corner intersection efficiency for vehicles and pedestrians. The following table details each major project, the time frame and the effect it may have on Cenotaph Corner. Short term projects are up to three years, medium term projects are 4-10 years and long term over 10 years.



Project	Time frame	Potential Impact
<b>1 Reinforce the role of High Street</b> Develop the High Street experience from the town centre gateways and maintain High Street feel with store front, seating, landscaping and walkable and connected laneways.	<b>Short</b>	Increase pedestrian movements in the town centre and surrounding areas.
<b>2 Connect the East to the core</b> Improve the pedestrian journey from East to West High Street and across the railway. Encourage complementing retail activity from Cenotaph Corner to the railway to encourage visitors.	<b>Short / Medium</b>	Improve pedestrian experience of crossing the intersection and so the number of people crossing the business zone.
<b>3 Develop BNZ corner</b> Develop the North-West corner of the Cenotaph Corner intersection to add commercial space in keeping with design requirements in the district plan.	<b>Short / Medium</b>	Key to increasing pedestrian linger time in the area. Provides a continuation of the town centre to the intersection and beyond.
<b>4 Transform station corner</b> Expand of the town centre with mixed commercial and employment use at Station Corner. Improve to the walking connections, public spaces and railway crossing at Keir Street.	<b>Short / Medium</b>	Increase pedestrian movements to the north of the intersection. Resulting in more pedestrian use of the intersection.
<b>5 North of High development</b> Laneway extension to create a friendly, accessible and vibrant public place with new retail spaces and car parking.	<b>Medium</b>	Increase pedestrian movements in the town centre and of the intersection.
<b>6 Revamp the civic precinct</b> Develop the council service centre, library, green spaces and public carparks.	<b>Medium</b>	Minimal effect to the intersection due to distance from intersection.
<b>7 Support Durham St re-development</b> Develop the Western Gateway character area and surroundings, working with the landowner.	<b>Short / Medium</b>	Minimal effect to the intersection due to distance from intersection.
<b>8 Enable south of High opportunities</b> Consult area landowners to deliver design improvements as redevelopment opportunities arise.	<b>Short / Medium</b>	Minimal effect to the intersection due to distance from intersection.
<b>9 Provide access to the town centre</b> Encourage alternative travel modes and public transport to the Town Centre. Provide suitable public parking clusters.	<b>Medium / Long</b>	Additional pedestrian activity from new car park nearby.
<b>10 Encourage living in the centre</b> Provide incentives for incorporating residential living in town centre character development. Enable a range of living choices, enhance town vibrancy and improve both day and night-time economies.	<b>Long</b>	Increase pedestrian activity.

Source: Abley's Cenotaph Corner Intersection Assessment, April 2023

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** Gov-26-11-06 / 230705100589

**REPORT TO:** RANGRIOA-ASHLEY COMMUNITY BOARD

**DATE OF MEETING:** 9 August 2023

**AUTHOR(S):** Thea Kunkel (Governance Team Leader)

**SUBJECT:** Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund

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

\_\_\_\_\_ General Manager

\_\_\_\_\_ Chief Executive

**1. SUMMARY**

1.1. The purpose of this report is to consider the following funding applications:

<b>Name of Organisation</b>	<b>Purpose</b>	<b>Amount requested</b>
Coastguard North Canterbury Inc	Towards the cost of upgrading its swift water rescue vessel	\$500
The Hope Community Trust	Towards the cost of hosting two-day cooking classes	\$323
The Rangiora and Districts Early Records Society Inc	Towards the purchase of a replacement computer	\$1,800
Big Brothers Big Sisters of North Canterbury	Towards the purchase of an office printer	\$1,000
North Canterbury Scouts Group	Towards the cost of attending the 23rd New Zealand Jamboree	\$500
<b>Total:</b>		<b>\$4,123</b>

**Attachments:**

- i. Application from Coastguard North Canterbury (230629097854).
- ii. Application from The Hope Community Trust (230704100436).
- iii. Application from the Rangiora and Districts Early Records Society Inc (Trim Ref: 230609085349).
- iv. Application from the Big Brothers Big Sisters North Canterbury (Trim Ref: 230711104767).
- v. Application from the North Canterbury Scouts Group (Trim Ref: 230629097794).
- vi. Spreadsheet showing previous two years' grants.
- vii. Board funding criteria for the 2023/24 financial year (Trim Ref: 200624077159).



## 2. **RECOMMENDATION**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230705100589.
- (b) **Approves** a grant of \$..... to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.  
**OR**
- (c) **Declines** the application from the Coastguard North Canterbury.
- (d) **Approves** a grant of \$..... to the Hope Community Trust towards hosting two-day cooking classes.  
**OR**
- (e) **Declines** the application from the Hope Community Trust.
- (f) **Approves** a grant of \$..... to the Rangiora and Districts Early Records Society Inc for the purchase of a replacement computer.  
**OR**
- (g) **Declines** the application from the Rangiora and Districts Early Records Society Inc.
- (h) **Approves** a grant of \$..... to Big Brothers Big Sisters North Canterbury for the purchase of an office printer.  
**OR**
- (i) **Declines** the application from Big Brothers Big Sisters North Canterbury.
- (j) **Approves** a grant of \$..... to the North Canterbury Scouts Group towards the cost of attending the 23rd New Zealand Jamboree.  
**OR**
- (k) **Declines** the application from the North Canterbury Scouts Group.

## 3. **BACKGROUND**

- 3.1 The **Coastguard North Canterbury** seeks funding to upgrade its swift water rescue vessel.
- 3.2 The **Hope Community Trust** is seeking funding to host cooking classes.
- 3.3 The **Rangiora and Districts Early Records Society Inc** seeks funding to replace its computer.
- 3.4 **Big Brothers Big Sisters North Canterbury** is seeking funding to purchase an office printer.
- 3.5 The **North Canterbury Scouts Group** is seeking funding to attend the 23rd New Zealand Jamboree.
- 3.6 The current balance of the 2023/24 Discretionary Grant fund is \$17,231.

#### 4. **ISSUES AND OPTIONS**

##### ***Coastguard North Canterbury Inc (CNZ)***

- 4.1 After two fatal boating accidents on the Waimakariri River bar, a group of volunteers formed the Waimakariri-Ashley Rescue Lifeboat Society in 1978. In 2006 the unit became affiliated to the Coastguard and changed its name to Coastguard Waimakariri-Ashley Lifeboat Inc. In 2018 the name was changed again to the Coastguard North Canterbury to reflect the area of operation.
- 4.2 The lifeboat station was opened at the end of 1980, having taken two years of voluntary labour to build. It was refurbished and extended in the 1990s to house an upgraded larger vessel (Kaiapoi 1). The 2010 Canterbury Earthquake damaged the building beyond repair, and after temporary shoring, it remained in use for two years while a new building was designed, and funds raised. In 2014 the construction was started with the opening in April 2016.
- 4.3 Due to the extreme weather events experience in New Zealand during the last few years, the CNZ has been called on to assist FENZ and New Zealand Police with rescuing people from rivers and roofs during flooding. This has forced CNZ to review its swift water rescue asset base. CNZ now requires a larger, more robust vessel with outboard jets, which can operate in braided rivers, urban flood waters and swift running water. This vessel will need to navigate shallow waters, shingles, and debris in the water. The best boat and motor have been chosen, which has proved successful in these conditions.
- 4.4 As the vessel will be used throughout North Canterbury and further afield if required, the vessel is anticipated to be an asset to the whole District and beyond. It was believed that the vessel would benefit the victims and their families and friends, giving people the best chance of returning safely to their loved ones. Swift running water and flood waters can be very dangerous. A larger, more robust vessel is required to keep the volunteer rescuers and the victims safe while manoeuvring and navigating rivers.
- 4.5 The project's total cost is estimated at \$35,948. CNZ has received \$5,000 from the Lion Foundation, \$5,000 from Aotearoa Gaming and \$8,000 from Kiwi Gaming, with funds from the Trusts Community Foundation still to be confirmed. The project will proceed even if the application is unsuccessful. Funding applications have been submitted to all the Community Boards and will be considered at the August 2023 meetings. In September 2018, the CNZ received funding from all the Community Boards to replace its rescue vessel, which was launched in 2019 called Kaiapoi Rescue. In the Accountability Form returned were the following comments, *"These funds have contributed to the overall costs of building a new coastguard vessel. The grant from the Board helped us to achieve the target of starting the project prior to Christmas."*

##### ***The Hope Community Trust (the Trust)***

- 4.6 The Trust was established in 2010 with the dream of having a Hub where people could access practical, emotional, and spiritual support. The Trust believes in the power of relationships and that everyone should be valued, have dignity, be respected, and be accepted, regardless of their background, religion, culture, or life circumstances. The Trust does this by providing a wraparound care service and creating a place of connection and community where every person can contribute and belong.
- 4.7 The Trust is hosting two-day cooking classes, focusing on cooking on a budget and providing recipes for delicious, cost-friendly meals to equip people with the skills to cook them. The classes will provide a shared meal of the food cooked during the class with take-home food of any left over.
- 4.8 The Trust are committed to hosting the cooking classes as it believes it is essential for the community to help people with a hand up rather than a handout. By educating people, the classes will benefit not only the participants but also their families and close relatives. The participants will learn basic cooking skills, gain confidence in the kitchen, pride in their accomplishments and the ability to feed the family on a limited budget.

- 4.9 Although one of the classes is scheduled for the end of July 2023, it must be noted that the application was received before the hosting of the class and just missed the deadline for the Board's July meeting and, therefore, can be considered not to be retrospective.
- 4.10 The initiative will continue even if this application is unsuccessful, as it is deemed too necessary to be abandoned during this time when families are struggling with rising food costs. The participants will be offering a gold coin donation to attend the classes and rely on general donations to the Trust from outside supporters. The Trust also relies on volunteer labour to run courses; however, no other organisations have been approached for funding for this initiative. The Trust has not applied for Discretionary Grant funding in the last five years.

***The Rangiora and Districts Early Records Society Inc. (the Society)***

- 4.11 The Society was founded in 1960 and is responsible for caring for the Rangiora Museum and local archives. The Society aims to preserve records and artefacts of Rangiora and the surrounding area. The museum is situated at 29 Good Street, Rangiora, in what was the top story of the BNZ building, which was relocated to the site in 1967. Since its formation, the Society has benefited from donations of some 5,000 objects and more than 11,000 photographs, and glass slides.
- 4.12 The Society has applied for funding to replace its current computer, utilised mainly for archiving. All sectors of the population will benefit from updated equipment enabling the museum to work effectively and efficiently. Also, research and queries can be carried out more efficiently.
- 4.13 The Society will only be able to replace its computer with assistance from the Board. General fundraising is carried out through the sales of its calendars, and the museum gets donations and income from events being, however, this funding is mainly used for the running of the museum. The Society has received the following funding from the Board, and all Accountability Forms were received:

Date	Project	Funding
June 2018	To purchase a scanner	\$500
April 2022	To purchase folding chairs and a tear-drop flag	\$800

***Big Brothers Big Sisters North Canterbury (BBBS)***

- 4.14 In 1904, a young New York City court clerk named Ernest Coulter observed that more and more boys were coming through the courts and recognised that caring adults could help many of these kids stay out of trouble, and he set out to find volunteer mentors. At about the same time, the members of a group called Ladies of Charity were befriending girls who had come through the New York Children's Court. These two initiatives marked the beginning of an international organisation operating in 13 countries and serving over 280,000 children in need. The first New Zealand Big Brothers Big Sisters Programme was established in Dannevirke, where the first mentoring match was made in November 1996, with the North Canterbury Programme being established in 2006.
- 4.15 BBBS are requesting funding to purchase a new office printer as their current printer is faulty and costly to run. This is an essential piece of equipment for the organisation and will be used for paperwork associated with the recruitment, screening, and training of volunteers as well as resources and celebratory match certificates.
- 4.16 Most mentors and mentees come from the Rangiora-Ashley community and other areas within the District, with some also hailing from Hanmer Springs, Culverden and Amberley. While the group benefiting from the work of BBBS is the young people, there is also a benefit to their wider families and the community at large. Better outcomes for tamariki will be achieved by giving them a sense of belonging and cultural connection.

- 4.17 The office printer will only be replaced if this application is successful, and BBBS will continue to use its current faulty printer until funds can be found. BBBS relies on the community's generosity to operate and does not charge for its services. If the Board is unable to assist, the group will apply to the Blogg Charitable Trust of some other funding provider, which will increase the delay in purchasing a printer. This is BBBS's first application to the Board for Discretionary Grant funding.

***The North Canterbury Scout Group (The Troop)***

- 4.18 Scouts from Rangiora, Kaiapoi, Glen Mark and Waimakariri groups will represent North Canterbury at the 23rd Scouts Jamboree at Mystery Creek in Hamilton from 30 December 2023 to 7 January 2024. The Troop will be comprised of 36 scouts that will be joining more than 3,500 youths from all over New Zealand as well as overseas participants.
- 4.19 Scouts New Zealand is aligned with the principles and vision of the Youth Development Strategy of Aotearoa, which allows them to strive for the positive development of young New Zealanders. As New Zealand's largest co-educational youth organisation, the Scouts change lives by offering young people fun and challenging activities, unique experiences, everyday adventure, and the chance to help others so that we make a positive influence in their communities.
- 4.20 It is anticipated that the scouts attending the Jamboree will build self-resilience and self-confidence and develop their critical thinking. The participants will also test their personal limits and learn to work together as a team. The Troop will learn vital skills that will help them in life.
- 4.21 It is envisaged that after the Jamboree, the community and Scouts New Zealand will have a group of children aged 11–18 who will have invaluable skills that they will be able to share with their peers and the wider community. The community will benefit from these children growing in self-resilience and self-esteem. The leadership opportunities that the Troop would have been through will benefit the wider District, with emerging leaders for our community.
- 4.22 The cost to attend the 23rd Scouts Jamboree amounts to \$3,000 per scout. This includes airfares, uniforms, contingent costs such as equipment (including tents), food and other logistical costs. Unfortunately, many families are unable to fund the required \$3,000 attendance fee. Each scout has therefore been involved in fundraising activities, and further fundraising will still be undertaken. If this application is unsuccessful, some scouts will still attend Jamboree, however, those from the most socio-economic deprived background might not be able to participate as their families will simply be unable to afford this.
- 4.23 North Canterbury Scouts are affiliated with Scouts New Zealand. However, funding for trips, events etc., are left to individual Groups to manage. In November 2019, the Board granted the Troop \$500 towards the cost of attending the 22nd Scouts Jamboree and the required Accountability Form was received.
- 4.24 The Board may approve or decline grants as per the grant guidelines.
- 4.25 **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.
- 4.26 The Management Team has reviewed this report.

## 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 other groups or organisations other than those who applied for funding are likely to be affected by or to have an interest in the subject matter of this report.

### 5.3 **Wider Community**

The wider community will likely be unaffected by or interested in this report's subject matter. However, the Coastguard North Canterbury vessel is considered essential equipment for rescuing people from rivers and during flooding. Also, educating people on how to feed their families on a restricted budget would benefit the wider community.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1 **Financial Implications**

The Annual Plan for 2023/24 includes budget provision for the Rangiora-Ashley Community Board to approve grants to community groups up to \$10,160. It is anticipated that an amount of \$8,566 will be carried forward from the 2022/23 financial year, bringing the Discretionary Grant Fund to a total of \$18,726 this financial year.

The application criteria specify that grants are generally limited up to \$1,000 in any financial year (July to June), however, groups can apply twice in a year, providing it is for different projects. Where applicable, GST values are calculated and added to appropriately registered groups if decided benefits exceed Board resolved values. The current available balance of the Rangiora-Ashley Community Board's Discretionary Grant Fund 2023/24 is \$17,231.

The Board may consider granting more than \$1,000 in exceptional circumstances provided that detailed reasons for exceeding the present limit are provided.

### 6.3 **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

### 6.4 **Risk Management**

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

### 6.5 **Health and Safety**

All health and safety-related issues will fall under the auspices of the groups and organisations which applied for funding.

## 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**

Community Boards have delegated authority to approve Discretionary Grant Funding.

**Groups applying for Board Discretionary Grants 2022/2023**Name of Group: Coastguard North Canterbury IncAddress: Charles Street, Kaiapoi PO Box 110 KaiapoiContact Person within Organisation: Cheryl MoffatPosition within Organisation: Coastguard NZ Regional Manager SouthernContact phone number: 0274914481Email: cheryl.moffat@coastguard.nz**Describe what the project is and what the grant funding be used for?** *(Use additional pages if needed)*

Having reviewed our swift water rescue asset based on five years experience we need to upgrade our vessel to a larger more robust vessel with outboard jets which is more capable to operating in braided rivers, urban flood waters and swift water. We encounter shallow water, shingle and debris in the water and the boat and motor chosen is proven in these conditions.

What is the timeframe of the project/event date? 31 July to 30 September 2023Overall Cost of Project: \$35,948Amount Requested: \$500How many people will directly benefit from this project? 65Who are the range of people benefiting from this project? *(You can tick more than one box)* People with disabilities (mental or physical)     Cultural/ethnic minorities     District Preschool     School/youth     Older adults     Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 25 %    Rangiora-Ashley 25 %    Woodend-Sefton 25 %    Kaiapoi-Tuahiwi 25 %Other (please specify): Quite difficult to know this as we don't record where the people we rescue live.If this application is declined, will this event/project still occur?     Yes     No

If No, what are the consequences to the community/organisation?

What are the direct benefit(s) to the participants?

North Canterbury people love to get out amongst it in our braided rivers, flooding incidents are increasing and our community needs an effective flood and swift water rescue service.

What is the benefit(s) to your organisation?

Swift and flood water is very dangerous, for the safety of our volunteers undertaking rescues the improved operational ability of this rescue vessel will enable us to provide a better rescue service

What are the benefit(s) to the Rangiora-Ashley community or wider district?

We have rescued people in the Waimakariri, Ashley, Darfield, Kaiapoi Rivers. In Christchurch during flooding working with Police and FENZ.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?)  Yes  No

If yes, name of parent group: Royal New Zealand Coastguard (CNZ)

What is the relationship between your group and the parent group?

CNZ provides the overarching operating guidelines, safety systems and people support to our volunteer group, alongside some of our funding.

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

Lion Foundation \$5,000; Aotearoa Gaming \$5,000; Kiwi Gaming \$8,000 confirmed. Trusts Community Foundation \$5,000 TBC.

Have you applied to the Rangiora-Ashley Community Board or any other Waimakariri Community Board for other project funding in the past 18 months?  Yes  No

If yes, please supply details:

- Enclosed  Financial Balance Sheet and Income & Expenditure Statement  
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

**Please note:** If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed:  Date: 2023-06-29



29 June 2023

Jim Gerard  
 Chairperson  
 Rangiora Ashley Community Board  
 C/O Governance Team  
 Waimakariri District Council  
 Email: [records@wmk.govt.nz](mailto:records@wmk.govt.nz)

Tēnā koe Steve

Coastguard North Canterbury has reviewed our swift water rescue current assets using the experience gained over the past five years and in discussions with subject matter experts in this area of search and rescue. We have reached the conclusion based on the information provide below that we need to upgrade our rescue vessel for this purpose and purchase a fit for purpose tow vehicle as we currently rely on volunteer vehicles which are not always suitable and available.

### PAST RESCUE ISSUES

The 2019 Waimakariri River rescue was undertaken when the rescue helicopter was unavailable. The river had risen quickly from 80 to 1800 Cumecs. The IRB had significant issues on the way up the river to the scene with the motor stopping at least eight times due to the outboard leg/prop hitting the shingle and getting large stones caught between the prop and prop guard. The crew had to clear the obstruction while drifting rapidly downstream.

A 2021 rescue in Darfield identified the shortcomings of the current IRB with an outboard motor. A person was stuck in a tree with a significant amount of swift water surrounding them. The risk assessment completed identified that it was too shallow to launch the IRB, and the debris and trees in the immediate area added to the risk factors for this vessel. An attempt was made to launch the swift water sled, but the current was too strong, and this was abandoned.

### RESCUE VESSEL REQUIREMENTS

#### Operational Areas

- braided rivers
- river gorges
- flood waters in urban and rural locations
- swift water.

#### General Capacity Requirements

- operated with minimum two crew
- maximum of six people on board (POB)
- launch and retrieve from trailer with two POB
- launch and retrieve by hand up to 100m from water's edge using six people

- operational in 300mm water
- self-draining deck
- vessel speed up to 20 knots
- redundant form of propulsion
- working space in bow

#### Vessel Trailer Specifications

- off road capable
- winch
- single axle for maneuverability
- waterproof lighting
- storage locker
- jockey wheel
- tie down straps for vessel for rough terrain
- stone guard for gravel road protection

#### OPTIONS FOR REPLACEMENT VESSEL

The unit has discussed and investigated options for vessels. There have been rescues, especially the two described above, where we believe that an inflatable jet boat would have provided a safer platform for crew and potentially saved lives. Taking this and the specifications our preferred option is:

Brand: Outback Boats

Model: Extreme 47

Construction: Polyurethane fabric, UV resistant, seams high frequency welded, Dual scuppers

Hull Weight: 80kg (Excluding engine)

Hull Length: 4.7m

Added Extras: Roll Bar,

Pros:

- Designed and Manufactured in New Zealand
- Polymer protective laminate on bottom means high wear, abrasion and puncture resistance
- Highly transportable
- Twin tube design means high freeboard, crew protection
- 4.7m boat is beamy and highly stable



- Inflatable floor means boat has very little draught and therefore require very little water to operate in.
- Purpose Designed hull for swift water and shallow water operation
- Hull is manoeuvrable and predictable
- Easily operated as a raft, secondary Propulsion with paddles
- Large scuppers mean the boat regains stability quickly should a wave come over the front.
- Inflatable boat retains buoyancy regardless of its orientation.

#### Cons:

- Not a high-speed vessel, longer duration to go up river flows compared to standard jet boat
- Protection from the elements is minimal to non-therefore crew welfare must be monitored. Note you can option a front “Windshield” but restricts bow working platform to nil
- Lightweight boat can be susceptible to high winds, especially when lightly loaded.
- Inflatable hull can be vulnerable to sharp underwater objects, particularly in still water where the object has no tell.

#### MOTOR PACKAGE

Model: TBC

Type: 50 hp 2 Stroke

Steering: Tiller

Propulsion: Jet

Addons: Electric Start, Muffler

#### Pros

- Shallow water ability with proven reliability
- Significantly better versatility than a propeller based outboard
- Zero draft below the hull vs 14 inches with a prop (in flood response this is critical)
- Commonly available



- Locally serviceable
- Electric start means any debris sucked onto the intake screen can be dropped by stopping the motor and restarting it instantly
- Two stroke means lightweight and portability



#### Cons

- It's common for people to discuss a 30% propulsion reduction for a given powerhead – this is to do with the change in water direction through the pump and is mitigated by an updated powerhead to provide the equivalent output
- Factory reverse is basic and relatively ineffective – necessitating fitment of an aftermarket reverse duct like our larger inboard jets completely mitigating it as an issue.

#### CONCLUSION ON VESSEL NEEDS

This package is lightweight, cost effective, highly manoeuvrable, locally available at short notice with proven performance and reliability. Will it do everything we need? No but no one boat will because swift water rescue is a very dynamic environment. This package is considered the most appropriate starting point to build our asset base for our Swift Water Rescue team. There may be environments and cases where a rigid hull or a larger jet-propelled rescue vessel may be the better option. The development of our assets needs to be strategic and we believe this package is the right starting point. One key point to make is that in the argument for jets vs props all propulsion systems require management by a skipper, whilst a jet can ingest debris, it is very seldom ever damaged by it. In moving water environments this is less common as debris has inertia but in still water environments this is mitigated by the fact that simply stopping the motor is usually enough to release such debris.

While the alternative vessel option quoted is less cost it does not fully meet our operational requirements.

#### FUNDING FOR PROJECT

We are seeking funding from local trusts towards the rescue vessel as the cost of the tow vehicle is greater.

##### Expenses

Outback Boats - Extreme 47 Red 50 two stroke - Rescue Vessel	\$35,948
Fuso Canter 4WD Crew cab tow vehicle	\$130,000
<b>Total Cost</b>	<b>\$165,948</b>

## Proposed Funding

### Rescue Vessel

Kaiapoi Tuahiwi Community Board	\$500	
Woodend Sefton Community Board	\$500	
Rangiora Sefton Community Board	\$500	
Oxford Ohoka Community Board	\$500	
Lion Foundation	\$5,000	Confirmed
Aotearoa Gaming Trust	\$5,000	Confirmed
Trusts Community Foundation	\$5,000	
Kiwi Gaming Foundation	\$8,000	Confirmed
	<b>\$25,000</b>	

### Tow Vehicle

Coastguard New Zealand	\$60,000	Confirmed
Coastguard New Zealand	\$50,000	Further application
		Asset Replacement
Coastguard North Canterbury	\$30,000	Fund
	<b>\$140,000</b>	

### Total Funding

**\$165,000**

## BACKGROUND TO COASTGUARD INVOLVEMENT IN SWIFT WATER RESCUE

In July 2017 Christchurch city experienced a flooding event and Coastguard North Canterbury were tasked by Civil Defence to assist with rescuing people from flooded homes using their IRB. Following that initial tasking Canterbury Police SAR Squad again requested their assistance in November that year when two vehicles were stuck on the Waimakariri River during a flooding event with eight people needing rescuing from the roofs. April 2018 a further tasking from Police to assist a vehicle with seven people of the roof is swift flowing Ashley River. In May 2019 Police again tasked the unit to rescue five people stuck on a shingle bank in the Rakaia River.



It became obvious that this kind of request for assistance was not a 'one off' and discussions with Police confirmed that they viewed Coastguard North Canterbury as a key resource for flood and swift water rescue the area.

These rescues while successful, highlighted the need for further training in swift water and flood rescue situations as volunteers felt unprepared to deal with the conditions and risks of these environments. With the support of Coastguard Southern Region, the unit sought expert advice and contacted Dr Steve Glassey, Director of the Public Safety Institute of NZ.

These discussions identified that the training and equipment we had for normal Coastguard operations was not suited to work in a swift water and flooding environment.

In October 2019 two experienced volunteers attended an extensive four-day International Technical Rescue Association accredited course held in Manawatu which introduced them to swift water rescue across responder and technician levels, and with specialised vehicle rescue techniques. Further training for other volunteers took place in Canterbury in March and June 2020 enabling the development of a Swift Water Rescue Squad within the unit.

In early 2020 grant funding of \$11,000 was obtained for the purchase of specialist equipment suitable for this type of rescue activity. Since then we have continued to develop the squad and are working with New Zealand Search & Rescue as part of the nationwide development of resources for swift water rescue.

**THANK YOU FOR YOUR CONSIDERATION OF OUR FUNDING REQUEST.**

Coastguard North Canterbury is a group of 29 dedicated volunteers who give over 1,200 hours annually to provide search and rescue in our community. They operate both along the North Canterbury coast and down to Banks Peninsula to back up other Coastguard units; and in the unique braided rivers around Canterbury from the Rakia in the south to the Waimakariri and further north and west. We are the only team undertaking this work to assist Police and other emergency services locally.

Your support to provide our swift water team of volunteers with a rescue vessel that is safer and better equipped to undertake this life saving work.

Please contact me if you require further information.

**Ngā mihi**



**Cheryl Moffat**  
**Regional Manager Southern**  
**on behalf of Coastguard North Canterbury Board**

# Balance Sheet

## Coastguard North Canterbury Incorporated As at 31 May 2023

	31 MAY 2023	31 MAY 2022
<b>Assets</b>		
<b>Bank</b>		
Westpac Cheque Account	99,995.60	44,141.32
Westpac Savings Account	51,153.47	50,436.48
<b>Total Bank</b>	<b>151,149.07</b>	<b>94,577.80</b>
<b>Current Assets</b>		
Accounts Receivable <sup>6</sup>	450.00	-
<b>Total Current Assets</b>	<b>450.00</b>	<b>-</b>
<b>Fixed Assets</b>		
Accumulated Depreciation - Furniture & Fittings	(5,569.20)	(7,018.24)
Accumulated Depreciation - Office Equipment	(7,589.44)	(7,258.22)
Accumulated Depreciation - SAR Equipment	(16,889.28)	(16,505.40)
Accumulated Depreciation - Vessels	(122,055.62)	(118,619.97)
Accumulated Depreciation - Building	(144,166.80)	(142,054.46)
Building	1,260,274.87	1,260,274.87
Furniture & Fittings	16,009.12	14,976.69
Office Equipment	12,981.28	11,850.86
SAR Equipment	30,389.31	30,389.31
Vessels	491,035.52	491,035.52
<b>Total Fixed Assets</b>	<b>1,514,419.76</b>	<b>1,517,070.96</b>
<b>Total Assets</b>	<b>1,666,018.83</b>	<b>1,611,648.76</b>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts Payable <sup>8</sup>	1,999.41	696.10
GST	(1,119.93)	(256.73)
<b>Total Current Liabilities</b>	<b>879.48</b>	<b>439.37</b>
<b>Total Liabilities</b>	<b>879.48</b>	<b>439.37</b>
<b>Net Assets</b>	<b>1,665,139.35</b>	<b>1,611,209.39</b>
<b>Equity</b>		
Current Year Earnings	56,966.24	(41,484.43)
Retained Earnings	1,608,173.11	1,652,693.82
<b>Total Equity</b>	<b>1,665,139.35</b>	<b>1,611,209.39</b>

# Profit and Loss against Budget

## Coastguard North Canterbury Incorporated For the 11 months ended 31 May 2023

	YTD ACTUAL	OVERALL BUDGET	VARIANCE
<b>Operating Income</b>			
Bequests & Legacies	23,167.00	-	23,167.00 ↑
Coastguard LGB Grant - Admin. Operations	3,040.00	2,800.00	240.00 ↑
Coastguard LGB Grant - R&M Reimbursement	2,719.00	3,500.00	(781.00) ↓
Coastguard LGB Grant - Training	1,200.00	2,000.00	(800.00) ↓
Coastguard Membership Comissions	5,434.78	3,000.00	2,434.78 ↑
Commission on Sale of CNZ Lottery Tickets	234.78	700.00	(465.22) ↓
Donations from CNZ	10,300.00	10,000.00	300.00 ↑
Donations Received	8,253.00	5,000.00	3,253.00 ↑
Fundraising Income	-	1,000.00	(1,000.00) ↓
Grants Operations	9,000.00	7,000.00	2,000.00 ↑
Interest Received	1,507.79	-	1,507.79 ↑
Other Income	869.57	-	869.57 ↑
Rent Received	991.31	500.00	491.31 ↑
Search & Rescue Reimbursements	6,103.92	4,000.00	2,103.92 ↑
Unit Membership Subscriptions	434.75	250.00	184.75 ↑
<b>Total Operating Income</b>	<b>73,255.90</b>	<b>39,750.00</b>	<b>33,505.90</b>
<b>Operating Expenses</b>			
Advertising	446.82	-	446.82 ↑
Audit - Review Fees	940.00	950.00	(10.00) ↓
Bank Charges	0.38	-	0.38 ↑
Cleaning	1,092.03	70.00	1,022.03 ↑
CNZ Conference Attendance Costs	1,050.00	600.00	450.00 ↑
Equipment Purchases - Low Cost	1,576.04	600.00	976.04 ↑
General Expenses	366.17	250.00	116.17 ↑
Light, Heat & Power	2,512.75	2,000.00	512.75 ↑
Motor Vehicle Expenses	61.22	-	61.22 ↑
Printing and Stationery	-	100.00	(100.00) ↓
Repairs & Maintenance - Boat	952.19	5,000.00	(4,047.81) ↓
Repairs & Maintenance - Buildings	1,154.07	2,000.00	(845.93) ↓



	YTD ACTUAL	OVERALL BUDGET	VARIANCE
Repairs & Maintenance - Equipment	864.80	-	864.80 ↑
Repairs & Maintenance - General	130.43	-	130.43 ↑
Repairs & Maintenance - Vehicles	845.12	-	845.12 ↑
Subscriptions & Licences	364.94	250.00	114.94 ↑
Telephone, Fax, Internet and Tolls	1,464.00	1,800.00	(336.00) ↓
Vessel Expenses	1,119.17	1,000.00	119.17 ↑
Vessel Fuel & Oil	5,024.53	3,500.00	1,524.53 ↑
Volunteer Expenses	9,482.50	2,000.00	7,482.50 ↑
<b>Total Operating Expenses</b>	<b>29,447.16</b>	<b>20,120.00</b>	<b>9,327.16</b>
<b>Operating Surplus / Deficit</b>	<b>43,808.74</b>	<b>19,630.00</b>	<b>24,178.74</b>
<b>Other Income</b>			
Capital Grants	13,000.00	-	13,000.00 ↑
Depreciation Recovered on Sale of Assets	157.50	-	157.50 ↑
<b>Total Other Income</b>	<b>13,157.50</b>	<b>-</b>	<b>13,157.50</b>
<b>Net Surplus / Deficit</b>	<b>56,966.24</b>	<b>19,630.00</b>	<b>37,336.24</b>

## QUOTATION

Date: 18/05/2023

To: Coastguard North Canterbury inc  
P.o.Box 110  
Kaiapoi 7644

# OUTBACK BOATS

WHERE THE JOURNEY STARTS



Date: 14/04/2023

Item	Description	Retail (ex gst)	Your price (ex gst)
1	Extreme 47 Red 50 2-stroke Package	\$25,652	\$23,087
	<ul style="list-style-type: none"> <li>4.7m Red Jet Tunnel Hull</li> <li>NZ Made</li> <li>Manufactured from polyurethane fabrics, high frequency welded</li> <li>Two pad bench seats</li> <li>Patch kit</li> <li>Foot pump</li> <li>Tohatsu 50hp 2-stroke motor 15inch, manual trim, premix.</li> <li>Outboard Jet with stainless impeller</li> <li>Propeller and gearbox included</li> <li>Polyurethane intake</li> </ul>		
2	Electric starter installed with battery fitted under engine cowling	\$1,261	\$1,135
3	Muffler fitted	\$1,435	\$1,291
4	Upgrade the standard tiller to a tiller with forward/reverse and the key start on the tiller	\$1,174	\$1,174
5	Alloy trailer with mag wheels, mag spare, 12months rego and wof	\$7,391	\$6,652
6	Freight boat and motor only \$500		
7	Freight complete package with trailer \$2,000 approximately, Icon Brands maybe able to help to get this cost down?		
8	Roll bar pictured on Facebook	\$2,609	\$2,609

Outback Boats  
45 Manuka St Taupo, 021 677 822  
[sales@outbackboats.nz](mailto:sales@outbackboats.nz)  
[www.outbackboats.nz](http://www.outbackboats.nz)

\$35,947.83  
\$5,392.17 GST  
\$41,340.00

# Statement of Financial Position

Coastguard North Canterbury Incorporated

As at 30 June 2022

'What the entity owns?' and 'What the entity owes?'

	NOTES	30 JUN 2022	30 JUN 2021
<b>Assets</b>			
<b>Current Assets</b>			
Bank accounts and cash			
Accounts Receivable	5	102,522	79,768
Goods and services tax		1,355	483
<b>Total Current Assets</b>		-	1,880
		103,877	82,131
<b>Non-Current Assets</b>			
Fixed Assets			
<b>Total Non-Current Assets</b>	6	1,507,105	1,571,315
		1,507,105	1,571,315
<b>Total Assets</b>		1,610,982	1,653,447
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Accounts Payable		1,875	753
Goods and services tax		934	-
<b>Total Current Liabilities</b>		2,809	753
<b>Total Liabilities</b>		2,809	753
<b>Net Assets</b>		1,608,173	1,652,694
<b>Accumulated Funds</b>			
Current Years Earnings		(44,521)	(37,772)
Retained Earnings		1,652,694	1,690,466
<b>Total Accumulated Funds</b>		1,608,173	1,652,694

**UNAUDITED**  
**ASHTON**  
**WHEELANS**

This statement is to be read in conjunction with the accompanying Notes and Review Report.

# Statement of Financial Performance

Coastguard North Canterbury Incorporated  
For the year ended 30 June 2022

'How was it funded?' and 'What did it cost?'

	NOTES	2022	2021
<b>Revenue</b>			
Donations, Grants & Fundraising	1	34,556	64,721
Coastguard Membership Commissions & Subscriptions		5,833	718
Revenue from Providing Goods & Services	2	5,565	3,850
Interest Income		101	38
Other Revenue	3	27,465	17,617
<b>Total Revenue</b>		<b>73,521</b>	<b>86,943</b>
<b>Expenses</b>			
Cost of Providing Goods & Services	4	42,376	47,891
Capital Loss on Disposal of Fixed Assets		-	2,261
<b>Total Expenses</b>		<b>42,376</b>	<b>50,152</b>
<b>Surplus / (Deficit) for the Year Before Depreciation</b>		<b>31,145</b>	<b>36,791</b>
<b>Depreciation</b>			
Depreciation		75,666	74,563
<b>Total Depreciation</b>		<b>75,666</b>	<b>74,563</b>
<b>Net Surplus/(Deficit) for the Year</b>		<b>(44,521)</b>	<b>(37,772)</b>

**UNAUDITED**  
**ASHTON**  
**WHEELANS**

This statement is to be read in conjunction with the accompanying Notes and Review Report.

# Statement of Cash Flows

Coastguard North Canterbury Incorporated  
For the year ended 30 June 2022

'How the entity has received and used cash'

	NOTES	2022	2021
<b>Cash Flows from Operating Activities</b>			
Donations, Grants & Fundraising		17,687	23,955
Capital Grants and Donations		-	18,730
Coastguard Grants & Reimbursements		17,761	22,613
Fees, subscriptions and other receipts from members		5,488	1,225
Receipts from providing goods or services		6,883	3,945
Interest Received		101	38
Other Revenue		625	3,161
GST		2,615	2,389
Payments to suppliers and employees		(16,951)	(43,590)
<b>Total Cash Flows from Operating Activities</b>		<b>34,209</b>	<b>32,465</b>
<b>Cash Flows from Investing and Financing Activities</b>			
Receipts from sale of property, plant and equipment		3,616	2,626
Payments to acquire property, plant and equipment		(15,071)	(31,842)
<b>Total Cash Flows from Investing and Financing Activities</b>		<b>(11,456)</b>	<b>(29,216)</b>
<b>Net Increase/(Decrease) in Cash</b>		<b>22,754</b>	<b>3,249</b>
<b>Bank Accounts and Cash</b>			
Opening cash		79,768	76,519
Closing cash	5	102,522	79,768
<b>Net change in cash for period</b>		<b>22,754</b>	<b>3,249</b>

**UNAUDITED**

**ASHTON  
WHEELANS**

This statement is to be read in conjunction with the accompanying Notes and Review Report.

**Groups applying for Board Discretionary Grants 2022/2023**Name of Group: The Hope Community TrustAddress: 111 East Belt, RangioraContact Person within Organisation: Amy PawsonPosition within Organisation: Marketing and Communications OfficerContact phone number: 03 928 3066Email: marketing@hopecommunity.co.nz

WAIMAKARIRI DISTRICT COUNCIL	
RECEIVED	4 JUL 2023
To:	<i>Thea</i>

**Describe what the project is and what the grant funding be used for?** (Use additional pages if needed)

The Hope Community Trust are holding two cooking classes for a gold coin donation. The classes will focus on cooking on a budget. They will be held over two Thursday mornings and will provide recipes for delicious, cost friendly meals, equip people with the skills to cook them, provide a shared meal and also take home food made from the class.

What is the timeframe of the project/event date? Thursday 20th & 27th July. Thursday 17th & 24th August.Overall Cost of Project: \$1462.50Amount Requested: 322.50How many people will directly benefit from this project? 20

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)   
  Cultural/ethnic minorities   
  District  
 Preschool   
  School/youth   
  Older adults   
  Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 1 %    Rangiora-Ashley 90 %    Woodend-Sefton 5 %    Kaiapoi-Tuahiwi 4 %

Other (please specify): \_\_\_\_\_

If this application is declined, will this event/project still occur?  Yes  No

If No, what are the consequences to the community/organisation?

The Hope Community Trust are committed to running the cooking classes as we believe they are extremely important for the community and will help people with a hand up, not a hand out. By educating people the course will benefit not only themselves but their family and close relatives. This will reach a greater number of people than just the 20 who will be participating.

What are the direct benefit(s) to the participants?

The participants will gain skills to cook a range of budget friendly meals, learning basic cooking skills, confidence in the kitchen, pride for their accomplishments and the ability to save money.

What is the benefit(s) to your organisation?

At The Hope Community Trust we provide wrap-around care for the community and the cooking classes are a way for the trust to achieve this.

What are the benefit(s) to the Rangiora-Ashley community or wider district?

We are helping those in the community needing support to be self-reliant, gain confidence and equip them with necessary skills to cook meals for themselves and their families.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?)  Yes  No

If yes, name of parent group: \_\_\_\_\_

What is the relationship between your group and the parent group?

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

General donations to the Trust. We rely on volunteer labour to run courses and the gold coin donation to cover part of the costs. No other organisations have been approached for funding.

Have you applied to the Rangiora-Ashley Community Board or any other Waimakariri Community Board for other project funding in the past 18 months?  Yes  No

If yes, please supply details:

Enclosed  Financial Balance Sheet and Income & Expenditure Statement  
(compulsory – your application cannot be processed without financial statements)

Supporting costs/quotes

Other supporting information

I am authorised to sign on behalf of the group/organisation making this application.

I declare that all details contained in this application form are true and correct to the best of my knowledge.

I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.

I accept that information provided in this application may be used in an official Council report available to the public.

**Please note:** If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: Amy Pawson

Date: 30/06/2023



30th June 2023

To Whom It May Concern,

The Hope Community Trust provides a range of social services to the North Canterbury region, based in Rangiora. We provide a wrap-around care model and aim to support the members of our community in a holistic way, covering their emotional, social and physical needs with as little cost as possible.

We work with 5 staff, 9 contract counsellors, 5 counselling interns and over 200 volunteers in addition to collaborating with more than 25 local agencies including Police, Oranga Tamariki, MSD, WINZ, Satisfy Food Rescue, Drug Arm, local primary and secondary schools, Council, and more.

We provide the following services to the community, which include counselling, food bank, op shop, community garden, cooking classes, craft group, fruit and vegetables co-op, Men's Breakfast, Community Kai, financial mentoring, Drugs and alcohol support services, advocacy and linking people to agencies for support they require. We collaborate with a local camping ground with an initiative called Hands of Hope where we visit twice a week with food to support the permanent residents. We have recently set up a new initiative called TOP UPS, where families can come down and get a few items of groceries to "to up" their weekly grocery shop with the idea to save them some money.

The Trust has noticed a significant need for food security within the current climate and with the cost of living increasing we decided to focus our cooking classes around cooking on a budget. The idea is to help families discover healthy, nutritious meals that are low in cost. We advertised our first course and within a day it was completely full. We have booked out the second course and have a wait list. This reconfirms to us there is a need in the community for education around cooking and meals that can be made on a budget.

Thank you.

Kind Regards  
Amy Pawson  
Marketing & Communications Officer  
The Hope Community Trust  
[marketing@hopecommunity.co.nz](mailto:marketing@hopecommunity.co.nz)

(03) 928 3066  
115 East Belt, Rangiora

[support@hopecommunity.co.nz](mailto:support@hopecommunity.co.nz)  
P.O Box 417, Rangiora 7400



# Cash Summary

## The Hope Community Trust For the month ended 30 April 2023

	APR 2023	YEAR TO DATE
<b>Income</b>		
Counselling - Contract Income	12,633	102,872
Donations Received	1,095	36,712
Fundraising	-	13
Grants Received	-	133,279
Interest Income	89	450
Other Income	360	5,020
Rental Income	348	10,404
Sales Income	5,248	52,881
Sponsorship Income	-	1,604
<b>Total Income</b>	<b>19,773</b>	<b>343,235</b>
<b>Less Expenses</b>		
ACC Levies	-	216
Accountancy Fees	206	2,056
Bank Fees	72	723
Beverage Purchases	-	24
Community Support	656	2,646
Computer Expenses	231	771
Consultancy Fees	-	700
Counselling - Contract Expenses	9,580	61,952
Creditor Accruals	-	5,800
EFTPOS Expenses	105	1,048
Electricity 113-115 East Belt	778	7,170
Food Purchases	677	2,620
Freight	69	1,563
Fruit and Vegetables	1,338	16,756
Fundraising Expenses	-	1,372
General Expenses	1,141	3,598
Hire Equipment	-	(2,101)
Insurance	-	752
KiwiSaver Employer Contributions	318	3,721
Op Shop Expenses	9	253
PAYE Payable	91	(531)
Printing, Postage & Stationery	35	794
Rent	1,907	20,212
Repairs and Maintenance	-	4,427
Rounding	-	-
Telephone & Internet	69	510
Transport	225	2,292
Wages	12,400	143,268
Wages Payable - Payroll	4	3

## Cash Summary

	APR 2023	YEAR TO DATE
Website Expenses	-	59
<b>Total Expenses</b>	<b>29,911</b>	<b>282,675</b>
<b>Surplus (Deficit)</b>	<b>(10,138)</b>	<b>60,561</b>
<b>Plus Other Cash Movements</b>		
Fixed Assets	(5,901)	(7,783)
<b>Total Other Cash Movements</b>	<b>(5,901)</b>	<b>(7,783)</b>
<b>Plus GST Movements</b>		
GST Collected	2,794	36,300
GST Paid	(2,161)	(37,835)
<b>Net GST Movements</b>	<b>633</b>	<b>(1,535)</b>
<b>Net Cash Movement</b>	<b>(15,406)</b>	<b>51,243</b>
<b>Summary</b>		
Opening Balance	125,919	59,271
Plus Net Cash Movement	(15,406)	51,243
<b>Cash Balance</b>	<b>110,514</b>	<b>110,514</b>

# Profit and Loss

## The Hope Community Trust For the month ended 30 April 2023

	APR 2023	MAR 2023	FEB 2023	YEAR TO DATE
<b>Trading Income</b>				
Counselling - Contract Income	12,632.89	12,640.93	10,138.85	102,871.68
Donations Received	1,095.40	4,032.40	7,785.70	36,712.03
Fundraising	-	-	-	13.04
Grants Received	-	33,497.49	20,000.00	133,278.90
Interest Income	89.49	71.87	50.11	449.65
Other Income	-	360.00	2,340.00	5,020.00
Rental Income	434.78	347.83	-	10,460.87
Sales Income	5,247.54	5,301.40	5,283.46	52,881.20
Sponsorship Income	-	-	659.94	1,604.42
<b>Total Trading Income</b>	<b>19,500.10</b>	<b>56,251.92</b>	<b>46,258.06</b>	<b>343,291.79</b>
<b>Gross Profit</b>	<b>19,500.10</b>	<b>56,251.92</b>	<b>46,258.06</b>	<b>343,291.79</b>
<b>Operating Expenses</b>				
ACC Levies	-	-	-	216.23
Accountancy Fees	231.20	206.20	207.20	2,081.40
Bank Fees	71.66	72.99	73.56	722.69
Beverage Purchases	-	19.44	-	24.22
Community Support	656.25	-	-	2,645.75
Computer Expenses	231.29	60.00	60.00	771.29
Consultancy Fees	-	-	-	700.00
Counselling - Contract Expenses	6,800.00	8,050.00	6,480.00	62,952.39
Depreciation	1,171.88	478.00	442.59	5,009.24
EFTPOS Expenses	104.91	104.91	104.91	1,049.06
Electricity 113-115 East Belt	777.71	715.51	580.66	7,169.83
Food Purchases	22.18	677.54	16.91	2,620.37
Freight	-	69.12	71.11	1,411.06
Fruit and Vegetables	1,338.11	1,646.64	2,098.29	16,156.32
Fundraising Expenses	-	-	-	1,186.14
General Expenses	1,141.08	100.00	229.53	3,560.85
Hire Equipment	-	(968.00)	-	(2,101.00)
Insurance	-	-	-	751.56
KiwiSaver Employer Contributions	318.00	318.02	487.30	3,720.80
Op Shop Expenses	9.35	84.89	-	252.75
Printing, Postage & Stationery	34.80	381.53	8.69	794.10
Rent	1,906.68	1,906.68	1,906.68	20,211.58
Repairs and Maintenance	83.48	277.84	3,570.55	4,510.47
Telephone & Internet	81.96	61.27	69.55	523.15
Transport	142.41	403.88	317.42	2,270.88
Wages	12,400.00	12,850.50	18,943.32	143,268.46

Profit and Loss

	APR 2023	MAR 2023	FEB 2023	YEAR TO DATE
Website Expenses	-	-	-	59.00
<b>Total Operating Expenses</b>	<b>27,522.95</b>	<b>27,516.96</b>	<b>35,668.27</b>	<b>282,538.59</b>
<b>Net Profit</b>	<b>(8,022.85)</b>	<b>28,734.96</b>	<b>10,589.79</b>	<b>60,753.20</b>

# Balance Sheet

## The Hope Community Trust As at 30 April 2023

	30 APR 2023	30 MAR 2023	28 FEB 2023
<b>Assets</b>			
<b>Bank</b>			
Prepaid Card	377.35	223.86	332.87
Westpac Cheque Account	84,783.96	100,129.76	75,407.57
Westpac Savings Account	25,352.26	25,304.76	25,304.76
<b>Total Bank</b>	<b>110,513.57</b>	<b>125,658.38</b>	<b>101,045.20</b>
<b>Current Assets</b>			
Accounts Receivable	500.00	400.00	300.00
Cash on hand	1,136.90	1,136.90	1,136.90
<b>Total Current Assets</b>	<b>1,636.90</b>	<b>1,536.90</b>	<b>1,436.90</b>
<b>Fixed Assets</b>			
Computer Equipment	6,054.53	3,969.31	3,969.31
Less Accumulated Depreciation on Computer Equipment	(1,035.58)	(757.14)	(757.14)
Office Equipment	4,398.10	4,398.10	4,398.10
Less Accumulated Depreciation on Office Equipment	(5,089.27)	(4,807.19)	(4,807.19)
Plant & Equipment	69,591.51	69,591.51	67,464.64
Less Accumulated Depreciation on Plant & Equipment	(12,099.96)	(11,010.60)	(11,010.60)
<b>Total Fixed Assets</b>	<b>61,819.33</b>	<b>61,383.99</b>	<b>59,257.12</b>
<b>Total Assets</b>	<b>173,969.80</b>	<b>188,579.27</b>	<b>161,739.22</b>
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Accounts Payable	47,933.95	48,697.50	54,975.82
Annual Leave Liability	15,297.43	15,297.43	15,297.43
Grants Unspent	6,342.63	6,342.63	6,342.63
GST	(3,879.60)	(4,997.43)	(3,928.90)
PAYE Payable	2,783.44	2,874.62	4,269.37
Rounding	0.37	0.28	0.28
Wages Payable - Payroll	(3.12)	0.38	-
<b>Total Current Liabilities</b>	<b>68,475.10</b>	<b>68,215.41</b>	<b>76,956.63</b>
<b>Total Liabilities</b>	<b>68,475.10</b>	<b>68,215.41</b>	<b>76,956.63</b>
<b>Net Assets</b>	<b>105,494.70</b>	<b>120,363.86</b>	<b>84,782.59</b>
<b>Equity</b>			
Community Services Fund	0.44	0.44	0.44
Counselling Fund	8,448.11	8,448.11	8,448.11
Current Year Earnings	60,753.20	75,622.36	40,041.09
Essential Life Fund	7,985.21	7,985.21	7,985.21
Foodbank Fund	6,811.58	6,811.58	6,811.58
Retained Earnings	(38,126.97)	(38,126.97)	(38,126.97)


Balance Sheet

	30 APR 2023	30 MAR 2023	28 FEB 2023
Transfers to/ from Reserve Accounts	61,297.86	61,297.86	61,297.86
Vege Co-Op Fund	(1,674.73)	(1,674.73)	(1,674.73)
<b>Total Equity</b>	<b>105,494.70</b>	<b>120,363.86</b>	<b>84,782.59</b>



# SOUTHERN HOSPITALITY LIMITED

## Draft Item schedule for Hope Community Trust

No	Image	Code	Description	Qty	Rate (rounded)	Value
1		ED45	Delta Benchtop Commercial Induction Cooker 2000W Stainless Steel Body Power control knob, LED display Touch control, safety Lock and timer Electronic overheating protection 1-10 power levels (500-2000W) 1-10 Temperature setting (Range: 60°C-240°C) Dimensions: 294W x 374Dx 56mmH Power: 220-240V, 50/60Hz, 2000W / 10 amp plug supplied	2	\$161.25	\$322.50
					<b>Subtotal</b>	<b>\$322.50</b>
					<b>Freight TBC</b>	<b>\$0.00</b>
					<b>GST</b>	<b>\$48.38</b>
			<b>ITEM AS SCHEDULED</b>		<b>Total Incl</b>	<b>\$370.88</b>

Rep:	Stuart Watson	Customer No.	162440
		Internal Ref No.	QT00423886

## Groups applying for Board Discretionary Grants 2022/2023

Name of Group: The Rangiora and Districts Early Records Society Inc.  
 Address: 29 Good St, Rangiora (Rangiora Museum)  
 Contact Person within Organisation: Bev McLean  
 Position within Organisation: Committee Member - Treasurer / Funding  
 Contact phone number: 027567 1400 Email: rangioramuseum@extra.co.nz

Describe what the project is and what the grant funding be used for? (Use additional pages if needed)

Purchase new desktop computer to replace old equipment.  
 For the use of our Archivist.

What is the timeframe of the project/event date? By end of June 2023

Overall Cost of Project: \$1800 Amount Requested: \$1800

How many people will directly benefit from this project? 100

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)  Cultural/ethnic minorities  District  
 Preschool  School/youth  Older adults  Whole community/ward

WAIMAKARIRI DISTRICT COUNCIL	
RECEIVED:	9 JUN 2023
TO:	Thea

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 2 % Rangiora-Ashley 94 % Woodend-Sefton 2 % Kaiapoi-Tuahiwi 2 %

Other (please specify): \_\_\_\_\_

If this application is declined, will this event/project still occur?  Yes  No

If No, what are the consequences to the community/organisation?

less able to effectively archive Museum items and carry out research for visitors

What are the direct benefit(s) to the participants?

updated information and access to Museum data.



What is the benefit(s) to your organisation?

More modern equipment to actively archive information

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Archivist better able to source historical information

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?)  Yes  No

If yes, name of parent group: \_\_\_\_\_

What is the relationship between your group and the parent group?

\_\_\_\_\_

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

General fundraising via calendar sales, donations and events at the museum

Have you applied to the Rangiora-Ashley Community Board or any other Waimakariri Community Board for other project funding in the past 18 months?  Yes  No

If yes, please supply details:

2/3/23 \$800 for x20 chairs and x1 tear drop flag.

Enclosed  Financial Balance Sheet and Income & Expenditure Statement  
(compulsory – your application cannot be processed without financial statements)

Supporting costs/quotes

Other supporting information *Motion by Committee*

I am authorised to sign on behalf of the group/organisation making this application.

I declare that all details contained in this application form are true and correct to the best of my knowledge.

I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.

I accept that information provided in this application may be used in an official Council report available to the public.

**Please note:** If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: *[Signature]* Date: 9-6-2023

**Rangiora and Districts Early Records Society**

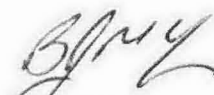
**Committee motion - 9 June 2023**

*The following motion was passed by the Committee of the Society:*

**That** the Committee resolves to apply to Rangiora-Ashley Community Board for a grant of \$1,800 to cover the cost and set-up of a new desktop computer.



John Biggs  
President



Dev Mclean  
Treasurer

**The Rangiora and Districts Early Records Society  
Rangiora Museum  
Receipts and Payments 1st March 2021 to 31 March 2022**

	Notes	Actual This Year (Mar 2022) (13 months) \$	Actual Last Year (Feb 2021) (Full Year) \$
<b>OPERATING RECEIPTS</b>			
Donations, fundraising and other similar receipts	see Note 1	31,572.10	21,942.70
Fees, Subscriptions and other receipts from members		1,280.00	910.00
Receipts from providing goods or services	see Note 2	2,806.50	4,915.20
Interest, dividends and other investment income receipts		441.37	473.21
<b>TOTAL OPERATING RECEIPTS</b>	see Note 3	<b>36,099.97</b>	<b>28,241.11</b>
<b>OPERATING PAYMENTS</b>			
Payments related to public fundraising		15,051.86	13,837.50
Volunteer and employee related payments		184.69	44.50
Payments related to providing goods or services		11,083.08	7,234.13
Grants and donations paid		175.31	175.31
<b>TOTAL OPERATING PAYMENTS</b>		<b>26,494.94</b>	<b>21,291.44</b>
<b>Operating Surplus or (Deficit)</b>		<b>9,605.03</b>	<b>6,949.67</b>
<b>CAPITAL PAYMENTS</b>			
Purchase of Assets	see Note 4	(3,819.41)	-
Net Transfer to Term Deposit account		(18,914.04)	-
<b>INCREASE/DECREASE IN BANK ACCOUNTS AND CASH</b>		<b>(13,128.42)</b>	<b>6,949.67</b>
<b>BANK ACCOUNTS AND CASH AT THE BEGINNING OF THE FINANCIAL YEAR</b>			
BNZ Account		24,571.95	17,301.77
Term Deposits		14,085.96	13,621.56
Archives Account		-	706.21
Archives Cash Box		-	68.70
Petty Cash		3.30	13.30
<b>TOTAL BANK ACCOUNTS AND CASH AT THE BEGINNING OF THE FINANCIAL YEAR</b>		<b>38,661.21</b>	<b>31,711.54</b>
<b>BANK ACCOUNTS AND CASH</b>			
BNZ Account		11,291.73	24,571.95
Term Deposits		33,000.00	14,085.96
Petty Cash		155.10	3.30
<b>TOTAL BANK ACCOUNTS AND CASH</b>		<b>44,446.83</b>	<b>38,661.21</b>

*David Petric*

Chairperson - David Petric

*Jan Smith*

Treasurer - Jan Smith

*Jocelyne Hill*

Assurance Reviewer - Jocelyne Hill

From: **Royce Sheath** <[royce@rccs.co.nz](mailto:royce@rccs.co.nz)>  
Date: Wed, 7 Jun 2023 at 16:51  
Subject: RE: RE: Rangiora Museum  
To: Lyndsey Dale <[lyndsey.dale@xtra.co.nz](mailto:lyndsey.dale@xtra.co.nz)>  
Cc: Biggs, John <[jwbiggs57@gmail.com](mailto:jwbiggs57@gmail.com)>

Hi Lyndsey

Updated model and pricing, sorry machine has gone up moving to 12<sup>th</sup> gen but monitor has come in cheaper.

Intel NUC12WSKI5 i5-1240P 12th Gen NUC, 16GB DDR4 RAM, 250GB NVMe SSD, Microsoft Windows 10/11 Pro ESD, Logitech MK270R - Wireless Keyboard and Mouse Combo

Price \$1299

Acer VA241YA 24" VA 1920x1080 75Hz VGA HDMI Monitor = \$176 Inc GST

Plus set up costs of approx \$325

Cheers

Total \$1,800

**Royce Sheath**

IT Technician / Director  
021 769 243  
15 Marshall Street, Rangiora, 7400

 **LEGEND PC**

**LEGEND PC**  
NZ Online Computer Store  
03 379 1410  
[www.legendpc.co.nz](http://www.legendpc.co.nz)

  
**realitycontrol**  
computer services

**REALITY CONTROL  
COMPUTER SERVICES**  
Computer Repair  
0800 743 431  
[www.rccs.co.nz](http://www.rccs.co.nz)

**Groups applying for Board Discretionary Grants 2022/2023**Name of Group: Big Brothers Big Sisters of North CanterburyAddress: PO Box 780, Rangiora 7440Contact Person within Organisation: Ellie Le GrosPosition within Organisation: ManagerContact phone number: 027 271 3405Email: ellie@bbbs.nz**Describe what the project is and what the grant funding be used for?** (Use additional pages if needed)

An office printer - an essential piece of equipment required for the operation of our youth mentoring programme. From the paperwork associated with the recruitment, screening and training of volunteers to items such as celebratory match certificates, we rely heavily on our printer but our current one is faulty and very costly to run.

What is the timeframe of the project/event date? AsapOverall Cost of Project: \$996.24 (estimate)Amount Requested: \$1,000.00How many people will directly benefit from this project? 200 approx.

Who are the range of people benefiting from this project? (You can tick more than one box)

- People with disabilities (mental or physical)     Cultural/ethnic minorities     District  
 Preschool     School/youth     Older adults     Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka 2 %    Rangiora-Ashley 60 %    Woodend-Sefton 5 %    Kaiapoi-Tuahiwi 30 %Other (please specify): Hanmer Springs/Culverden/Amberley 3%If this application is declined, will this event/project still occur?     Yes     No

If No, what are the consequences to the community/organisation?

Whilst not ideal, we could (i) continue working with our current printer, producing documents which look unprofessional due to the ongoing fault with the printer, thus compromising our reputation or (ii) outsource print jobs, but which is less than economical or sustainable in the long run.

What are the direct benefit(s) to the participants?

We can continue to match vulnerable children in our communities with safe and trusted adult role models, supporting positive relationships that are critical to childhood development.

What is the benefit(s) to your organisation?

94

Less financial strain (we rely wholeheartedly on the generosity of our community to operate) and smoother operations (increasing capacity, directing resources where they are most needed).

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Supporting BBBS operations enables better outcomes for tamariki, providing them with a sense of belonging and cultural connection, ultimately enhancing wider community wellbeing.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?)  Yes  NoIf yes, name of parent group: Big Brothers Big Sisters of New Zealand

What is the relationship between your group and the parent group?

We are a stand-alone charitable trust but affiliated to the National branch of Big Brothers Big Sisters and accountable to both the National and wider New Zealand community of branches.

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

None as of yet but we could apply to the Blogg Charitable Trust for funds for a new printer if the Rangiora-Ashley Community Board are unable to assist on this occasion.

Have you applied to the Rangiora-Ashley Community Board or any other Waimakariri Community Board for other project funding in the past 18 months?  Yes  No

If yes, please supply details:

- Enclosed  Financial Balance Sheet and Income & Expenditure Statement  
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

**Please note:** If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: Joanne SimDate: 11/07/2023



Big Brothers Big Sisters of North Canterbury  
PO Box 780  
Rangiora 7440

11 July 2023

Dear Rangiora-Ashley Community Board Members,

Please find enclosed a grant application from Big Brothers Big Sisters of North Canterbury for an office printer, a piece of equipment which is vital for the operation of our youth mentoring programme.

Matching vulnerable children in our communities with a safe and trusted adult role model, the Big Brothers Big Sisters programme supports positive relationships that are critical to childhood development.

For one hour, once a week our 'Bigs' and 'Littles' spend time together sharing hobbies and interests. By simply showing up each week and being themselves, mentors provide encouragement, promote confidence and build self-belief in our young people.

For some of the children in our programme, the weekly interaction with their mentor may be the only time they spend outside their home or school, or are afforded the undivided attention of an adult - our mentors play an important role in keeping kids connected to their communities.

Through funding the requested amount, the Rangiora-Ashley Community Board will contribute to the smooth and efficient operation of our youth mentoring programme across the region, bringing a significant improvement to the lives of the rangatahi that are part of (or yet to be part of) Big Brothers Big Sisters. Supporting our mahi means choosing to invest in our communities' most vulnerable children at this key stage of life, bringing benefits which will continue for years to come.

Many thanks for your time and consideration of our funding application and please do not hesitate to reach out if you have any questions.

Ngā mihi



Jo Sim

Development Coordinator

**Big Brothers Big Sisters of North Canterbury | Tuakana Teina**

Phone: 03 310 7004 | Email: [jo@bbbs.nz](mailto:jo@bbbs.nz)



**Big Brothers Big Sisters**  
of North Canterbury  
*Tuakana Teina*



**Volunteer for your  
community and make  
a difference.**



## GROWING UP, WERE THERE PEOPLE IN YOUR LIFE WHO CHEERED YOU ON, SHOWED YOU THE ROPES, AND HELPED YOU BECOME THE PERSON YOU ARE TODAY?

97

Archie is a kid who could have quite easily gone unnoticed. He's quiet, softly spoken, and doesn't get into trouble. At age nine, Archie went to school and then came home to his paraplegic mother, who was being looked after by 24-hour caregivers. Archie didn't spend time with anyone outside of his whānau and wasn't able to participate in much due to his mother's physical restrictions. When Big Brothers Big Sisters of North Canterbury matched him with volunteer Mentor Stu, suddenly, the world around him opened up.

Meeting in the community for just one hour, once a week, Stu and Archie love to play pool, enjoy a game of chess and with his Mentor's guidance, Archie has been learning to cook and build things, including a raised garden for his mum. Stu has become a friend who Archie can rely on if things get difficult and someone who he knows chooses to spend time with him, not a family member who is obligated or a teacher who is paid, but a real friend who considers him important and worthwhile. By simply being himself, sharing his hobbies and interests and giving his time to someone who needed it, Stu has changed the course of Archie's life forever.

### QUOTE FROM OUR TAMARIKI;

"Dan is nice and wants to do fun stuff with me. All kids should have a Mentor, if I didn't have one, Dan and I wouldn't be best friends."

- Duncan, age 8



# JOIN OUR VOLUNTEER TEAM! <sup>98</sup>

ARE YOU 18  
OR OVER?

DO YOU HAVE  
A DRIVER'S  
LICENCE?

DO YOU LIVE  
IN NORTH  
CANTERBURY?

If you answered **YES** to all of the above, get in touch with us today to start your mentoring journey!

One hour, once a week is all it takes to change the life of a child and being YOU is the only skill you need to be a Big Brother or Big Sister.

DO YOU KNOW  
SOMEONE WHO  
WOULD MAKE A  
GREAT BIG BROTHER  
OR BIG SISTER?

Pass this leaflet onto them and encourage them to get in touch. Or leave a copy in your local library, supermarket noticeboard or gym.

## MENTOR QUOTE;

"The best thing about being a Mentor is knowing that you can make a difference by just being yourself."

- Peter, age 69



"I love that something as simple as <sup>99</sup> spending an hour a week with a young person can be life changing for their development. By supporting Big Brothers Big Sisters, we are supporting everyone in our community."

- Williams McKenzie Lawyers



## OTHER WAYS TO SUPPORT BIG BROTHERS BIG SISTERS

Life can get busy and we understand you might not be in a position to volunteer your time as a mentor, but you can make a difference by joining a community of people who support our work in other ways.

### HERE'S HOW:

**Make a regular or one-off donation.** Invest in a child's future by donating directly into our BNZ bank account; **02-0876-0258444-00**

**Fundraise for us.**  
**With Givealittle.**

**Payroll Giving.**  
Donate directly from your pay.

**Partner with us.**  
Contact us to find out more.

**Leave a Legacy.**  
A gift in your will.

## CONTACT US

CALL US ON 03 310 7004

EMAIL US [NORTHCANTERBURY@BBBS.NZ](mailto:northcanterbury@bbbs.nz)

Follow us

  @bbbsnorthcanty



**DONATE HERE**

Visit our website

[www.bigbrothersbigsisters.org.nz/north-canterbury](http://www.bigbrothersbigsisters.org.nz/north-canterbury)

82 Rangiora Woodend Rd  
 Woodend, North Canterbury 7610  
 www.netvet.nz  
 08 00 638 838  
 GST Reg No: 122-868-176



Big Brothers Big Sisters of North Canterbury  
 PO Box 780  
 Rangiora, Canterbury 7400

Estimate # 1112  
 Estimate Date 20-06-2023

<b>Total</b>	<b>\$996.24</b>
--------------	-----------------

Item	Description	Quantity	Unit Cost	Net Amount	GST Rate	GST
Onsite	Onsite Work: Set up new printer at BBBSNC, configure computers to use it over the network.	1.0	\$115.00	\$115.00	15.0	\$17.25
MFC_EPSON-ET-5150	Epson EcoTank ET-5150 Multifunction Printer	1.0	\$642.61	\$642.61	15.0	\$96.39
INK_T542-BLACK	Epson EcoTank T542 Ink Bottle Black for Epson ET-16600 Printer	1.0	\$30.43	\$30.43	15.0	\$4.56
INK_T542-CYAN	Epson EcoTank T542 Ink Bottle Cyan for Epson ET-16600 Printer	1.0	\$26.09	\$26.09	15.0	\$3.91
INK_T542-YELLOW	Epson EcoTank T542 Ink Bottle Yellow for Epson ET-16600 Printer	1.0	\$26.09	\$26.09	15.0	\$3.91
INK_T542-MAGENTA	Epson EcoTank T542 Ink Bottle Magenta for Epson ET-16600 Printer	1.0	\$26.09	\$26.09	15.0	\$3.91

**THIS IS AN ESTIMATE**

Disclaimer

<b>Subtotal</b>	<b>\$866.31</b>
GST	\$129.93
<b>Estimate Total</b>	<b>\$996.24</b>

Signed: \_\_\_\_\_

Date: \_\_\_\_\_





## Statement of Financial Performance

Big Brothers Big Sisters of North Canterbury Trust Board  
For the year ended 30 June 2022

'How was it funded?' and 'What did it cost?'

	NOTES	2022	2021
<b>Revenue</b>			
Donations, fundraising and other similar revenue	1	173,972	126,509
Interest, dividends and other investment revenue	1	49	36
<b>Total Revenue</b>		<b>174,021</b>	<b>126,545</b>
<b>Expenses</b>			
<b>Expenses related to public fundraising</b>			
Expenses relating to public fundraising		3,476	2,663
<b>Total Expenses related to public fundraising</b>		<b>3,476</b>	<b>2,663</b>
Volunteer and employee related costs	2	116,631	83,504
Costs related to providing goods or service	2	13,934	13,430
Grants and donations made	2	7,300	-
Other expenses	2	4,566	2,168
<b>Total Expenses</b>		<b>145,906</b>	<b>101,766</b>
<b>Surplus/(Deficit) for the Year</b>		<b>28,115</b>	<b>24,780</b>

This Performance Report should be read in conjunction with the Independent Auditor's Report and the Notes to Performance Report.





## Statement of Financial Position

Big Brothers Big Sisters of North Canterbury Trust Board  
As at 30 June 2022

'What the entity owns?' and 'What the entity owes?'

	NOTES	30 JUN 2022	30 JUN 2021
<b>Assets</b>			
<b>Current Assets</b>			
Bank accounts and cash	3	112,935	76,901
<b>Debtors and prepayments</b>			
<b>Trade receivables</b>			
Prepaid Insurance		2,564	2,445
Total Trade receivables		2,564	2,445
GST		922	-
Total Debtors and prepayments		3,487	2,445
<b>Total Current Assets</b>		<b>116,422</b>	<b>79,347</b>
<b>Non-Current Assets</b>			
Property, Plant and Equipment	5	1,176	1,697
<b>Total Non-Current Assets</b>		<b>1,176</b>	<b>1,697</b>
<b>Total Assets</b>		<b>117,598</b>	<b>81,043</b>
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Creditors and accrued expenses	4	2,176	3,826
Employee costs payable	4	12,231	12,050
Unused donations and grants with conditions	4	27,103	17,195
Other current liabilities		-	-
<b>Total Current Liabilities</b>		<b>41,510</b>	<b>33,071</b>
<b>Total Liabilities</b>		<b>41,510</b>	<b>33,071</b>
<b>Total Assets less Total Liabilities (Net Assets)</b>		<b>76,088</b>	<b>47,973</b>
<b>Accumulated Funds</b>			
Accumulated surpluses or (deficits)	6	76,088	47,973
<b>Total Accumulated Funds</b>		<b>76,088</b>	<b>47,973</b>

This Performance Report should be read in conjunction with the Independent Auditor's Report and the Notes to Performance Report.





## Statement of Cash Flows

Big Brothers Big Sisters of North Canterbury Trust Board  
For the year ended 30 June 2022  
Cash Basis

"How the entity has received and used cash"

	2022	2020
<b>Cash Flows from Operating Activities</b>		
Donations, fundraising and other similar receipts	183,880	128,512
Interest, dividends and other investment receipts	49	36
GST	(2,225)	1,750
Payments to suppliers and employees	(146,227)	(99,047)
<b>Total Cash Flows from Operating Activities</b>	<b>35,477</b>	<b>31,251</b>
	2022	2020
<b>Investing and Financing Activities</b>		
<b>Other cash items from Investing and Financing Activities</b>		
Other cash items from Investing and Financing Activities	-	-
<b>Total Other cash items from Investing and Financing Activities</b>	<b>-</b>	<b>-</b>
<b>Total Investing and Financing Activities</b>	<b>-</b>	<b>-</b>
	2022	2020
<b>Bank Accounts and Cash</b>		
Opening cash	76,901	45,206
Closing cash	112,935	76,901
<b>Net change in cash for period</b>	<b>36,034</b>	<b>31,695</b>

# Profit and Loss

## Big Brothers Big Sisters of North Canterbury Trust Board For the year ended 30 June 2023

2023

### Trading Income

AGT (previously Southern Trust)	20,000.00
Christchurch Casino Charitable Trust	7,000.00
COGS	10,000.00
Donations Received	6,757.81
Fundraising Event - Breakfast	14,318.70
Fundraising Event - Ethel & Bethel	24,275.98
Fundraising General	7,078.22
James Maxwell Heron Charitable Trust	4,500.00
KGF (previously CERT)	20,000.00
Lotteries Community	50,000.00
Mainpower	1,240.00
Match Sponsorship	1,043.99
Rotary	3,000.00
The Rata Foundation	37,500.00
Waimakariri District Council	5,260.00
<b>Total Trading Income</b>	<b>211,974.70</b>

### Gross Profit

211,974.70

### Other Income

Interest Income	1,873.04
MSD Funding Covid 19	1,200.00
<b>Total Other Income</b>	<b>3,073.04</b>

### Operating Expenses

ACC Expenses	670.70
Advertising	645.00
Bank Fees	188.19
Board Expenses	103.54
Computer Maintenance	466.09
Conference Expenses	1,069.75
Consulting & Accounting	4,482.48
Fundraising - Contractor	6,500.00
Fundraising Event - Breakfast Expenses	2,957.87
Fundraising Event - Ethel & Bethel Expenses	4,511.30
Fundraising General Expenses	864.56
General Expenses	25.57
Insurance	5,037.00
Insurance Indemnity	525.70
KiwiSaver Employer Contributions	3,511.74
Match Events	2,210.99
Match Expenses	2,153.96



2023

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Office Expenses	841.27
Post Box	200.00
Printing & Stationery	390.46
Salaries	117,057.83
School Based Cupboard Resource	6.09
Staff Development & Expenses	188.36
Subscriptions	695.69
Supervision	322.40
Telephone & Internet	2,074.86
Travel - Reimbursement	2,873.26
Volunteer Expenses	3,857.78
Volunteer Training Expenses	757.57
<b>Total Operating Expenses</b>	<b>165,190.01</b>
<b>Net Profit</b>	<b>49,857.73</b>

**Groups applying for Board Discretionary Grants 2022/2023**Name of Group: North Canterbury Scouts GroupAddress: 30 Church Street, Rangiora 7400Contact Person within Organisation: Aaron AmyesPosition within Organisation: Parent within Jamboree fundraising committeeContact phone number: 0272836651Email: aarongena18@gmail.com**Describe what the project is and what the grant funding be used for?** *(Use additional pages if needed)*

Please see attached letter

What is the timeframe of the project/event date? 30th December 2023 to 7th January 2024Overall Cost of Project: >\$100,000Amount Requested: \$500How many people will directly benefit from this project? 44Who are the range of people benefiting from this project? *(You can tick more than one box)*

- People with disabilities (mental or physical)     Cultural/ethnic minorities     District  
 Preschool     School/youth     Older adults     Whole community/ward

Provide estimated percentage of participants/people benefiting by community area:

Oxford-Ohoka \_\_\_\_\_%    Rangiora-Ashley 50%    Woodend-Sefton 20%    Kaiapoi-Tuahiwi 30%

Other (please specify): \_\_\_\_\_

If this application is declined, will this event/project still occur?  Yes  No

If No, what are the consequences to the community/organisation?

Although it will still go ahead a shortfall in funding will have to be paid for by parents which will be difficult for many

What are the direct benefit(s) to the participants?

Scouts build self-reliance and self-confidence through being away from home for at least seven days. They learn to look after others and have a vast range of leadership and training opportunities while away.

What is the benefit(s) to your organisation?

Scouts bring their learning and leadership skills back to the scout group and act as role models for other scouts

What are the benefit(s) to the Rangiora-Ashley community or wider district?

Gaining self-reliance and self-confidence enables scouts to act as good role models in the community.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?)  Yes  No

If yes, name of parent group: N/A

What is the relationship between your group and the parent group?

N/A

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

Please see attached letter outlining fundraising undertaken

Have you applied to the Rangiora-Ashley Community Board or any other Waimakariri Community Board for other project funding in the past 18 months?  Yes  No

If yes, please supply details:

- Enclosed  Financial Balance Sheet and Income & Expenditure Statement  
(*compulsory – your application cannot be processed without financial statements*)
- Supporting costs/quotes
- Other supporting information

- I am authorised to sign on behalf of the group/organisation making this application.
- I declare that all details contained in this application form are true and correct to the best of my knowledge.
- I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
- I accept that information provided in this application may be used in an official Council report available to the public.

**Please note:** If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: \_\_\_\_\_ Date: 29/06/2023



16 February 2023

Dear Sir/Madam

This year the 23<sup>rd</sup> New Zealand Scout Jamboree is being held at Mystery Creek Events Centre in Hamilton from 30<sup>th</sup> December 2023 to 07<sup>th</sup> January 2024.

Currently 36 Scouts and 10 leaders from Rangiora, Kaiapoi, Glen Mark and Waimakariri groups, representing North Canterbury, are working hard to prepare for this event at which more than 3,500 youth from all over New Zealand and overseas are due to attend.

You may be aware that the aim of the Scouting New Zealand is to encourage the physical, mental, social, and spiritual development of young people so that they may take a constructive place in society. One of the key values that Scouting instils into its members is their role in social responsibility, and as such all the Jamboree attendees have been busy over the past 12 months participating in sausage sizzles, event marshalling, running raffles and other activities to take ownership for raising the funds required to make this event happen. However, with Jamboree fees to cover, plus uniform, equipment and consumables for use at the camp, not to mention the return airfares, this is no small task with each Scout from the North Canterbury Troop having to raise \$3000.00.

We are asking for assistance in the form of sponsorship to help some of our youth members attend Jamboree, many of whom come from low socio-economic backgrounds and will rely almost solely on fundraising and sponsors in order to even be able to attend this Jamboree adventure of a lifetime. We would greatly appreciate any assistance you could give us towards achieving this goal for our youth.

I look forward to hearing from you soon.

Kind regards

North Canterbury Jamboree Troop Fundraising committee

ncjamboreefundraising@gmail.com

## Transaction List



27 May 2023

North Canterbury Jamboree Troop  
 C/o Rangiora Scout Group  
 P O Box 120  
 Rangiora 7440

**Heartland Everyday Community**

Requested Statement in the name(s) : North Canterbury Jamboree Troop  
 C/o Rangiora Scout Group  
**Account Number** : 03-1351-0545939-000  
 Statement for the period : 01/04/2022 to 27/05/2023

Statement opening balance: \$3,441.08

Date	Particulars	Debit	Credit	Balance
1/05/2022	Credit Interest		\$0.98	\$3,442.06
1/06/2022	Credit Interest		\$1.02	\$3,443.08
1/07/2022	Credit Interest		\$0.99	\$3,444.07
1/08/2022	Credit Interest		\$1.02	\$3,445.09
1/09/2022	Credit Interest		\$1.02	\$3,446.11
1/10/2022	Credit Interest		\$0.99	\$3,447.10
1/11/2022	Credit Interest		\$1.02	\$3,448.12
16/11/2022	DC: Linda Sanders 000000000000 2		\$317.50	\$3,765.62
1/12/2022	Credit Interest		\$1.03	\$3,766.65
8/12/2022	DC: NTHN A & P ASSN RangioraShow Donation		\$300.00	\$4,066.65
1/01/2023	Credit Interest		\$1.18	\$4,067.83
9/01/2023	DC: VISKER DJ & S Liam visker oxman fundraising		\$95.00	\$4,162.83
1/02/2023	Credit Interest		\$1.23	\$4,164.06
7/02/2023	DC: Scouts NZ Glenmark TuiSutherlnd RylleyDalton JamboreDepst		\$100.00	\$4,264.06

16/02/2023	DC: Rangiora Scout Group Jamboree 23 held by RSG xferred	\$900.00	\$5,164.06
1/03/2023	Credit Interest	\$1.98	\$5,166.04
20/03/2023	DC: Reality Bites R RANGIORA FESTCOLOUR	\$500.00	\$5,666.04
21/03/2023	DC: READ J M Cassie Read Oxman 22	\$95.00	\$5,761.04
27/03/2023	DC: DIGDALE, K L Volunteers Donation	\$300.00	\$6,061.04
1/04/2023	Credit Interest	\$3.46	\$6,064.50
6/04/2023	DC: TOPP, BELINDA MarketITP Volunteers	\$200.00	\$6,264.50
11/04/2023	DC: Rangiora Scout Group 3 fees paid to RSG	\$150.00	\$6,414.50
17/04/2023	DC: VISKER DJ & S liam visker pinecones choc raffle	\$202.50	\$6,617.00
24/04/2023	DC: VISKER DJ & S liam visker pinecones	\$120.00	\$6,737.00
26/04/2023	DC: VISKER DJ & S liam visker lotto raffle	\$100.00	\$6,837.00
1/05/2023	Credit Interest	\$3.98	\$6,840.98
2/05/2023	DC: The Waimakariri Scou Waimakariri Scout Group deposit x2	\$100.00	\$6,940.98
8/05/2023	DC: Ravenswood Developme Ravenswood Donation Jamboree	\$500.00	\$7,440.98
8/05/2023	DC: VISKER DJ & S liam visker lotto comp winnings	\$50.00	\$7,490.98
10/05/2023	DC: Rangiora Scout Group x3 April payments	\$150.00	\$7,640.98
10/05/2023	DC: Kaiapoi Gray Raven S Jamboreefund KaiapoiGroup	\$1,146.50	\$8,787.48
19/05/2023	DC: VISKER DJ & S liam visker pinecones	\$64.00	\$8,851.48
24/05/2023	DC: Stripe Payments ageSizzle TRF N2QUICAX BunningsSaus	\$41.00	\$8,892.48

Statement closing balance: \$8,892.48

For current interest rates, please refer to [www.Heartland.co.nz](http://www.Heartland.co.nz)



# QUOTE

Kylee Robinson

**Date**  
17 Feb 2023

**Expiry**  
24 Feb 2023

**Quote Number**  
QU-0385

**Reference**  
HIRE 28th Dec 23 - 7th  
Jan 24

**GST Number**  
125319661

Total Event Hire Limited  
65 Shakespeare Street  
Cambridge 3450  
info@totaleventhire.co.nz  
www.totaleventhire.co.nz

Description	Quantity	Unit Price	Amount NZD
10m x 10m Marquee	1.00	2,998.00	2,998.00
Trestle table 2.4m	12.00	14.00	168.00
Chair - White Resin	46.00	3.00	138.00
Freight/Transport - includes delivery & collection of all hire equipment	1.00	280.00	280.00
		<b>Subtotal</b>	<b>3,584.00</b>
		<b>TOTAL GST 15%</b>	<b>537.60</b>
		<b>TOTAL NZD</b>	<b>4,121.60</b>

# JAMBOREE DEAL



## Jamboree Day Bag

RRP \$160

Jamboree \$120

Includes 3L water bladder with bag



## 90L Gear Bag

RRP \$100

Jamboree \$70



## Jamboree Stretcher

RRP \$130

Jamboree \$90

## Ultra Combo Deal



= \$150

Offer only available to youth and adults  
Jamboree

To order or enquire email: [orders@extremeoutdoors.co.nz](mailto:orders@extremeoutdoors.co.nz)



113 Ritchies Murphy Transport Solutions  
PO Box 72599  
Papakura  
Auckland

Tel: 09 268 6620  
Fax: 09 268 6623

Cash Sale - Account - RMTS

Date: 21/04/2023

Our Reference: Quote No. 117955

Dear Sir/Madam,

Thank you for the opportunity to quote this transfer for you.

Our total price for this would be **\$2,193.52** including GST.  
Please note that this quote has been calculated on the information provided at the time of your enquiry. Any changes to this information may incur additional costs.

Please read through the details of this quote and check they are correct.

If you wish to confirm this quote, please find the attached quotation, sign and email or fax it back to me.

If you choose not to accept this quote please let me know by phone, email or fax.

**THIS IS A QUOTE ONLY AND NO BOOKING HAS BEEN MADE.**

If you have any queries do not hesitate to contact me.

Kind Regards,

Liz

Quotes

W: [www.murphybuses.co.nz](http://www.murphybuses.co.nz)

E: [admin@rmts.co.nz](mailto:admin@rmts.co.nz) OR [quote@rmts.co.nz](mailto:quote@rmts.co.nz)

F: <https://www.facebook.com/murphybuses>



A A &lt;aarongena18@gmail.com&gt;

**(no subject)**

1 message

**jenny** <majestic.jennyread@gmail.com>  
To: "aarongena18@gmail.com" <aarongena18@gmail.com>

Wed, May 17, 2023 at 8:31 PM

Quote 3

This is the one we went with but as seat only total cost each is \$424. I can send you the invoice if you need it.

**From:** !Group Reservations**Sent:** Wednesday, 10 May 2023 5:51 pm**To:** Jenny Read**Subject:** RE: seat only Re: Air New Zealand Groups Quote Follow Up #BQNZP70013 EG/North Canterbury Scout Jamboree Trope

Hi Jenny

Please note that **no seats are currently being held.**

This is an estimate only and is subject to availability at time of booking.

Full terms and conditions can be found [here](#). Scout JAMOREEE HAS A 60 DAY PRIOR TO DEPARTURE DEADLINE for final balance

47 x seats

NZ526 30DEC CHC-AKL depart/arrive 0800/0925 \$313 pp/Seat and Bag Q

NZ538 30DEC CHC-AKL depart/arrive 1100/1225 \$279 pp/Seat and Bag V

NZ550 30DEC CHC-AKL depart/arrive 1400/1525 \$245 pp/Seat and Bag W

NZ547 07JAN AKL-CHC depart/arrive 1400/1525 \$245 pp/Seat and Bag W

NZ553 07JAN AKL-CHC depart/arrive 1530/1655 \$213 pp/Seat and Bag T

HAMILTON

**Would require split over 3 x flights****CHC-HLZ Not enough seats even as a split over 3 x flights - OR some fly CHC-AKL**

## North Canterbury Scouts Fundraising Undertaken.

The below outlines the fundraising undertaken so far for the North Canterbury scout's jamboree trip 23<sup>rd</sup> December to 7th January 2024. Please note this is not an exhaustive list and fundraising efforts are ongoing.

### Marshalling, Event help, Rubbish Pick-up

- Northern A&P show
- Waimakariri Light Party 2022
- Oxman 2022
- Muscle Car Madness
- Colour Festival
- Eats n Beats
- Elevate Market
- Big Splash

### Additional fundraising activities

Selling pinecones

Chocolate raffle

Raffles

Quiz night (yet to complete)

The Warehouse Stocktake

Various sausage sizzles

Bake sales

Lego day

Pasta vera- sales

Cheese rolls - sales

### Requested grants and donations

Various donations for raffle prizes and support from North Canterbury businesses

Christchurch casino grant request – unsuccessful

J R McKenzie Trust grant application - result TBC

Hughes Development donation

Ravenswood Development donation

Spreadsheet Showing Rangiora-Ashley Community Board Discretionary Grant  
Funding for the 2023/2024 Financial Year

	Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
			2023/24 = \$10,100 + carry forwards \$8066 = Returned funds \$500 =			\$ 18,726.00
	12-Jul	North Canterbury Athletics Club	Information Booklet Printing	\$495	\$495	\$ 18,231.00
	12-Jul	North Canterbury Pony Club	Towards the cost of a new cross country course	\$500	\$1,000	\$ 17,231.00
	9-Aug-23	Coastguard North Canterbury	towards upgrading the swift water rescue vessel	\$500		
	9-Aug	The Hope Community Trust	towards a two day cooking class	\$323		
	9-Aug	The Rangiora and Districts Early Records Society Inc	towards a replacement computer	\$1,800		
	9-Aug	North Canterbury Classics Leisure Marchers Inc	towards registration for attending the National Leisure Marching event	\$400		

Spreadsheet Showing Rangiora-Ashley Community Board Discretionary Grant  
Funding for the 2023/2024 Financial Year

	Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
Rangiora-Ashley Community Board 10.137.100.2410			2022/23 = \$10,100 + Carry forwards \$7,909 = Total \$18,067			\$ 18,069.00
	14-Dec	The Lions Club of Rangiora NZ Inc	Dog agility stations at Milton Reserve	\$500	\$500	\$ 17,569.00
	14-Dec	Cust Bowling Club	Paint for fences and buildings	\$452	Declined	\$ 17,569.00
	15-Feb	Loburn Home and School Association	2023 William Pike Challenge Programme	\$665	\$665	\$ 16,904.00
	15-Feb	Rangiora Community Patrol	Wide brim sunhats for patrollers to wear at community events	\$439	\$440	\$ 16,464.00
	15-Feb	North Canterbury Pride	Picnic in the Park	\$275	\$275	\$ 16,189.00
	15-Feb	Clarkville Playcentre	First Aid Courses	\$387	Declined	\$ 16,189.00
	8-Mar	Relay for Life event	Costs of hosting	\$500	\$4,000	\$ 12,189.00
	12-Apr	Rangiora and Districts Early Records Society Inc	Purchasing folding chairs and a teardrop flag	\$800	\$800	\$ 11,389.00
	12-Apr	Rangiora Cricket Club	Maintenance and repair of cricket wickets	\$500	\$500	\$ 10,889.00
		Meeting considered	Group	Project	Amount Requested	Amount Granted
	12-Jan	Kaipoi Food Forest	rangiora residents sponsorship to attend course	\$180	\$180	\$ 10,709.00
	10-May	North Canterbury Adventure Club Home School Club	first aid kit and supplies and a swimming tube	\$1,000	\$500	\$ 10,209.00
	10-May	Rangiora Dramatic Society (Rangiora Players)	copier/printer/scanner	\$400	\$500	\$ 9,709.00
	10-May	Rangiora Volunteer Fire Brigade	Dishwasher	\$5,000	\$1,000	\$ 8,709.00
	16-Jun	Southbrook Netball Club	Hall hire and storage space	\$500	\$643	\$ 8,066.00

**GOVERNANCE****Rangiora-Ashley Community Board****Discretionary Grant Application****Information to assist groups with their application**

The purpose of the Board discretionary grants is to assist projects that enhance community group capacity and/or increase participation in activities.

When assessing grant applications the Board considers a number of factors in its decision making. These include, but are not limited to; type of project, time frame, benefits to the community and costs being contributed. The more information you as a group can provide on the project and benefits to participants the better informed the Board is. You are welcome to include a cover letter as part of your application. The decision to grant funds is the sole discretion of the Board.

The Board cannot accept applications from individuals. All funding is paid to community-based project groups, non-profit community organisations, registered charities or incorporated societies. Council funding is publicly accountable therefore the Board needs to demonstrate to the community where funding is going and what it is being spent on. Staff cannot process your application without financial information.

The Board encourages applicants, where practically possible, to consider using local businesses or suppliers for any services or goods they require in their application. The Board acknowledges that this may result in a higher quote.

It would be helpful to the Board to receive an expense summary for projects that cost more than the grant being requested to show the areas where funds are being spent and a paragraph on what fund raising the group has undertaken towards the project, or other sources considered (ie voluntary labour, businesses for supplies).

Examples (but not limited to) of what the Board cannot fund:	Examples (but not limited to) of what the Board can fund:
✗ Wages	✓ New equipment/materials
✗ Debt servicing	✓ Toys/educational aids
✗ Payment for volunteers (including arrangements in kind eg petrol vouchers)	✓ Sporting equipment
✗ Stock or capital market investment	✓ Safety equipment
✗ Gambling or prize money	✓ Costs associated with events
✗ Funding of individuals (only non-profit organisations)	✓ Community training
✗ Payment of any legal expenditure or associated costs	
✗ Purchase of land and buildings	
✗ Activities or initiatives where the primary purpose is to promote, commercial or profit-oriented interests	
✗ Payment of fines, court costs or mediation costs, IRD penalties	

## Criteria for application

- The Board supports a wide range of community activities but the application will only be considered if it is deemed of the nature listed in the table of examples of what the Board can fund (see previous page).
- Applications will only be accepted from community-based project groups, not for profit organisations, registered charities or incorporated societies.
- Applications from Funding Committees and/or similar community-based groups associated with schools will be considered provided there is proof that the activity is not funded by the Ministry of Education. However, schools themselves are not considered non-profit community-based organisations.
- Grant funding will not be allocated for events/projects that have already occurred i.e retrospectively.
- The grant funding is limited to projects primarily within the Board area or benefiting the residents of the ward.
- Grants are generally limited up to \$1,000 in any financial year (July to June), but a group can apply twice a year, providing it is for different projects. The Board will consider granting more than \$1,000 in exceptional circumstances provided that detailed reasons for exceeding the present limit are provided.
- The application should clearly state the purpose for which the money is to be used.
- The applicant should submit relevant financial information to prove they can deliver the project. Applications will only be processed once the financial information is received. The Community Board reserves the right to request additional financial information on any application if deemed necessary.
- Organisations that are predominately funded by Central Government must provide supporting evidence that the requested grant will not be spent on projects that should be funded by Central Government.
- Applicants must declare other sources from which funding has been applied for, or granted from, for the project being applied to the Rangiora-Ashley Community Board, including information on applications to other Community Boards.
- Grant applications will be considered every month by the Rangiora-Ashley Community Board. Applications are recommended to be received three weeks prior to Board meeting dates so they can be processed in time.
- An Accountability Form must be provided to the Council within 20 working days after the event, completion of the project or when the funds were spent outlining how the funds were applied. Relevant proof of purchase such as receipts, banks statements or invoices must be included with the Accountability Form and photos of the event or purchase is encouraged.
- Where possible Boards request permission to utilise these photos on its Facebook page, the Council website or other social media, to encourage other community groups' participation.
- In the event that funds are not spent on the project or activity applied for within 12 months of the date of the event/project, the recipient will be required to return the grant funding to the Council.
- If the activity/event for which funds have been granted does not take place or if the group does not provide the information to enable the grant to be paid within six months of approval of the grant being notified, then in both cases the application will be regarded as closed and funds released for reallocation by the Board.
- No new application will be accepted until the Board receives the Accountability Form and relevant documentation for previous funding granted.

## What happens now?

Return your completed application form (with financial records and any supporting information which you believe is relevant to this application) by posting to Private Bag 1005, Rangiora 7440, New Zealand, or hand delivering to your local Service Centre, or emailing to: [IM@wmk.govt.nz](mailto:IM@wmk.govt.nz)

## What happens next?

- Your application will be processed and presented to the Board at the next appropriate meeting.
- Following the meeting a letter will be sent to notify you of the Board's decision and if successful an invoice and your organisation's bank account details will be requested.
- On receipt of this information payment will be processed to your organisation's bank account.

**CHAIRPERSON'S REPORT***For the month of July 2023*

<b>CHAIRPERSON'S DIARY</b>	
<b><i>Date</i></b>	<b><i>Events attended</i></b>
Wednesday 5 July 2023	Meeting with Liz McClure re Board website
Friday 7 July 2023	Attended Kaiapoi Art Expo
Saturday 8 July 2023	Inspect Bunnings Site with Mayor/Deputy Mayor
Monday 10 July 2023	Rangiora-Ashley Community Board agenda meeting
Monday 10 July 2023	Council/ Community Boards briefing re Bunnings Site
Wednesday 12 July 2023	Rangiora-Ashley Community Board meeting
Thursday 20 July 2023	Board Chairs Council briefing Water Chlorination
Thursday 20 July 2023	Meeting Greenspace team re Queen St Trees
Monday 24 July 2023	All Boards meeting
Monday 31 July 2023	District Licensing Committee meeting
Monday 31 July 2023	All Boards Roding workshop.

Jim Gerard  
 Chairperson  
**Rangiora-Ashley Community Board**



**RANGIORA-ASHLEY COMMUNITY BOARD****MEMBERS INFORMATION EXCHANGE***For the month of July 2023*

Member' Name: Monique Fleming

<b>MEMBER'S DIARY</b>		<b>DISCUSSION POINTS</b>
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
12 <sup>th</sup> July 2023	RACB meeting	Future Accessible playground- WAG best to make a submission to the Annual Plan
13 <sup>th</sup> July 2023	Waimakariri Access Group meeting	RACB rep. Upcoming local event Friday 29 <sup>th</sup> Sept Canterbury Inclusive Sports Day Festival at Mainpower stadium. Opportunity for young people with disabilities to try out adaptive sports eg wheelchair rugby/basketball, adaptive prama and boccia- Organisers Zac + Martin
24 <sup>th</sup> July 2023	All Boards	The future of local govt- Jim Palmer
31 <sup>st</sup> July 2023	All Boards	Proposed speed management
3 <sup>rd</sup> August 2023	In Common	

**OTHER:**