

Agenda

Woodend-Sefton Community Board

Monday 11 September 2023

5.30pm

Woodend Community Centre
School Road
Woodend

Members:

Shona Powell (Chairperson)

Mark Paterson (Deputy Chairperson)

Brent Cairns

Ian Fong

Rhonda Mather

Philip Redmond

Andrew Thompson

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AGENDA FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD TO BE HELD AT THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 11 SEPTEMBER 2023 AT 5.30PM.

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

	<u>BUSINESS</u>	PAGES
1	<u>APOLOGIES</u>	
2	<u>CONFLICTS OF INTEREST</u>	
3	<u>CONFIRMATION MINUTES</u>	
3.1	<u>Minutes of the Woodend-Sefton Community Board – 14 August 2023</u>	
	<i>RECOMMENDATION</i>	20 – 28
	THAT the Woodend-Sefton Community Board:	
	(a) Confirms , as a true and accurate record, the circulated Minutes of the Woodend-Sefton Community Board meeting, held on 14 August 2023.	
3.2	<u>Matters Arising</u>	
3.3	<u>Notes of the Woodend-Sefton Community Board Workshop – 14 August 2023</u>	
	<i>RECOMMENDATION</i>	29 – 30
	THAT the Woodend-Sefton Community Board:	
	(a) Receives the notes of the Woodend-Sefton Community Board Workshop held on 14 August 2023.	
4	<u>DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY</u>	
4.1	<u>Poutini Reserve – Maria Brooks</u>	
4.2	<u>Pegasus School – Sustainable Development Goals Student Ambassadors</u>	
5	<u>ADJOURNED BUSINESS</u>	
	Nil.	

6 **REPORTS**

6.1 **Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Woodend-Sefton Board Area – Gerard Cleary (General Manager Utilities and Roading), Joanne McBride (Roading and Transport Manager), Shane Binder (Senior Transportation Engineer) and Allie Mace-Cochrane (Transportation Engineer)**

RECOMMENDATION

31 – 183

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230530079076.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

EITHER:

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

OR:

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

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Pegasus Bay School			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 2. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Carr Street – Railway Street to end of formed road	50	40
Railway Street – Upper Sefton Road to Pembertons Road	50	40
Booth Street – Railway Street to Pembertons Road	50	40
Vaughan Street – Pembertons Road to Cross Street	50	40
High Street – Pembertons Road to Upper Sefton Road	50	40
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40
Buller Street – Upper Sefton Road to Cross Street	50	40

Table 3. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Infinity Drive – Lakeside Drive to end of formed road	50	40
Kessen Street – Pegasus Boulevard to Forbes Street	50	40
Blackadder Road – Kessen Street to Hakatere Road	50	40
Coulter Street – Blackadder Road to Taniwha Street	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40
Taniwha Street – Coulter Street to Hakatere Road	50	40
Manuka Street – Blackadder Road to Taniwha Street	50	40
Forbes Street – Kessen Street to Hakatere Road	50	40
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40
Eyrewell Road – Kessen Street to Seaward Street	50	40
Horomaka Street – Eyrewell Road to Puriri Street	50	40
Puriri Street – Horomaka Street to Hakatere Road	50	40
Puaka Street – Puriri Street to Seaward Street	50	40
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40
Seaward Street – Eyrewell Road to Hakatere Road	50	40
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40
Waipara Road – Murfitt Street to Hakatere Road	50	40
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40
Tommy Street – Tahuna Street to Moa Street	50	40
Moa Street – Tommy Street to Hakatere Road	50	40
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40
Pipiri Street – Hakatere Road to Turvey Street	50	40
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40
Kuta Street – Turvey Street to Pegasus Main Street	50	40
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40
Rapaki Street – Te Waihora Street to The Esplanade	50	40
Tiritiri Moana Drive – Pahua Street to end Council’s legal road	50	40
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40
Miskell Street – Marangai Drive to Awatere Street	50	40
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Katipo Way – Miskell Street to Tuaki Street	50	40
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40
Arahura Road – Lakeside Drive to Kawari Drive	50	40
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40
Kahu Street – Arapura Road to Kahuraki Drive	50	40
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40
Kokopu Street – Kahuraki Drive to Arapura Road	50	40
Tangiwai Street – Arapura Road to Infinity Drive	50	40
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40
Motu Quay – Pegasus Main Street to end of formed road	50	40
Waituna Street – Winsloe Street to Barnes Street	50	40
Pukohe Street – Winsloe Street to Barnes Street	50	40
Barnes Street – Hodgkinson Road to Matamata Quay	50	40
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40
Mary Ellen Street – Matamata Quay to Solander Street	50	40
Whakatipu Street – Solander Road to Waituna Street	50	40
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40
Solander Road – Infinity Drive to Whakatipu Street	50	40
Tuka Road – Infinity Drive to Solander Road	50	40
Awaroa Road – Solander Road Whakatipu Street	50	40
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40
Atkinsons Lane – Mara Kai Place to end of formed road	50	40
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40
Taerutu Lane – Mapleham Drive to end of formed road	50	40
Burntwood Lane – Mapleham Drive to end of formed road	50	40

Table 4. Proposed speed limits for Woodend/Ravenswood area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Judsons Road – Woodend Beach Road to end of formed road	50	40
Copper Beech Road – Woodend Beach Road to end of formed road	50	40
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40
Panckhurst Drive- Petries Road to end of formed road	50	40
McLean Place – Panckhurst Road to end of formed road	50	40
Parkinson Place – Panckhurst Road to end of formed road	50	40
Simon Place – Panckhurst Road to end of formed road	50	40
Petries Road – State Highway One to Gladstone Road	50	40
James Drive – Petries Road to Gladstone Road	50	40
Pascoe Drive – Petries Road to end of formed road	50	40
Hamlett Drive – Petries Road to Gladstone Road	50	40
Benjes Place – Hamlett Drive to end of formed road	50	40
Fearne Drive – Hamlett Drive to Petries Road	50	40
Keeper Close – Fearne Drive to end of formed road	50	40
Ranby Place – Fearne Drive to end of formed road	50	40
Catchpole Place – Petries Road to end of formed road	50	40
Gladstone Road – State Highway One to Gladstone Park	50	40
Eders Road – Gladstone Road to State Highway One	50	40
Stopforth Street – Gladstone Road to Parsonage Road	50	40
Parsonage Road – State Highway One to end of formed road	50	40
Littles Lane – Parsonage Road to end of formed road	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
McQuillan Avenue – Parsonage Road to State Highway One	50	40
Thirlwall Street – McQuillan Avenue to end of formed road	50	40
Salkeld Place – McQuillan Avenue to end of formed road	50	40
Cutler Street – McQuillan Avenue to end of formed road	50	40
Cleaver Street – Salkeld Place to end of formed road	50	40
Gibbs Drive – School Road to Woodend Road	50	40
Stanton Place – Gibbs Drive to end of formed road	50	40
Lacy Gate Place – Gibbs Drive to end of formed road	50	40
Somerset Place – Gibbs Drive to end of formed road	50	40
Woodend Road – Rangiora Woodend Road to State Highway One	50	40
Bowie Drive – Woodend Road to Woodglen Drive	50	40
Cassidy Place – Bowie Drive to end of formed road	50	40
The Stables – Bowie Drive to end of formed road	50	40
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40
Manahi Place – Woodglen Drive to end of formed road	50	40
Norton Place – Woodglen Drive to end of formed road	50	40
Hewitts Road – State Highway One to Welsford Street	50	40
Woodfield Place – Woodglen Drive to end of formed road	50	40
Taranaki Drive – Woodglen Drive to end of formed road	50	40
Thornley Place – Woodglen Drive to end of formed road	50	40
Welsford Street – Bowie Drive to Minerva Crescent	50	40
Appleton Place – Hewitts Road to end of formed road	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cobden Place – Hewitts Road to end of formed road	50	40
Bunting Place – Hewitts Road to end of formed road	50	40
Paget Drive – Welsford Street to Welsford Street	50	40
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40
Grange View – Chinnerys Road to end of formed road	50	40
Minerva Crescent – Welsford Street to Welsford Street	50	40
Shrimpton Avenue – Welsford Street to end of formed road	50	40
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40
John Raven Lane – Clegg Street to end of formed road	50	40
Godley Place – Clegg Street to end of formed road	50	40
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40
Quinn Crescent – Croydon Street to Crossley Avenue	50	40
Crossley Avenue – Stonyer Street to end of formed road	50	40
Croydon Street – Stonyer Street to Oakleigh Street	50	40
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40
Sills Street – Clare Street to Grimwood Street	50	40
Kotua Street – Sills Street to Woodford Avenue	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Eldridge Street – Sills Street to Woodfor Street	50	40
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40
White Street – Nathaniel Archer Street to Barnett Street	50	40
Curtis Street – White Street to Woodford Avenue	50	40
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40
Antil Street – Stackwood Avenue to Chambers Avenue	50	40
Borland Street – Antil Street to Crossley Street	50	40
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40
Higgins Street – Chambers Avenue to end of formed road	50	40
Elmers Street – Higgins Street to end of formed road	50	40
Henshaw Street – Elmers Street to end of formed road	50	40
Clayton Place – Bob Robertson Drive to end of formed road	50	40
Lilburne Street – Clayton Place to end of formed road	50	40
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40
Kesteven Place – Bob Robertson Drive to end of formed road	50	40
Garlick Street – Bob Robertson Drive to end of formed road	50	40

Table 5. Proposed speed limits for Waikuku Beach peri-urban areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Kings Avenue – Waikuku Beach Road to end of formed road	50	40
Allin Drive – Kings Avenue to Queens Avenue	50	40
Queens Avenue – Kings Avenue to end of formed road	50	40
Ensors Place – Queens Avenue to end of formed road	50	40
Collins Drive – Queens Avenue to end of formed road	50	40
McKenzie Place – Collins Drive to end of formed road	50	40

Table 6. Proposed speed limits for the Waikuku peri-urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Macdonalds Lane – State Highway One to end of formed road	50	40
Geisha Road – State Highway One to end of formed road	70	40
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60

Table 7. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *RACB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *RACB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *RACB Boundary (partial extent)	100	60
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *RACB Boundary (partial extent)	100	60
Hanna Place – Upper Sefton Road to end of formed road	100	80
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary *RACB Boundary (partial extent)	100	80

Table 8. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *RACB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *RACB Boundary (partial extent)	100	60
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60
Wyllies Road – Lower Sefton Road to State Highway One	100	80
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60
Pears Road – Stringers Road to Upper Sefton Road	100	60

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60
Dicks Road – Factory Road to Broad Road (unsealed)	100	60
Broad Road – Upper Sefton Road to State Highway One	100	80
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (h) **Notes** that included in Recommendation (c) is a proposal to reduce the speed limit on Pegasus Boulevard, between State Highway One and the Infinity Drive intersection. This has been included due to Waka Kotahi proposing a 60 km/h speed limit along the immediately adjacent State Highway One section.
- (i) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (j) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (k) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (l) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,

- iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (m) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (n) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

6.2 **Application to the Woodend-Sefton Community Board's 2023/24 Discretionary Grant Fund – Kay Rabe (Governance Advisor)**

RECOMMENDATION

184 – 208

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 230822129363.
 - (b) **Approves** a grant of \$..... to the Woodend Volunteer Fire Brigade towards the purchase of Fairy lights.
- OR**
- (c) **Declines** the application from the Woodend Volunteer Fire Brigade.
 - (d) **Approves** a grant of \$..... to the Woodend Playcentre to replace its fencing.
- OR**
- (e) **Declines** the application from the Woodend Playcentre.

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

RECOMMENDATION

209 – 212

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230810122154.
- (b) **Notes** that of the \$6,625 allocated to the Board for the 2022/23 financial year, \$3,915 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$3,210, was carried forward and added to the 2023/24 allocation of \$4,400 bringing the current financial year's total to \$7,610.

- (d) **Circulates** a copy of this report to all other Community Boards for information.

7 CORRESPONDENCE

- 7.1 **Correspondence email Waimakariri Economic Development Strategy**
Trim Ref: 230905137639.
- 7.2 **Correspondence Deputation Regarding Bike Racks**
Trim Ref: 230904136271.
- 7.3 **Correspondence Draft Annual Plan Response**
Trim Ref: 230220022903
- 7.4 **Memorandum Kings Avenue Pump Station Drainage Improvements – Kieran Straw (Civil Project Team Leader)**
Trim Ref: 230808120684

RECOMMENDATION

213 - 221

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the email on Waimakariri Economic Development Strategy (Trim 230905137639).
- (b) **Receives** the correspondence regarding bike racks (Trim 230904136271).
- (c) **Receives** the Annual Plan Response Letter (Trim 230220022903).
- (d) **Receives** the Memorandum on Kings Avenue Pump Station Drainage Improvements (Trim 230808120684).

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for August 2023

RECOMMENDATION

222

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 230904136588).

9 MATTERS FOR INFORMATION

- 9.1. **Kaipoi-Tuahiwi Community Board Meeting Minutes 17 July 2023.**
- 9.2. **Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.**
- 9.3. **Rangiora-Ashley Community Board Meeting Minutes 8 August 2023.**
- 9.4. **Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.5. **Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.6. **Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.**
- 9.7. **Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.**

- 9.8. **Avian Botulism Management 2022/23 – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.9. **Private Well Study – Results from 2022 Study – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.**
- 9.10. **Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.**

Public Excluded

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

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

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

Note:

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

10 MEMBERS' INFORMATION EXCHANGE

223 – 224

10.1 **Ian Fong**

10.2 **Rhonda Mather**

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

9.1. **Rangiora Town Cycleway Stage One**

<https://letstalk.waimakariri.govt.nz/rangiora-town-cycleway-stage-one>

Consultation closes Monday 11 September 2023.

9.2. **Woodend / Woodend Beach Entrance Signs**

<https://letstalk.waimakariri.govt.nz/woodend-woodend-beach-entrance-signs>

Consultation closes Thursday 14 September 2023.

9.3. **Waimakariri Economic Development Strategy**

<https://letstalk.waimakariri.govt.nz/waimakariri-economic-development-strategy>

Consultation closes Sunday 17 September 2023.

9.4. **Playspaces in Kaiapoi East**

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

Consultation closes Friday 22 September 2023.

9.5. **Mandeville Resurgence Channel Upgrades**

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

Consultation closes Friday 29 September 2023.

12 **BOARD FUNDING UPDATE**

12.1 **Board Discretionary Grant**

Balance as at 31 August 2023: \$4,660.

12.2 **General Landscaping Fund**

Balance as at 31 August 2023: \$13,680.

13 **MEDIA ITEMS**

14 **QUESTIONS UNDER STANDING ORDERS**

15 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Monday 9 October 2023 at the Woodend Community Centre, School Road, Woodend.

Workshop

- *Greenspace Updates – Grant MacLeod (Greenspace Manager)*
 - *Woodend Beach Domain*
 - *Viewing Platform in Coastal Area*
 - *Long Term Plan Projects*
- *Members Forum*
 - *End of Year Function*

MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD AT THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 14 AUGUST 2023 AT 5.30PM.

PRESENT

S Powell (Chairperson), M Paterson (Deputy Chairperson), B Cairns, I Fong, R Mather, P Redmond and A Thompson.

IN ATTENDANCE

K LaValley (General Manager Planning, Regulation and Environment), G Stephens (Design and Planning Team Leader), H Belworthy (Intermediate Landscape Architect – District Regeneration), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

There were three members of the public present.

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

Item 6.2 – S Powell, and B Cairns declared a conflict of interest in the application from the Waimakariri Access Group. I Fong and P Redmond declared a conflict of interest in the application from the Coastguard North Canterbury.

3 CONFIRMATION MINUTES

3.1 Minutes of the Woodend-Sefton Community Board – 10 July 2023

Moved: R Mather Seconded: M Paterson

THAT the Woodend-Sefton Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Woodend-Sefton Community Board meeting, held on 10 July 2023.

CARRIED

3.2 Matters Arising

There were no matters arising.

4 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

4.1 Dog Park – Maria Brooks

M Brooks spoke to the Board noting that she was a resident of Pegasus and had moved there in February 2020 with her husband, who was terminally ill and had since passed away. She had thought that she would like to do something for the community in his memory. One of the ideas she had was wheelchair access to the beach but that was beyond her budget, then she heard at a community meeting that they were looking for a shelter at the dog park. She used to take her husband to the dog park when he was in a wheelchair to walk their dog. Getting there was difficult due to the steepness of the path. The dog park was basically a rough piece of ground that had been fenced, it was pretty grim, and was very cold when the easterly was blowing off the sea. She believed that this project was something that was in her capabilities by either assisting with some funding or getting a sponsor for the materials required to make the

shelter. M Brooks showed the Board a rough design that she would like to be considered which not only had a cover but sides as well to shelter people from the wind. The MenzShed and the Lions Club had indicated an interest in the project as well.

S Powell noted that this would be a lovely memorial for her husband. M Brooks noted that she had thought about a park bench but thought this would be better because they used to take their dog there.

P Redmond thought a shelter was a great idea and queried if she was happy to work in with the Woodend Lions on the project. M Brooks noted that she was.

B Cairns asked if M Brooks was aware that if she came to the Community Board she could apply for funding and the Council's Greenspace team were organising planting at the dog park.

4.2 **Lions Club of Woodend Pegasus – Jeff Taylor-Hayhurst**

J Taylor-Hayhurst spoke to the Board noting that he had recently been elected president of the Woodend Pegasus Lions Club. He noted that one thing that had been lacking with the Lions Club was projects and that was one thing that he wanted to change. The Lions Club were hoping to get involved with building the shelters at the Gladstone Dog Park. One of the other projects was to illuminate the Woodend War Memorial. Currently they had someone coming from Redpaths Electrical to illuminate the memorial temporarily to let people see how it would look prior to arranging permanent illumination through the Council. They had also asked to be considered in assisting with the new signage for Woodend and Woodend Beach (refer item 6.1 of the agenda). The Lions Club wanted to raise its profile and work for and with the community.

S Powell asked if they had made connection with the Pegasus Woodend MenzShed. J Taylor-Hayhurst noted that he belonged to the Kaiapoi MenzShed, he had started at the Pegasus Woodend Shed but believed they did not do many projects, so he moved to Kaiapoi which he felt got a lot more done.

M Paterson suggested that the Lions Club contact the Pegasus Woodend MenzShed because they had just finished a project for the Woodend Community Association, and they had been brilliant.

B Cairns asked if they had contacted the Council's Greenspace Team in relation to illuminating the Woodend War Memorial. J Taylor-Hayhurst noted that they had not yet contacted the Council about the temporary lighting as they first wanted to see what was available from Redpaths Electrical.

B Cairns concurred with M Paterson's comments regarding the Pegasus Woodend MenzShed who had been extremely good for the food forest, they had built seating and tables.

P Redmond asked if they had been working with the RSA over the lighting proposal. J Taylor-Hayhurst noted that they had not spoken with them yet but were planning to.

5 **ADJOURNED BUSINESS**

Nil.

6 REPORTS

6.3 Woodend-War Memorial – Proposal for Additional Planting – G Stephens (Greenspace Design and Planning Team Leader)

G Stephens spoke to the report noting that the Board had asked for a formal report with information around the proposed additional planting and the process that would be required to change the resource consent if the Board decided to adopt the planting plan. He gave a brief overview of the reasons why the staff were recommending that the Board did not proceed with the planting. This was not because of the requirement for a resource consent amendment, rather their concerns based on the use of the space, especially during ANZAC services, the safety concerns with the area being densely planted limiting visibility and also for disabled people who were parked in the carpark watching ceremonies whose view would be blocked. He acknowledged the work the Lions Club had put into the memorial and thanked J Archer for putting a lot of time and effort into the proposed planting plan.

Moved: R Mather

Seconded: A Thompson

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230803118010
- (b) **Notes** the concerns raised regarding the proposed planting within this report relating to; not meeting the design intent, blocking visibility and access, CPTED concerns and the potential negative impact on ANZAC services as well as the existing trees.
- (c) **Declines** the proposed planting plan for the Woodend War Memorial
- (d) **Thanks** the Woodend Pegasus Lions and John Archer for their time putting this proposal forward to the Board and notify them of the decision to not proceed with this planting.

CARRIED

R Mather also thanked J Archer as he had created a lovely planting plan which she thought looked fantastic. However, having read the report and considered all aspects, she believed that the report had merit especially with the comments regarding the disabled people's access and people parking and being able to see what was going on if they could not get out of their cars.

A Thompson appreciated what J Archer had done, it was good to see the ideas come forward. He noted that the Greenspace team had looked at the pros and cons and had come up with a very balanced recommendation.

S Powell thanked G Stephens for the report and J Archer for the work that he had done, it would be disappointing, but she could see the future when the pin oaks in the reserve matured, which would not take long. She thought that if Council could keep the garden maintained at the front and looking good it would be a good site.

It was agreed that the Board meeting should be adjourned at 5:59pm to enable the Board to have a workshop on the Pegasus Dog park and landscaping budget.

Moved: S Powell

Seconded: M Paterson

THAT the Woodend-Sefton Community Board:

- (a) **Adjourned** the Board meeting to enable the Board to hold a workshop on the Pegasus Dog Park and landscaping budget.

CARRIED

Moved: S Powell

Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Reconvene** the Board meeting.

CARRIED

The Board meeting reconvened at 6:29pm.

6.1 **Woodend and Woodend Beach Entrance Signs – Consultation – H Belworthy (Greenspace Landscape Architect)**

H Belworthy spoke to the report which sought the Board's approval for public consultation on the designs for the Woodend and Woodend Beach signage.

R Mather asked that when Council staff went out for consultation that they included the Woodpecker.

B Cairns noted that in the community views section of the report it noted that the hapu may be affected or have an interest in the subject. He asked how Council involved Manu Whenua with regard to public engagement particularly with the boundary of MR873 at Woodend. H Belworthy noted that Council staff would send them the community consultation directly and would ask if they wanted to be involved in the designs. Sometimes they got a response sometimes they did not.

S Powell asked if consideration had been given to the placement of the Welcome to Woodend sign once the proposed roundabout at Rangiora Woodend Road was installed in 2024. G Stephens noted that staff would work with Roding to make ensure that the placement was suitable and that the designs that were proposed were appropriate for the site.

Moved: M Paterson

Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230731116061.
- (b) **Approves** public engagement to be carried out by staff on the three conceptual sign options for Woodend Entrance.
- (c) **Approves** public engagement to be carried out by staff on the three conceptual sign options for Woodend Beach Entrance.
- (d) **Notes** that engagement was proposed to be carried out in September 2023.
- (e) **Notes** staff would engage with the roading team to confirm each location for the proposed signs.

CARRIED

M Paterson thought that they would look good and was interested to see what feedback the Council received from the community.

B Cairns commented that it had been an ongoing project for some time so it would be good to see some wonderful designs.

6.2 **Application to the Woodend-Sefton Community Board's 2023/24 Discretionary Grant Fund – K Rabe (Governance Advisor)**

P Redmond, S Powell and I Fong left the table and M Paterson took the Chair.

Moved: A Thompson

Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 230727113642.
- (b) **Approves** a grant of \$500 to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

A Thompson commented that it was a good cause of real community benefit.

P Redmond and I Fong returned to the table.

Moved: R Mather

Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

- (c) **Approves** a grant of \$500 to the Pegasus Art Show towards printing costs of date stickers, tickets and artists biographies (bios).

CARRIED

R Mather noted that these were all high quality applications in terms of being deserving.

B Cairns commented that the art show was extremely good, and it brought people into the area. The Pegasus school put on a very good show.

B Cairns left the table.

Moved: R Mather

Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (d) **Approves** a grant of \$500 to the Waimakariri Access Group towards seeding costs to hold an inclusive sports day to occur.

CARRIED

R Mather noted that it was a very worthwhile event, and it was exciting to see it in Waimakariri.

S Powell resumed the Chair.

7 CORRESPONDENCE

Nil.

8 **CHAIRPERSON'S REPORT**

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

Moved: S Powell

Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 230808120277).

CARRIED

9 **MATTERS FOR INFORMATION**

- 9.1. Rangiora-Ashley Community Board Meeting Minutes 14 June 2023.
- 9.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 19 June 2023.
- 9.3. Oxford-Ohoka Community Board Meeting Minutes 5 July 2023.
- 9.4. Rangiora-Ashley Community Board Meeting Minutes 12 July 2023.
- 9.5. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.6. Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.7. Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.8. Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.9. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.10. Stimulus Programme Close Out Report – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.
- 9.11. 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

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

Moved: B Cairns

Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the information in Items 9.1 to 9.11.
- (a) **Receives** the separately circulated public excluded information in items 9.12 and 9.13.

CARRIED

10 **MEMBERS' INFORMATION EXCHANGE**

P Redmond

- After a long delay with Waka Kotahi and the local Runanga, Council were now able to proceed with consultation of the Kaiapoi to Ravenswood cycleway. There was a hold up with Waka Kotahi and the fact that the route went through MR873, it appeared that it this had been resolved. The Council's Communications team were putting together the information notices and had drop-in sessions planned on 21 and 22 of August 2023.

B Cairns

- CCTV Cameras in Pegasus – there was a public meeting planned for Thursday 26 October 2023 7pm to 9pm at Pegasus School.
- The Kaiapoi Food Bank would normally distribute 40 food parcels per month in 2022 and they were currently doing 188 per month.
- Local Government Conference – highlights were listening to Sophie Howe, first Welsh Future Generations Commissioner. Example of points she made:
 - For example, if we know that around 35% of jobs in the Waimakariri may disappear as a result of robots, artificial intelligence, or computers, what's that going to mean to you, your children and your grandchildren?
 - We know that we'll be living longer, but are we going to be living healthy, active lives or are we going to be living lives with long-term illness and health conditions?
 - Public bodies really need to be focusing on how their decisions are going to impact in the long-term, and working together to prevent problems occurring, recognising that no single public body can respond to some of the big challenges that need to be addressed.
- Attended Food Secure North Canterbury strategy meeting.
- Have attended a number of meetings about community funded CCTV cameras. Council was developing a policy as they will take ownership of the cameras once installed.
- Harry Harper funeral – Harry had bequeathed the Council some of his estate.
- InCommon Waimakariri Inclusivity Poster Campaign Event Launch – featured the number of immigrants in our community.
- Kaiapoi Promotions Annual General Meeting – new Chair was elected, Janine Duke.
- First youth event in Pegasus – movie night – planning now for next event and more students to help with planning.
- All Boards meeting.
- All Together Kaiapoi review meeting – reduction in funding, an issue that other organisations may face.
- Kaiapoi Food Forest meeting – new coordinator had been employed.
- Housing Policy Hearings – to create a district housing policy.
- Transport Connections discussion – connecting the likes of Oxford to other parts of the district.
- Waimakariri Heritage website launch – loads of images, with the opportunity to load or send in images, videos, and audio to tell stories.
- Pegasus Residents Group Annual General Meeting – very well attended meeting, loads of support.
- Kaiapoi kids' indoor market – busy and growing in popularity.
- All Together Kaiapoi – Matariki event – huge crowd, first time using the area for a large community event.
- Oxford light up event – judged the residential lighting displays – awesome for the township, supported by K Howat from the Council's Greenspace team which was appreciated in having trees etc lite up.
- Waiora Links – spoke about food forests in the district.
- Waimakariri Access Group Annual General Meeting.

- Almost finished conducting the Promotion association stakeholder interviews – this will provide an indication of what issues the various groups have and looking for common elements.

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.

The Board noted the consultation projects.

12 BOARD FUNDING UPDATE

12.1 Board Discretionary Grant

Balance as at 31 July 2023: \$6,610.

12.2 General Landscaping Fund

Balance as at 31 July 2023: \$13,680.

The Board noted the funding update.

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 Woodend-Sefton Community Board is scheduled for 5.30pm, Monday 11 September 2023 at the Woodend Community Centre, School Road, Woodend.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 6:58pm.

CONFIRMED

Chairperson

Date

Workshop

- *General Landscaping*
- *Pegasus Dog Park – H Belworthy (Greenspace landscape Architect)*
- *Members Forum*

Unconfirmed

NOTES OF A WORKSHOP OF THE WOODEND-SEFTON COMMUNITY BOARD HELD AT THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 14 AUGUST 2023 AT 5.59PM.

PRESENT

S Powell (Chairperson), B Cairns, I Fong, R Mather, M Paterson, P Redmond, and A Thompson.

IN ATTENDANCE

K LaValley (General Manager Planning, Regulation and Environment), G Stephens (Design and Planning Team Leader), H Belworthy (Intermediate Landscape Architect – District Regeneration), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

There were three members of the public present.

APPOLOGIES

There were no apologies.

1. GLADSTONE DOG PARK AND GENERAL LANDSCAPING

Presenter: H Belworthy (Intermediate Landscape Architect – District Regeneration)

Questions:

- Was the dog park equipment also something that the likes of the Mens Shed could build rather than the Council buying it?
Yes, it would be a lot cheaper if the Woodend Mens Shed and Lions Club built it together.
- Like to see some seating along Bob Robertson Drive and Pegasus Boulevard between Infinity Drive and State Highway One. Those areas were frequented by pedestrians, all for making it easier for people who could not walk very far.
- One of the issues for the Board to decide was how and where they wanted their funds spread. Would the Board each year look to spend \$10,000-\$13,000 on one big project and have a little left over or did they want to spread it round.

The Board did have the ability to go to the Councils Long Term Plan and Annual Plan, the idea of the Boards General Landscaping Budget was that it was for small to medium sized projects, the proposed shelters at the Gladstone Dog Park was getting to the top end of the size of project. The Board could do one shelter this year and plan to do another one next year.

- The Board had indicated at previous meetings that they wanted to do something with the Gladstone Dog Park.
- Like to see more concept plans that met the criteria for example a park bench which could be a memorial park bench and the Board could promote that to the public.
- If people wanted to do a memorial was there a process?
Yes, there was, and Council staff could support people through that process.
- The Board only had a limited amount of money but if they worked with the community on the shelters at the Gladstone Dog Park, they could multiple that, there was M Brooks and the Woodend Lions Club. The Board could supply the seed money effectively whether it

be the plans and approving the designs and M Brooks and the Woodend Lions could handle the rest and the Board could spread what little they had across the wider area. Who took the lead on this project?

Councils Greenspace staff could coordinate, they knew the processes that needed to be gone through to get approval. In terms of the proposed shelters at Gladstone Park the Board had the delegated authority to approve what happened there.

- The most valuable thing that Council could do for the Gladstone Dog Park was to come up with a concept plan so that people could then slot into that.
- Was it time to create a Gladstone Dog Park Advisory Group or a Friends of Gladstone Dog Park?

The friends of the dog park had worked very well at the Milton Dog Park in Rangiora.

- The Rangiora Dog Park look very good. What had Council or other parties done to get it to that state?

Rangiora Dog Park had not always looked as it did currently, it had looked better than the Gladstone Dog Park for the fact that it was very fertile soil so growing grass was very easy. The shelters were built there as a project by the Rangiora Lions Club, the soroptimists had planted trees, the Rotary Group had planted trees there, the Friends of the Rangiora Dog Park had advocated for higher maintenance regimes from when they first started which had changed how Council had designed dog parks, the idea of having concrete underneath your entrance point so it did not wear out. The Rangiora-Ashley Community Board paid for the extension of the agility area, the fencing, but the friends of the dog park were doing the equipment that was going to be installed there. it was very much a community driven space.

- Where the bowling club was in Woodend there was the toilet block and then there was a patch of grass in front of the bowling club, was that owned by Council? Because if you installed a screen there it could make a nice picnic area, stopping point for people.

The bowling club was owned by the Council.

- The Board had discussed it some time ago, some proactive planting at the Sefton Domain was a sensible thing to do, there was change that was going to happen there, but it was good to get planting underway because it did take time. The Board should not hold off considered planting around that domain.
- From the entrance of the Sefton Domain there was no footpath so going in there if you parked out and walked in you could not walk up the roadway and you stepped off and were in the bog. A pathway with planting along there would be ideal.

THERE BEING NO FURTHER BUSINESS, THE BRIEFING CONCLUDED AT 6.29PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230530079076

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD


DATE OF MEETING: 11th September 2023

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

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

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

_____ General Manager

_____  Chief Executive

1. SUMMARY

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

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

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

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

Attachments:

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

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230530079076.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

EITHER:

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

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

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

OR:

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

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 2. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Carr Street – Railway Street to end of formed road	50	40
Railway Street – Upper Sefton Road to Pembertons Road	50	40
Booth Street – Railway Street to Pembertons Road	50	40
Vaughan Street – Pembertons Road to Cross Street	50	40
High Street – Pembertons Road to Upper Sefton Road	50	40
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40
Buller Street – Upper Sefton Road to Cross Street	50	40

Table 3. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Infinity Drive – Lakeside Drive to end of formed road	50	40
Kessen Street – Pegasus Boulevard to Forbes Street	50	40
Blackadder Road – Kessen Street to Hakatere Road	50	40
Coulter Street – Blackadder Road to Taniwha Street	50	40
Kumara Street – Blackadder Road to Tutaiapatu Avenue	50	40
Tutaiapatu Avenue – Blackadder Road to Pegasus Main Street	50	40
Taniwha Street – Coulter Street to Hakatere Road	50	40
Manuka Street – Blackadder Road to Taniwha Street	50	40
Forbes Street – Kessen Street to Hakatere Road	50	40
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40
Eyrewell Road – Kessen Street to Seaward Street	50	40
Horomaka Street – Eyrewell Road to Puriri Street	50	40
Puriri Street – Horomaka Street to Hakatere Road	50	40
Puaka Street – Puriri Street to Seaward Street	50	40
Waireka Street – Pegasus Boulevard to Tutaiapatu Avenue	50	40
Seaward Street – Eyrewell Road to Hakatere Road	50	40
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40
Waipara Road – Murfitt Street to Hakatere Road	50	40
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40
Tommy Street – Tahuna Street to Moa Street	50	40
Moa Street – Tommy Street to Hakatere Road	50	40
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40
Pipiri Street – Hakatere Road to Turvey Street	50	40
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40
Kuta Street – Turvey Street to Pegasus Main Street	50	40
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40
Rapaki Street – Te Waihora Street to The Esplanade	50	40
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Miskell Street – Marangai Drive to Awatere Street	50	40
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Katipo Way – Miskell Street to Tuaki Street	50	40
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40
Arahura Road – Lakeside Drive to Kawari Drive	50	40
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40
Kahu Street – Arapura Road to Kahuraki Drive	50	40
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40
Kokopu Street – Kahuraki Drive to Arapura Road	50	40
Tangiwai Street – Arapura Road to Infinity Drive	50	40
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40
Motu Quay – Pegasus Main Street to end of formed road	50	40
Waituna Street – Winsloe Street to Barnes Street	50	40
Pukohe Street – Winsloe Street to Barnes Street	50	40
Barnes Street – Hodgkinson Road to Matamata Quay	50	40
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40
Mary Ellen Street – Matamata Quay to Solander Street	50	40
Whakatipu Street – Solander Road to Waituna Street	50	40
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40
Solander Road – Infinity Drive to Whakatipu Street	50	40
Tuka Road – Infinity Drive to Solander Road	50	40
Awaroa Road – Solander Road Whakatipu Street	50	40
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40
Atkinsons Lane – Mara Kai Place to end of formed road	50	40
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40
Taerutu Lane – Mapleham Drive to end of formed road	50	40
Burntwood Lane – Mapleham Drive to end of formed road	50	40

Table 4. Proposed speed limits for Woodend/Ravenswood area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Judsons Road – Woodend Beach Road to end of formed road	50	40
Copper Beech Road – Woodend Beach Road to end of formed road	50	40
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40
Panckhurst Drive- Petries Road to end of formed road	50	40
McLean Place – Panckhurst Road to end of formed road	50	40
Parkinson Place – Panckhurst Road to end of formed road	50	40
Simon Place – Panckhurst Road to end of formed road	50	40
Petries Road – State Highway One to Gladstone Road	50	40
James Drive – Petries Road to Gladstone Road	50	40
Pascoe Drive – Petries Road to end of formed road	50	40
Hamlett Drive – Petries Road to Gladstone Road	50	40
Benjes Place – Hamlett Drive to end of formed road	50	40
Fearne Drive – Hamlett Drive to Petries Road	50	40
Keeper Close – Fearne Drive to end of formed road	50	40
Ranby Place – Fearne Drive to end of formed road	50	40
Catchpole Place – Petries Road to end of formed road	50	40
Gladstone Road – State Highway One to Gladstone Park	50	40
Eders Road – Gladstone Road to State Highway One	50	40
Stopforth Street – Gladstone Road to Parsonage Road	50	40
Parsonage Road – State Highway One to end of formed road	50	40
Littles Lane – Parsonage Road to end of formed road	50	40
McQuillan Avenue – Parsonage Road to State Highway One	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Thirlwall Street – McQuillan Avenue to end of formed road	50	40
Salkeld Place – McQuillan Avenue to end of formed road	50	40
Cutler Street – McQuillan Avenue to end of formed road	50	40
Cleaver Street – Salkeld Place to end of formed road	50	40
Gibbs Drive – School Road to Woodend Road	50	40
Stanton Place – Gibbs Drive to end of formed road	50	40
Lacy Gate Place – Gibbs Drive to end of formed road	50	40
Somerset Place – Gibbs Drive to end of formed road	50	40
Woodend Road – Rangiora Woodend Road to State Highway One	50	40
Bowie Drive – Woodend Road to Woodglen Drive	50	40
Cassidy Place – Bowie Drive to end of formed road	50	40
The Stables – Bowie Drive to end of formed road	50	40
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40
Manahi Place – Woodglen Drive to end of formed road	50	40
Norton Place – Woodglen Drive to end of formed road	50	40
Hewitts Road – State Highway One to Welsford Street	50	40
Woodfield Place – Woodglen Drive to end of formed road	50	40
Taranaki Drive – Woodglen Drive to end of formed road	50	40
Thornley Place – Woodglen Drive to end of formed road	50	40
Welsford Street – Bowie Drive to Minerva Crescent	50	40
Appleton Place – Hewitts Road to end of formed road	50	40
Cobden Place – Hewitts Road to end of formed road	50	40
Bunting Place – Hewitts Road to end of formed road	50	40
Paget Drive – Welsford Street to Welsford Street	50	40
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40
Grange View – Chinnerys Road to end of formed road	50	40
Minerva Crescent – Welsford Street to Welsford Street	50	40
Shrimpton Avenue – Welsford Street to end of formed road	50	40
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40
John Raven Lane – Clegg Street to end of formed road	50	40
Godley Place – Clegg Street to end of formed road	50	40
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40
Quinn Crescent – Croydon Street to Crossley Avenue	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Crossley Avenue – Stonyer Street to end of formed road	50	40
Croydon Street – Stonyer Street to Oakleigh Street	50	40
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40
Sills Street – Clare Street to Grimwood Street	50	40
Kotua Street – Sills Street to Woodford Avenue	50	40
Eldridge Street – Sills Street to Woodfor Street	50	40
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40
White Street – Nathaniel Archer Street to Barnett Street	50	40
Curtis Street – White Street to Woodford Avenue	50	40
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40
Antil Street – Stackwood Avenue to Chambers Avenue	50	40
Borland Street – Antil Street to Crossley Street	50	40
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40
Higgins Street – Chambers Avenue to end of formed road	50	40
Elmers Street – Higgins Street to end of formed road	50	40
Henshaw Street – Elmers Street to end of formed road	50	40
Clayton Place – Bob Robertson Drive to end of formed road	50	40
Lilburne Street – Clayton Place to end of formed road	50	40
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40
Kesteven Place – Bob Robertson Drive to end of formed road	50	40
Garlick Street – Bob Robertson Drive to end of formed road	50	40

Table 5. Proposed speed limits for Waikuku Beach peri-urban areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40
Kings Avenue – Waikuku Beach Road to end of formed road	50	40
Allin Drive – Kings Avenue to Queens Avenue	50	40
Queens Avenue – Kings Avenue to end of formed road	50	40
Ensors Place – Queens Avenue to end of formed road	50	40
Collins Drive – Queens Avenue to end of formed road	50	40
McKenzie Place – Collins Drive to end of formed road	50	40

Table 6. Proposed speed limits for the Waikuku peri-urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Macdonalds Lane – State Highway One to end of formed road	50	40
Geisha Road – State Highway One to end of formed road	70	40
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60

Table 7. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *RACB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *RACB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *RACB Boundary (partial extent)	100	60
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *RACB Boundary (partial extent)	100	60
Hanna Place – Upper Sefton Road to end of formed road	100	80
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary *RACB Boundary (partial extent)	100	80

Table 8. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *RACB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *RACB Boundary (partial extent)	100	60
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60
Wyllies Road – Lower Sefton Road to State Highway One	100	80
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60
Pears Road – Stringers Road to Upper Sefton Road	100	60
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60
Dicks Road – Factory Road to Broad Road (unsealed)	100	60
Broad Road – Upper Sefton Road to State Highway One	100	80
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school;
- (h) **Notes** that included in Recommendation (c) is a proposal to reduce the speed limit on Pegasus Boulevard, between State Highway One and the Infinity Drive intersection. This has been included due to Waka Kotahi proposing a 60 km/h speed limit along the immediately adjacent State Highway One section;
- (i) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;

- (j) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines;
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (k) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (l) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (m) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (n) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 3.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.

- 3.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 3.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- 3.7. Subsequent Speed Management Plans will focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030.
 - Urban roads in Kaiapoi – 2027-2030.
 - South-western and western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033.
 - Urban roads in Oxford – 2030-2033.
 - Urban roads in Rangiora – 2030-2033.
- 3.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 3.9. Staff have undertaken a technical review utilising the Waka Kotahi *Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.
- 3.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.

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

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

4. **ISSUES AND OPTIONS**

- 4.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 4.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 4.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.
- 4.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 4.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 4.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 4.7. The north-eastern portion of the district acts as the main northern connection to and through Rangiora, other than State Highway One, and also subsequently provides access

to State Highway One. This also has seen increasing volumes of traffic in recent years as more development occurs in the Loburn and Sefton areas. Furthermore, a portion of Upper Sefton Road, Lower Sefton Road, and Wyllies Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.

- 4.8. The substantial residential and commercial development in the Woodend and Pegasus areas has resulted in an increase in both motor vehicle traffic, and walking, cycling and scooting traffic. This subsequently increases the likelihood of conflict between these different modes. To ensure safer interactions between motor vehicles and other modes, speeds need to be survivable for everyone. A speed of 30 km/h is deemed a safe system speed for pedestrians/cyclists to survive a crash, with the proposed 40 km/h speed limits seen as a step towards this.
- 4.9. The following options are available to the Woodend-Sefton Community Board:
- 4.10. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.10.1. This option involves the Woodend-Sefton Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 4.10.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 4.10.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.
- 4.11. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.11.1. This option involves the Woodend-Sefton Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 4.11.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 4.11.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 4.11.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 4.12. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.

- 4.12.1. The Woodend-Sefton Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.12.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 4.12.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.
- 4.13. Implications for Community Wellbeing
- 4.13.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.13.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.
- 4.14. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

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

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).
- 6.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.
- 6.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.2. Sustainability and Climate Change Impacts

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

5.3 Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being

undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.

- 6.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.
- 6.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.
- 6.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.
- 6.3.6. Variable speed limit signs have already been installed on Upper Sefton Road, as there was budget available for them in the previous financial year. As the speed limit has not been formally approved, it is therefore not a legal speed limit and should not be operating.

5.4 **Health and Safety**

- 6.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.
- 6.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

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

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

7.3. **Consistency with Community Outcomes**

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

There is a safe environment for all.

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

Transport is accessible, convenient, reliable, and sustainable.

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

7.4. Authorising Delegations

- 7.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.
- 7.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



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Introduction

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

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

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

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

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

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

Background

Road to Zero Vision

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

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

A Safe System

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

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

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

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

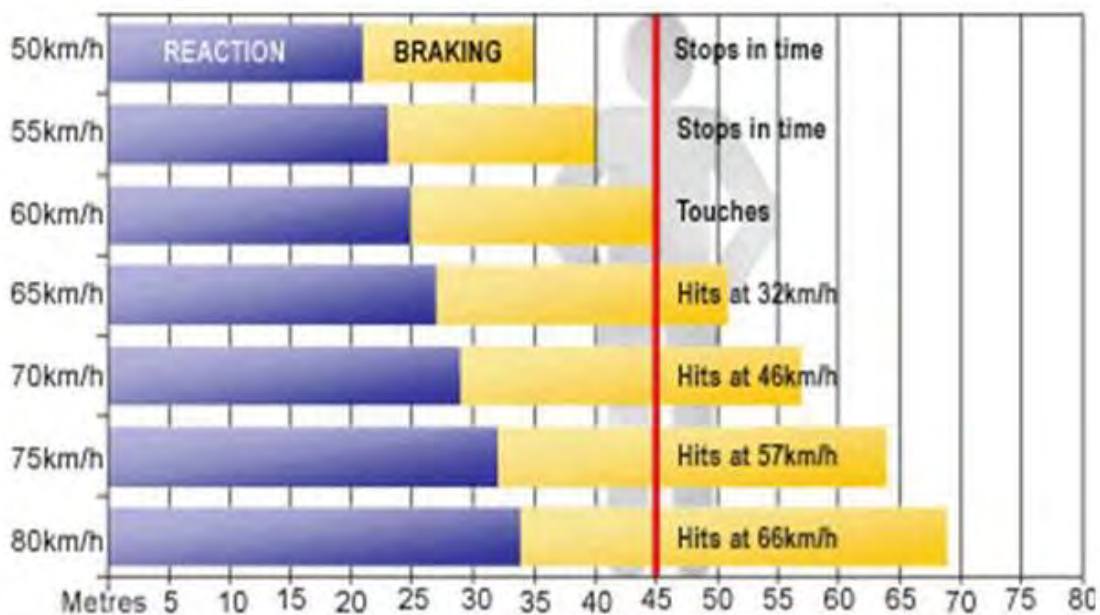


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

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



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



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

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed*

Management Guide: Road to Zero (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

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

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

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

Waimakariri District Crash Statistics

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

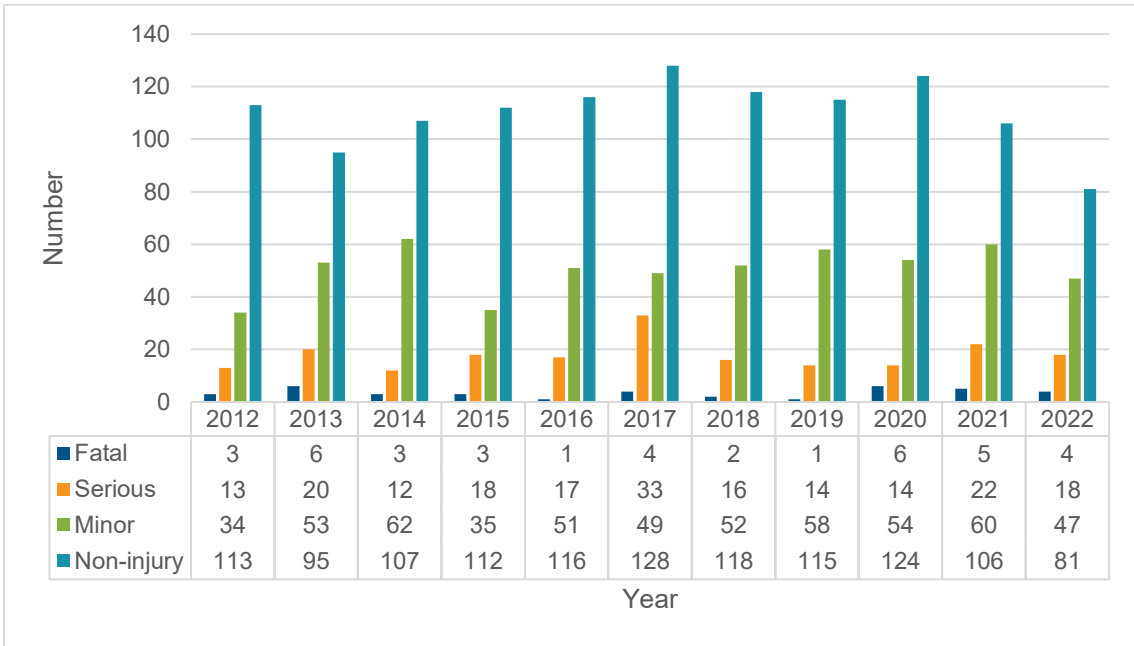


Figure 4. Ten-year crash data for the Waimakariri District.

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

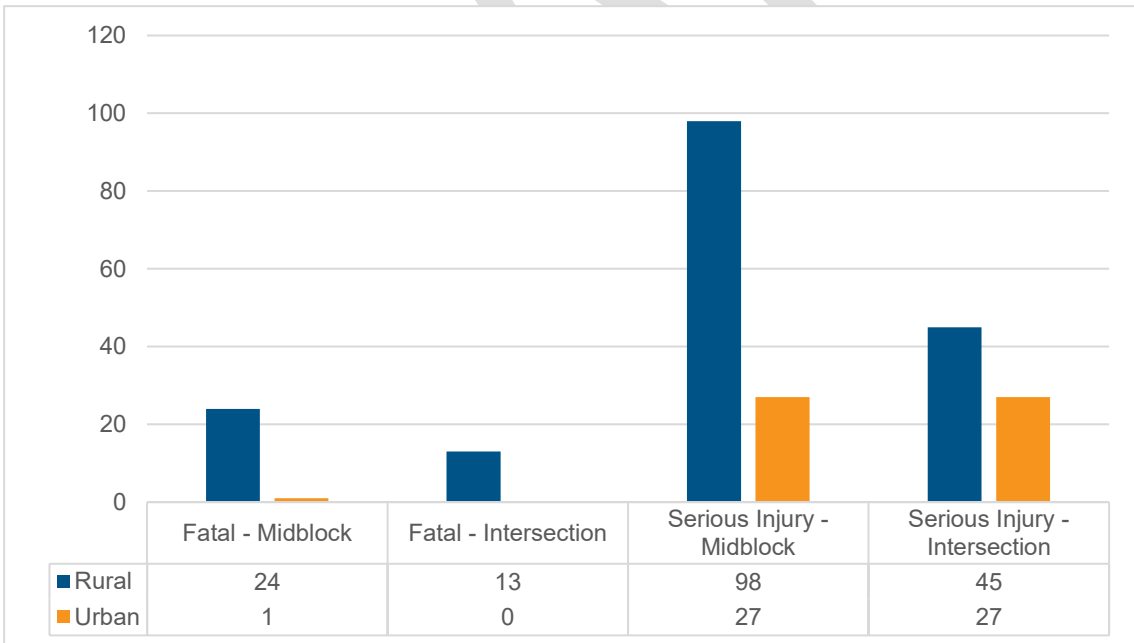


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

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

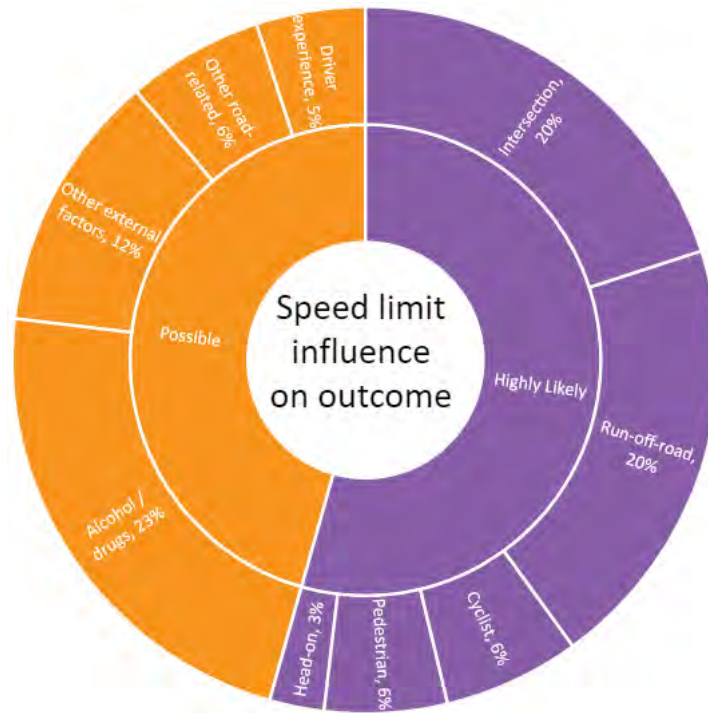


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

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

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

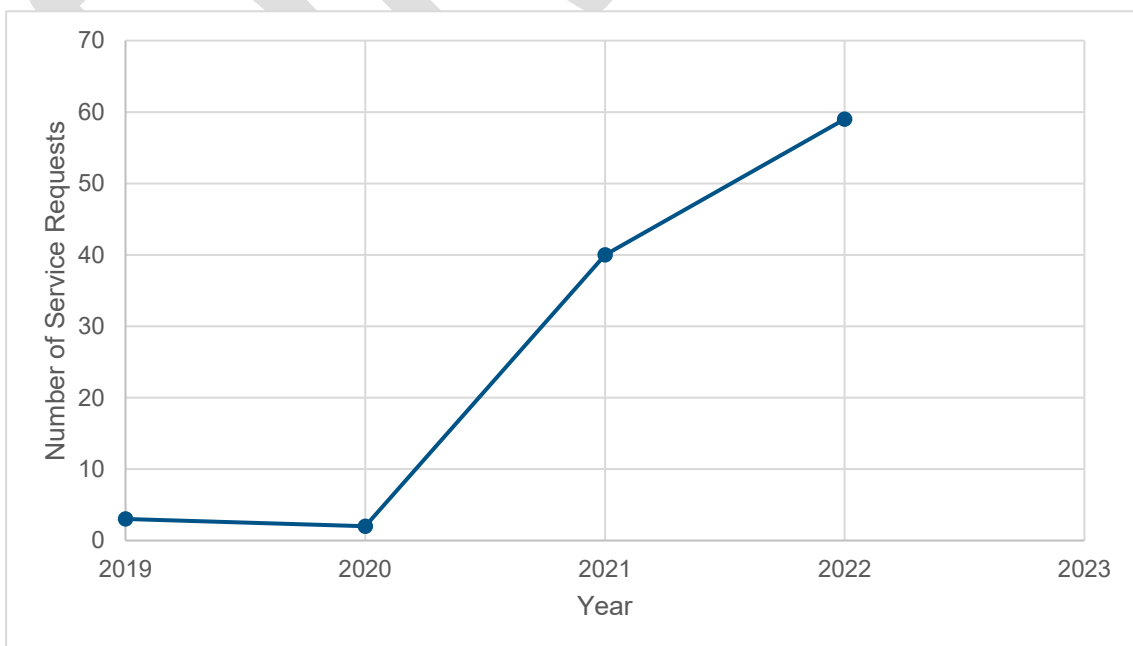


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

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

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

Guiding Values

National Principles

Government Policy Statement on Land Transport

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

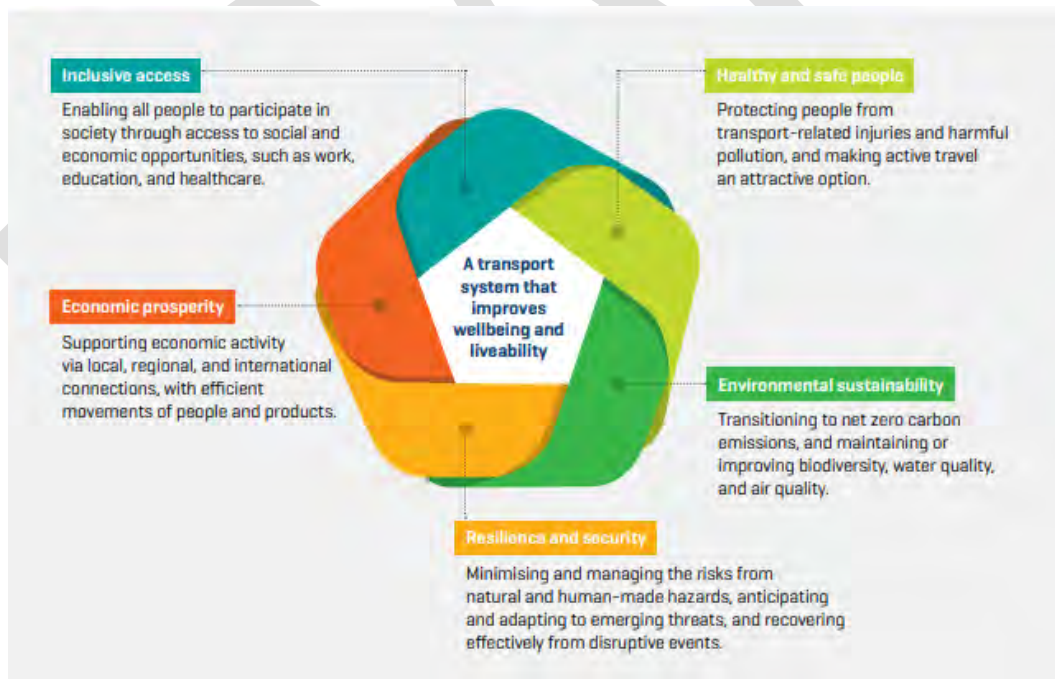


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

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

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

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

Road to Zero Strategy and Action Plan

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

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

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

Principles for Speed Management

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



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

Canterbury Regional Approach

Regional Land Transport Plan

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

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

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

Regional Objectives

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

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



Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in

Table 1 for initial speed management will be followed to achieve consistency across the region's network.

DRAFT

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

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

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

Waimakariri District Council

Policies, Strategies, and Guidelines

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

Community Outcomes

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

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

Ten-Year Vision

Council Objectives

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

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

One Network Framework

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

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

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

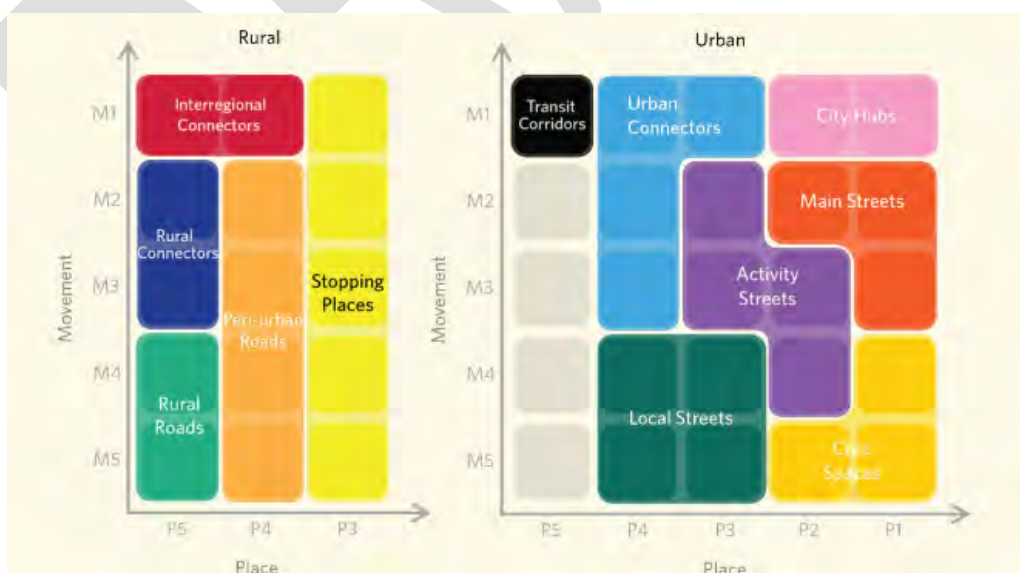


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

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

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

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

Strategic Alignment

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

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

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

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

Speed Management Infrastructure

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

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

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

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 2 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

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

Four-Year Implementation Programme

Speed Limits

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

Speed Limits Around Schools

Categorisation of Schools

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

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

Safety Infrastructure

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

References

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Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 3.

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

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

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

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 12. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

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Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

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Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 1 maps these speed limit reviews across the District):

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

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

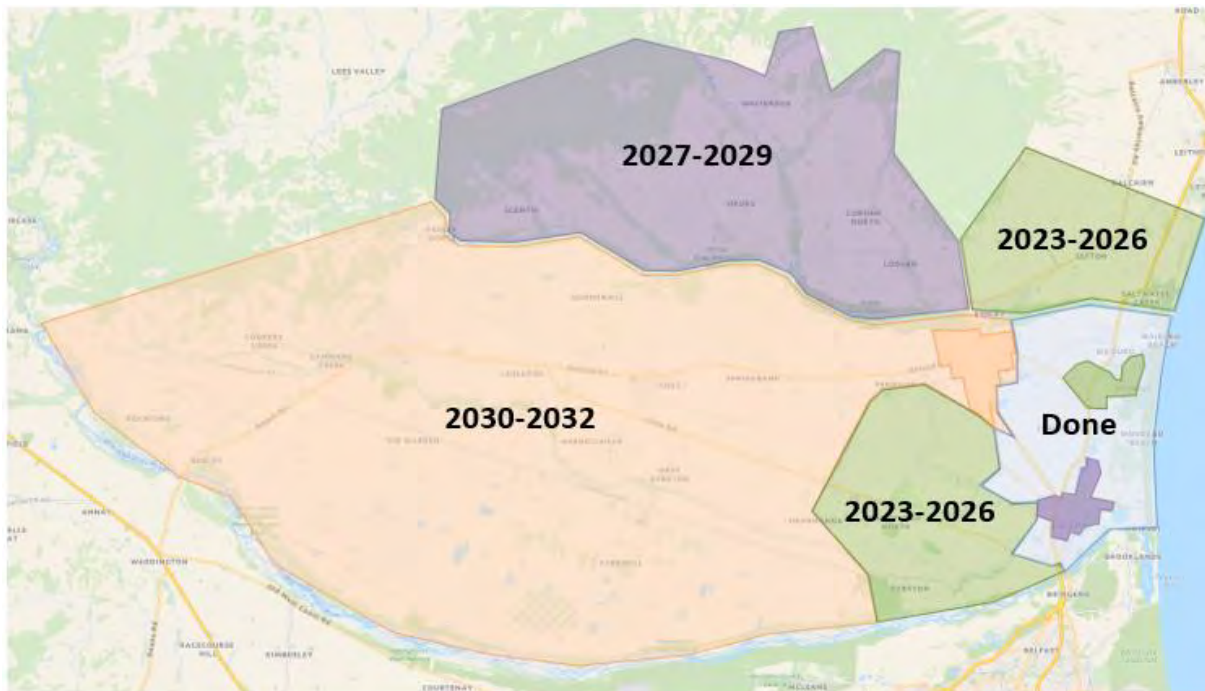


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

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

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in

Table 1, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

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

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

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

Speed Limits

Urban and Settlement Areas

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

- Rangiora town centre (

- Table 2)
- Kaiapoi town centre (

- **Table 3)**
- Other urban areas in Kaiapoi (Table 4)
- Oxford town centre (

- **Table 5)**
- Sefton Township Table 6)
- Ashley Township (

- **Table 7)**
- Pegasus urban area (Table 8)
- Woodend/Ravenswood urban area (Table 9)

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

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

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

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

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

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

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

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

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

Table 6. Proposed speed limits for the Sefton Township.

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

Table 7. Proposed speed limits⁸⁴ for the Ashley Township.

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

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

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

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

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

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

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

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

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

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

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

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

Peri-urban Areas

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

- Waikuku Beach area (Table 10)
- Waikuku area (
- Table 11)
- Mandeville area (Table 12)

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

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

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

Table 11. Proposed speed limits for the Waikuku area.

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

Table 12. Proposed speed limits for the Mandeville area.

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

Rural Roads

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

- Rangiora/Fernside area (Table 13)
- North of Tram Road/Mandeville area (

- **Table 14)**
- North of Tram Road/Ohoka areas (

- **Table 15)**
- South of Tram Road/north of South Eyre Road/Mandeville areas (

- **Table 16)**
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 17)
- South of South Eyre Road area (

- **Table 18)**
- South Eyre Road and Tram Road (Table 19)
- Oxford rural area (

- **Table 20)**
- Marshmans Road and northwest/west of Marshmans Road areas (Table 21)
- North of Upper Sefton Road area (Table 22)
- South of Upper Sefton Road area (Table 23)
- Other rural areas (

- **Table 24)**

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

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

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

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

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

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

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

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

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

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

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

Table 18. Proposed speed limits for the¹⁰² south of South Eyre Road area.

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

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

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

Table 20. Proposed speed limits¹⁰³ for the Oxford rural area.

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

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

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

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

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

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

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

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

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

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

Table 24. Proposed speed limits for other rural areas.

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

Table 25 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

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

Speed Limits Around Schools

Categorisation of Schools

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

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 26. Table 27 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 28 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

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

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

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

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

School name	Category	Proposed Speed Limit	111 Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

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

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

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

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

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

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

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

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 29. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

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

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

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

Appendix C – Safe and Appropriate Speed Alignment

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

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

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

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

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

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

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

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

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in

Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

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

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

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

Table34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

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

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

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

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

The following roads listed in

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

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

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

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

Table 35. Roads not meeting the minimum distance requirements.

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

Appendix D – Speed Limit Extent Maps

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

The following legend can be applied to all maps:

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

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

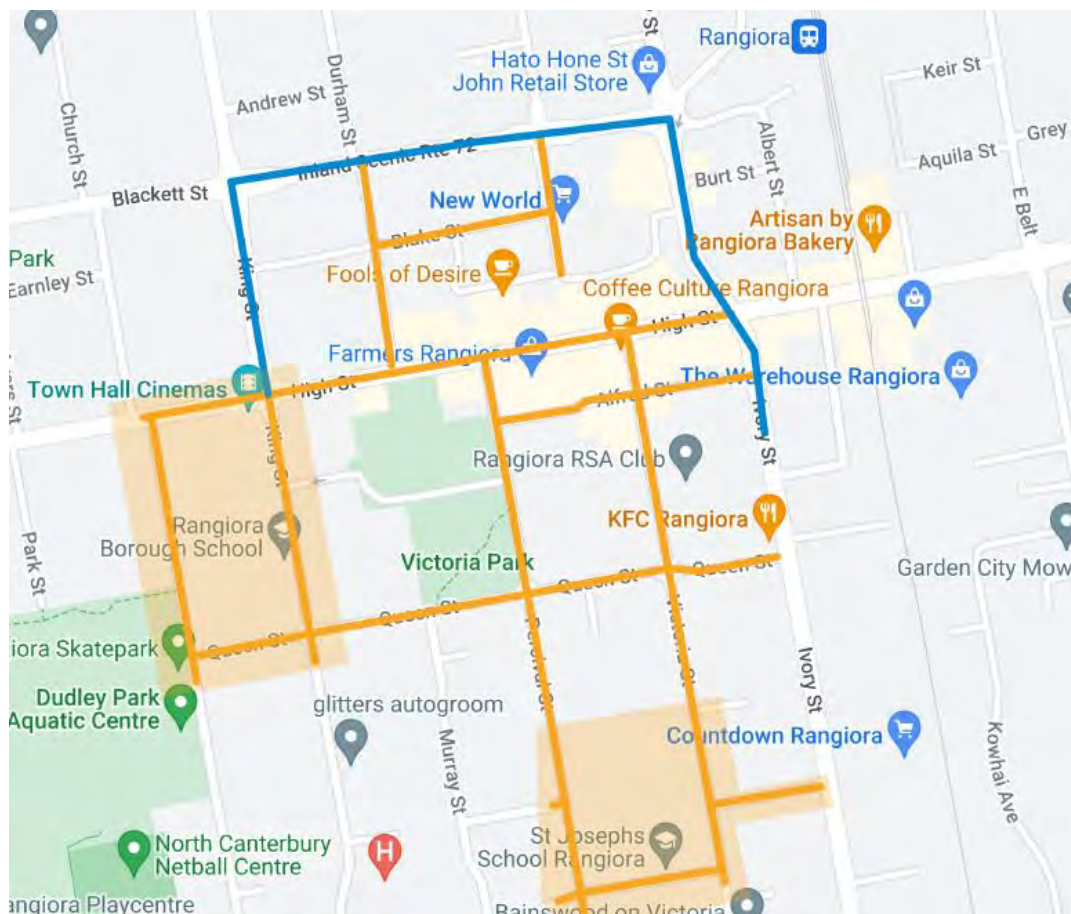


Figure 2. Rangiora town centre (Table 4).

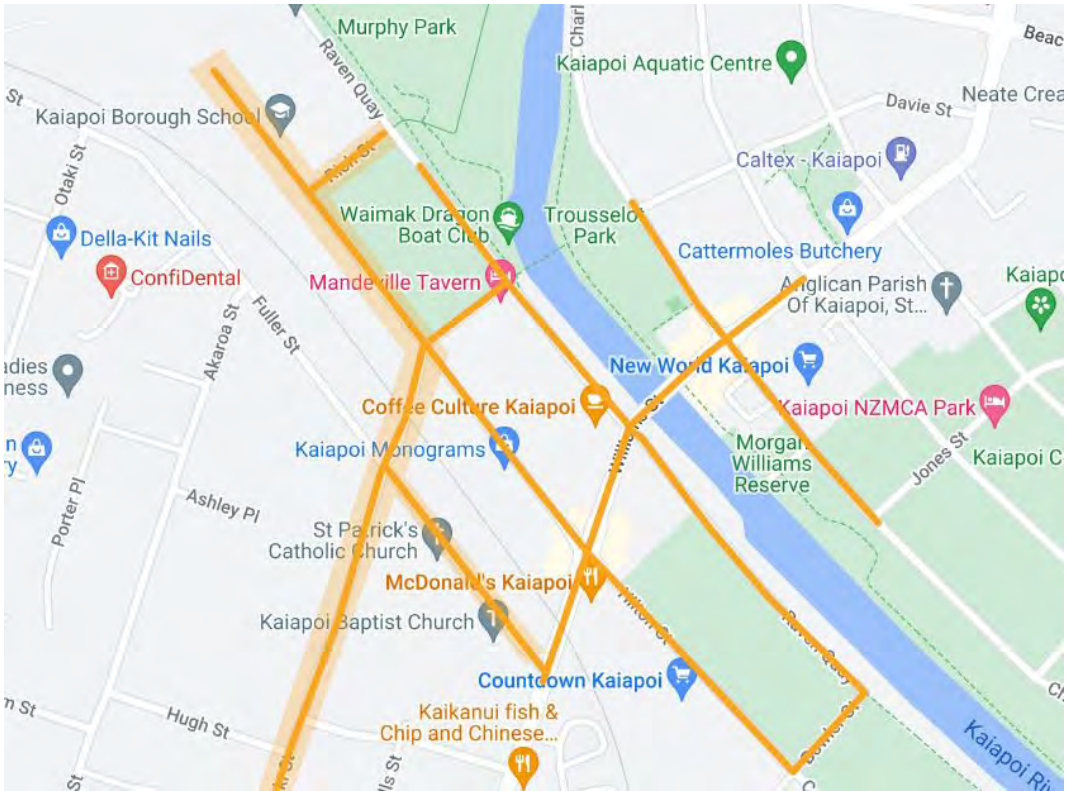


Figure 3. Kaiapoi town centre (Table 5).

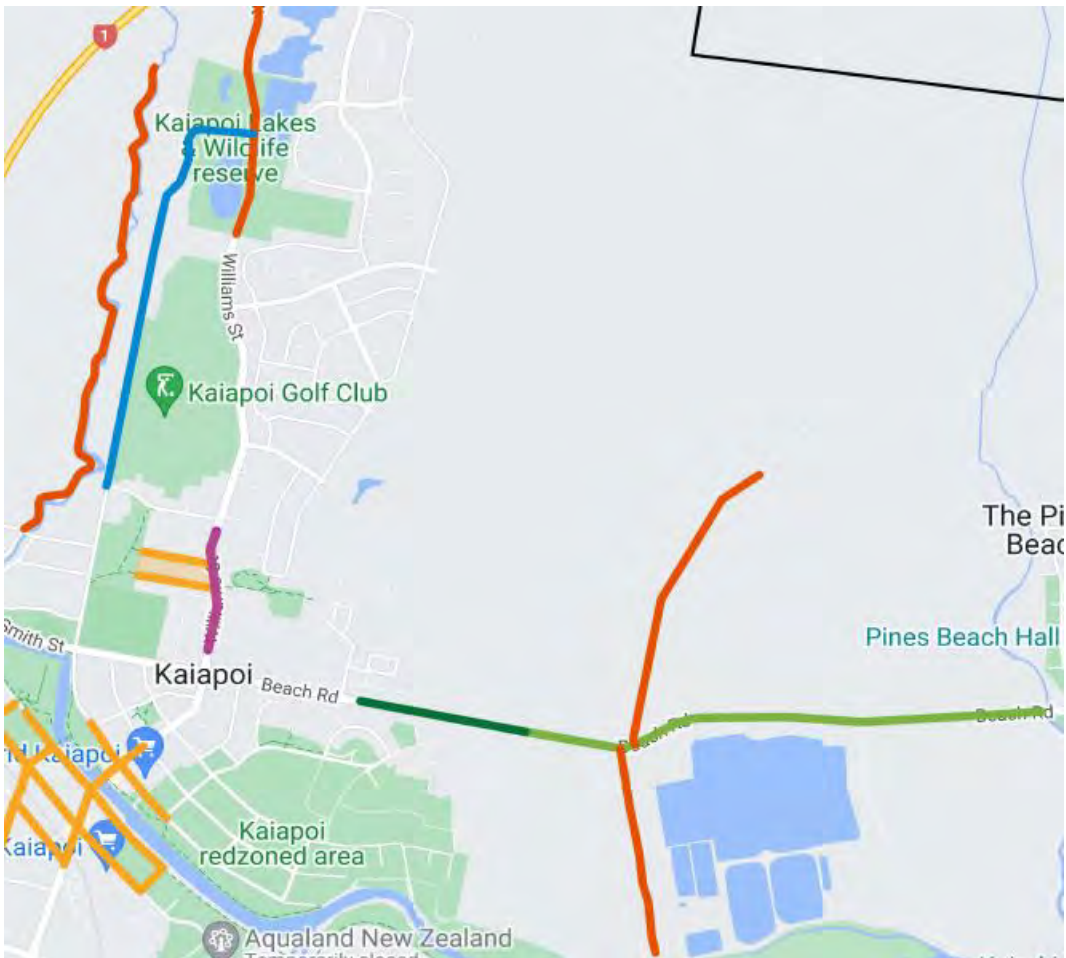


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

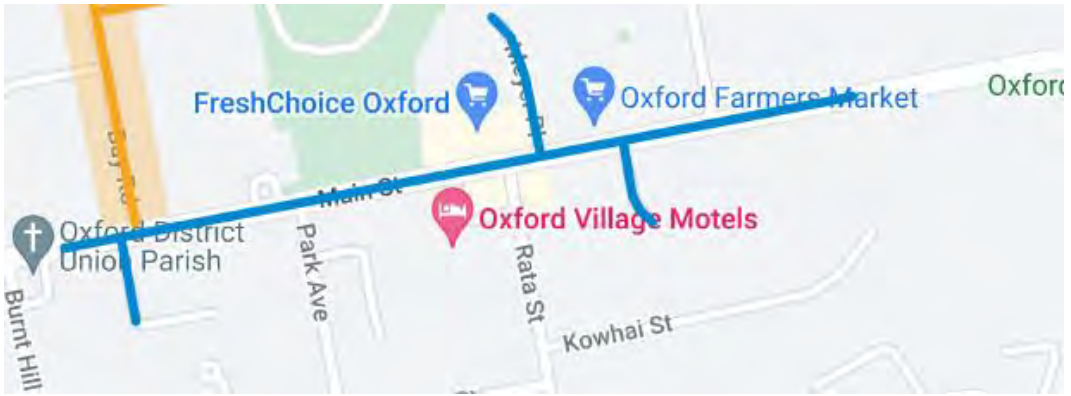


Figure 5. Oxford town centre (Table 7).

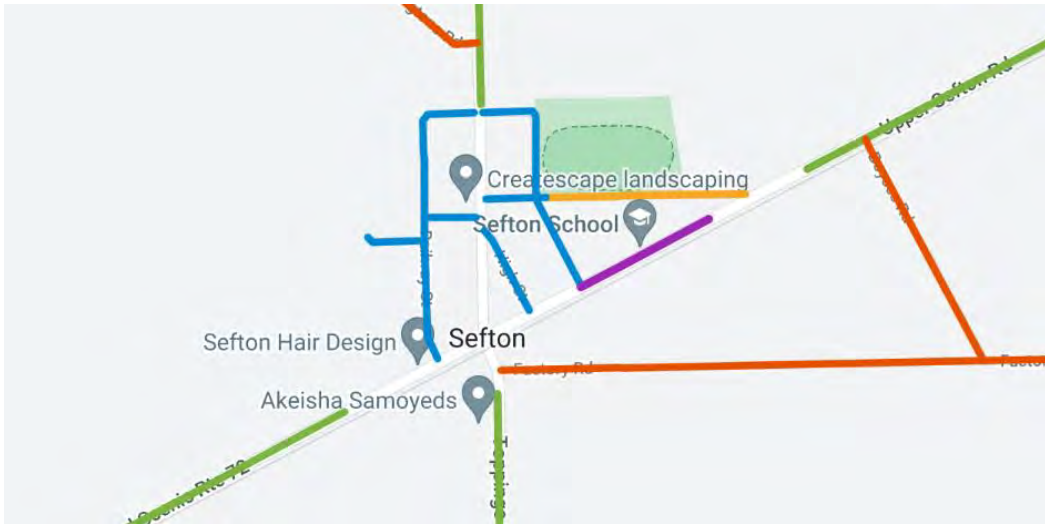


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

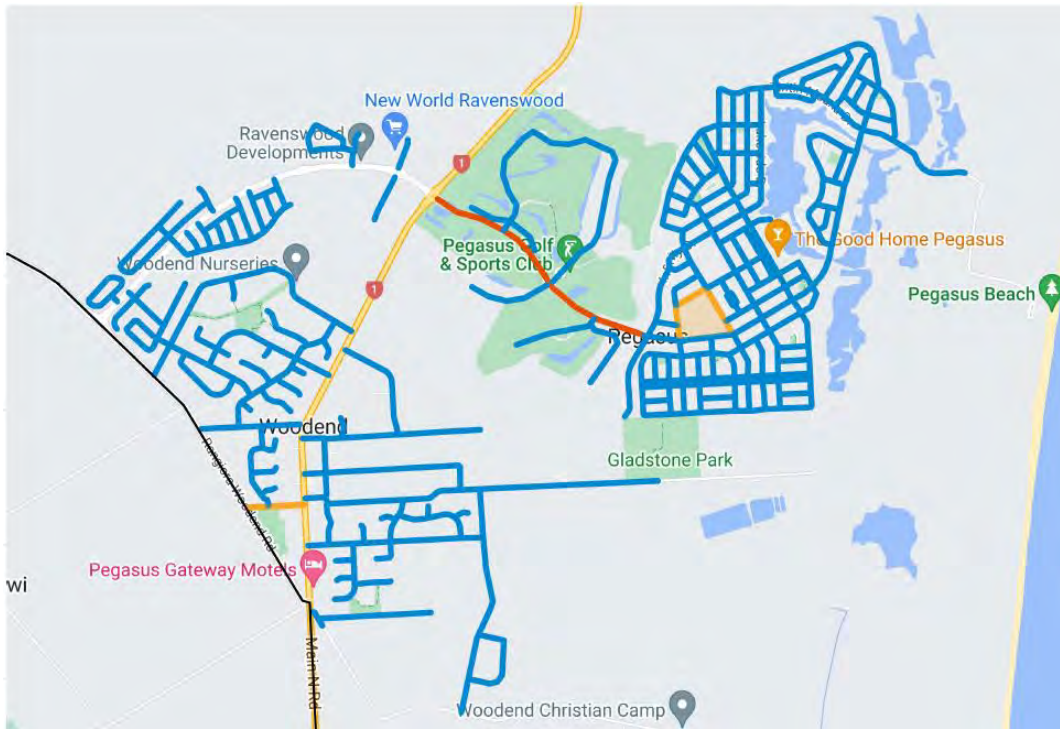


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

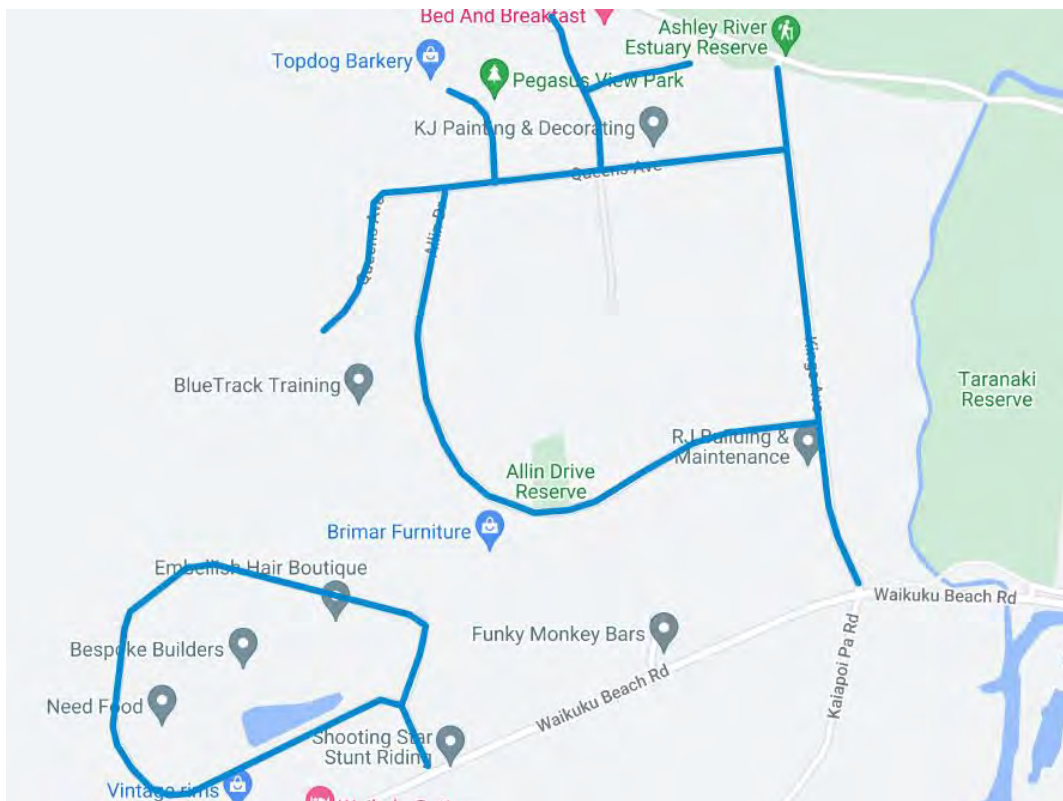


Figure 9. Waikuku Beach peri-urban area (Table 12).

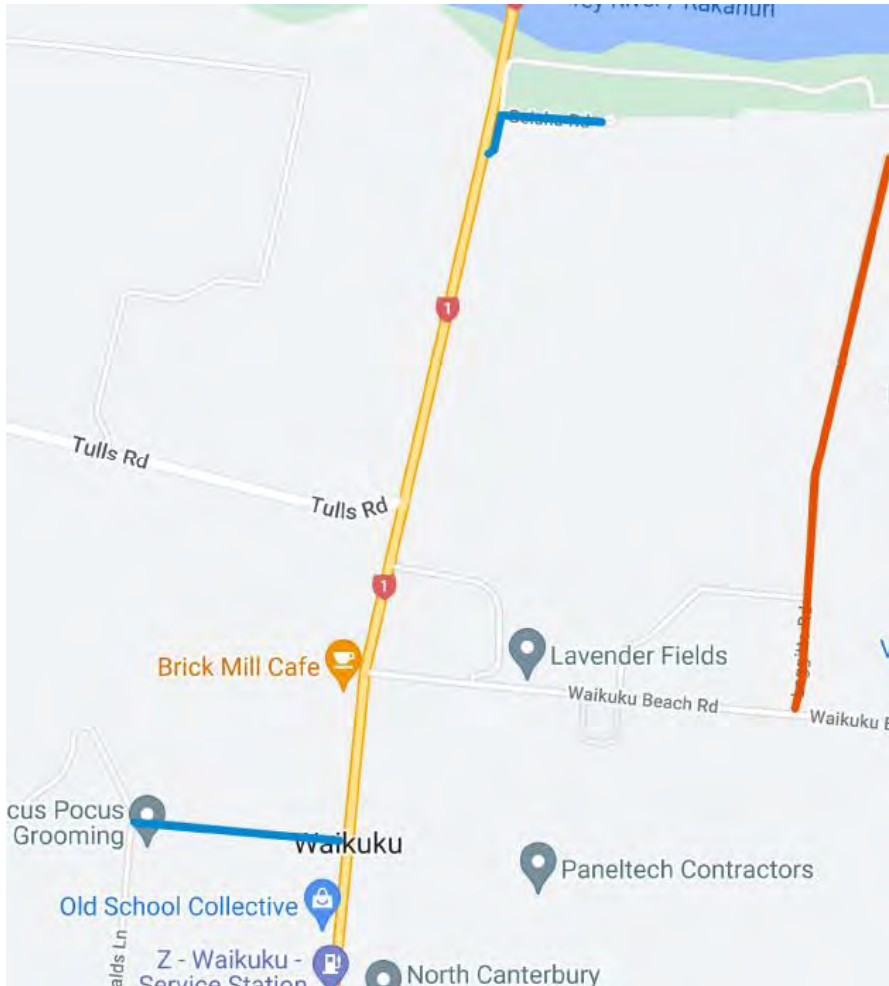


Figure 10. Waikuku peri-urban area (Table 13).

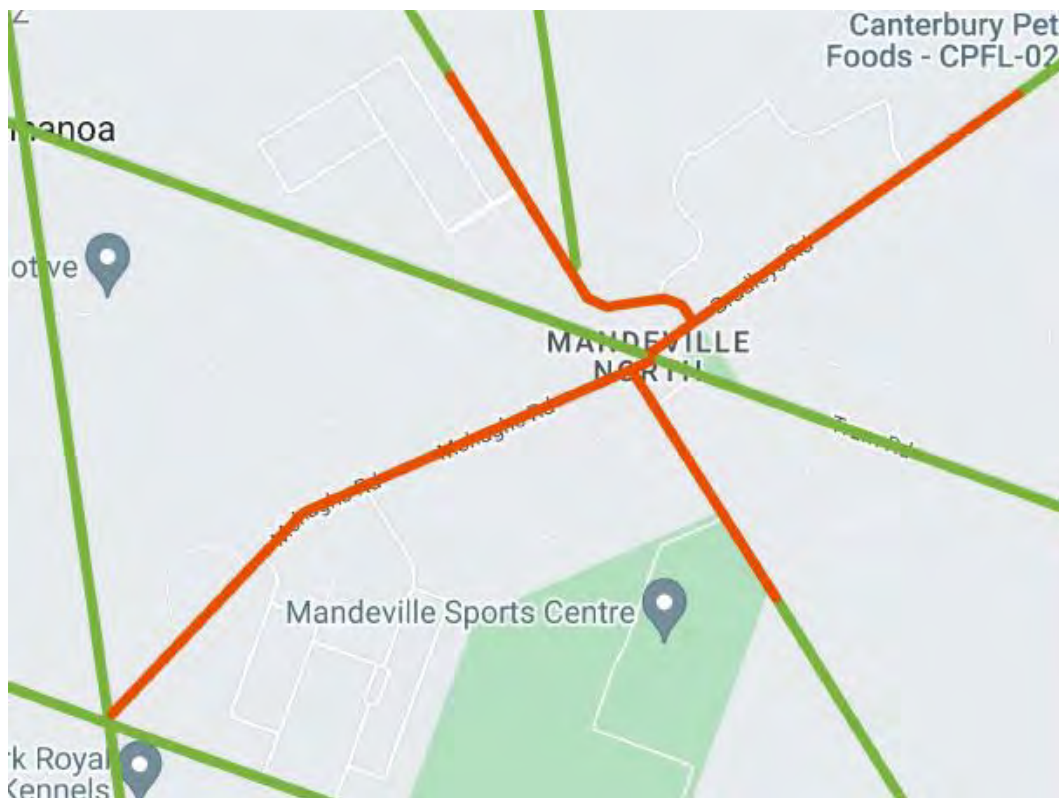


Figure 11. Mandeville peri-urban area (Table 14).

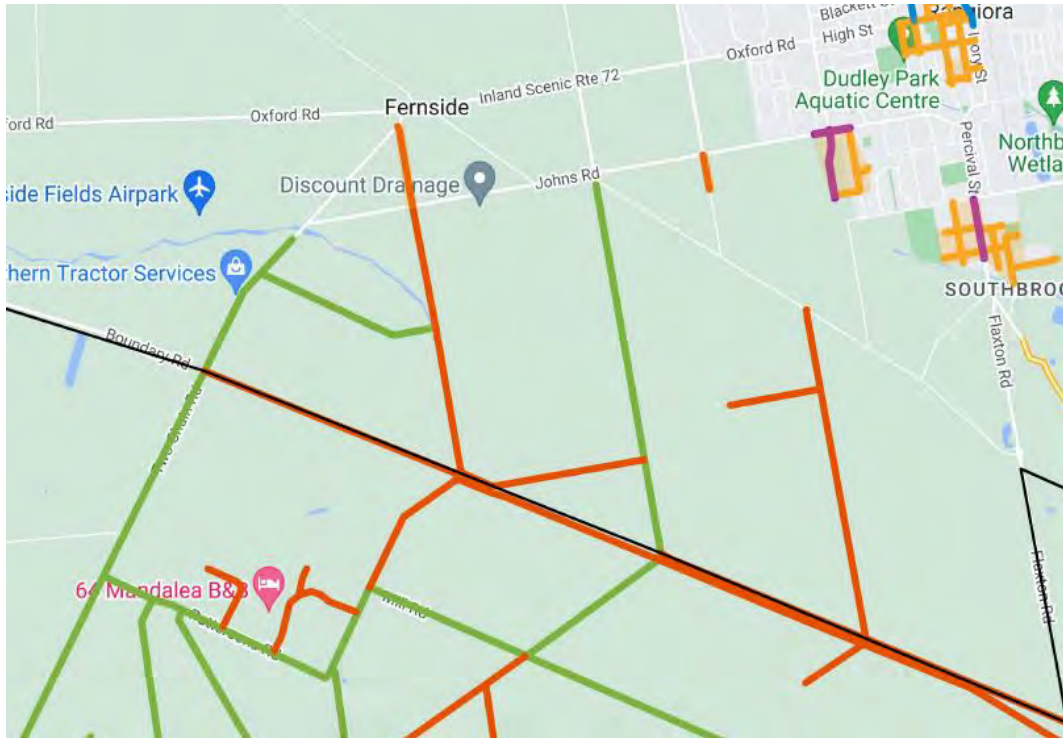


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

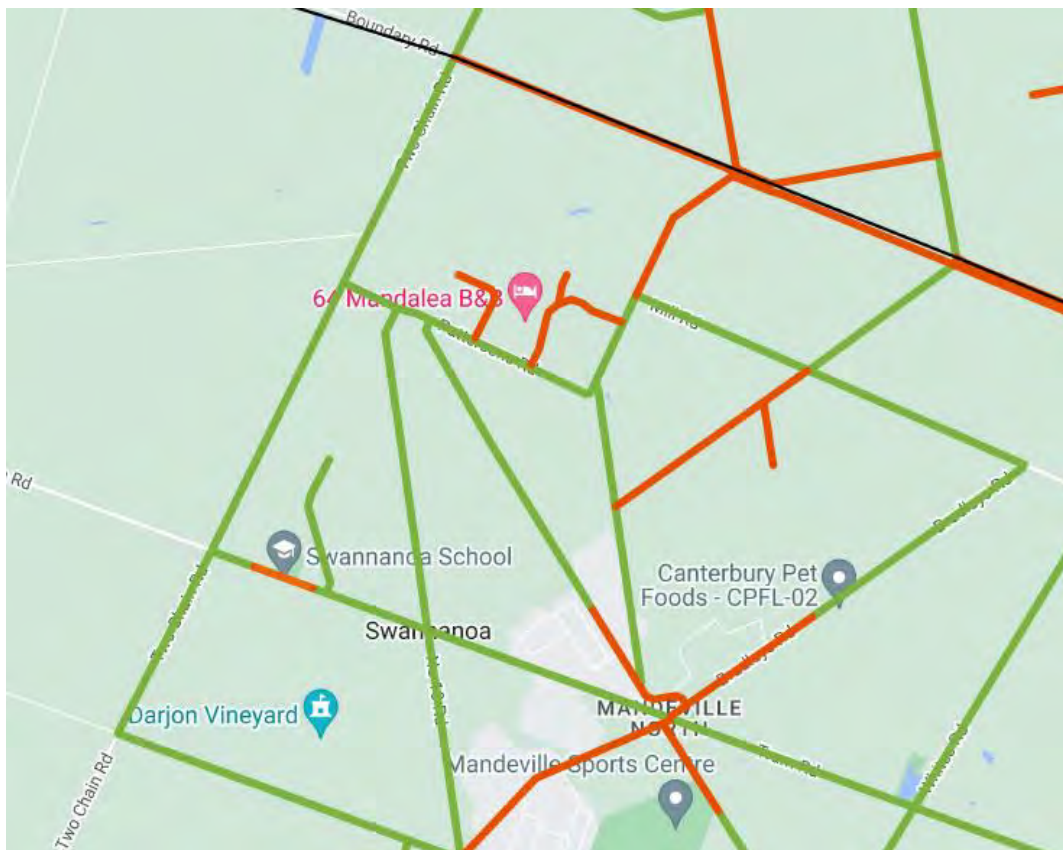


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



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

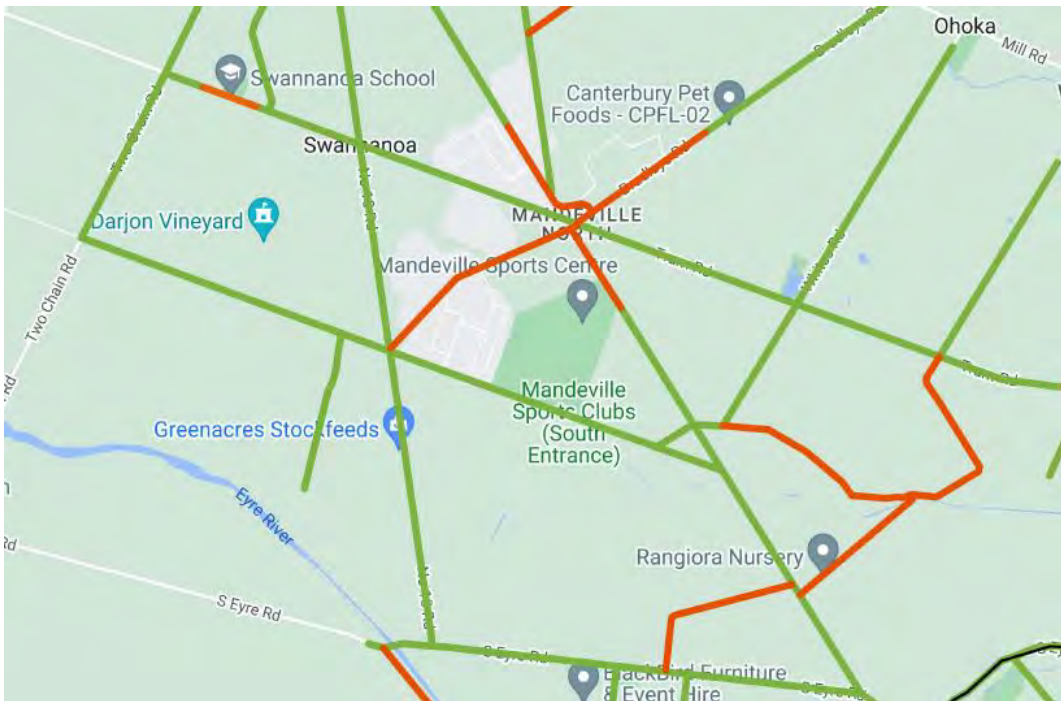


Figure 15. South of Tram Road/Mandeville area (Table 18).



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



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

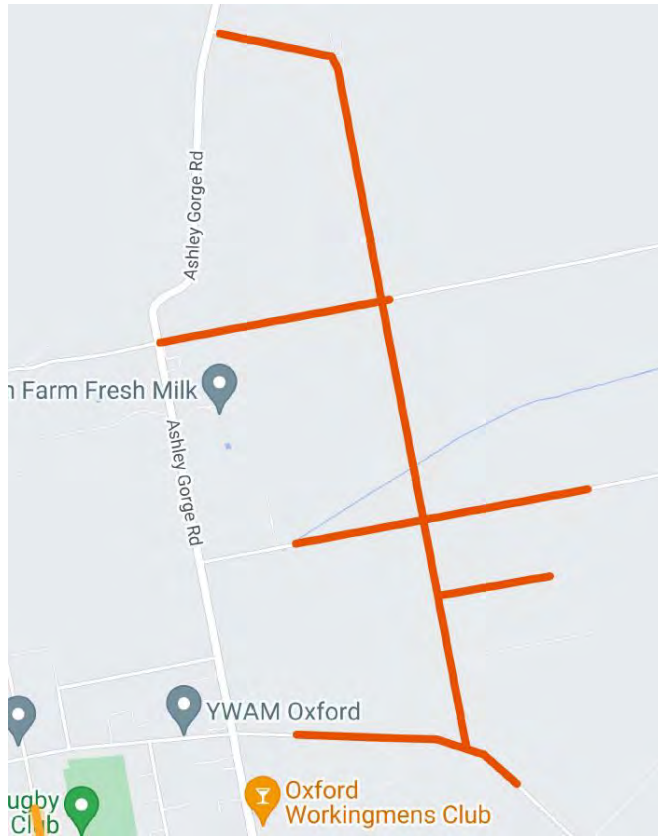


Figure 18. Oxford rural area (Table 22).

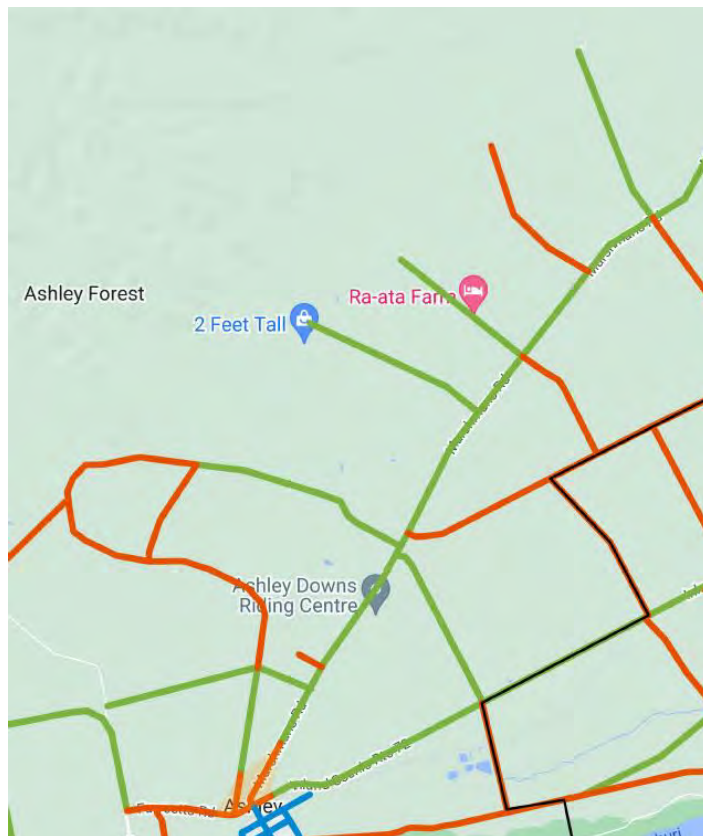


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).



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

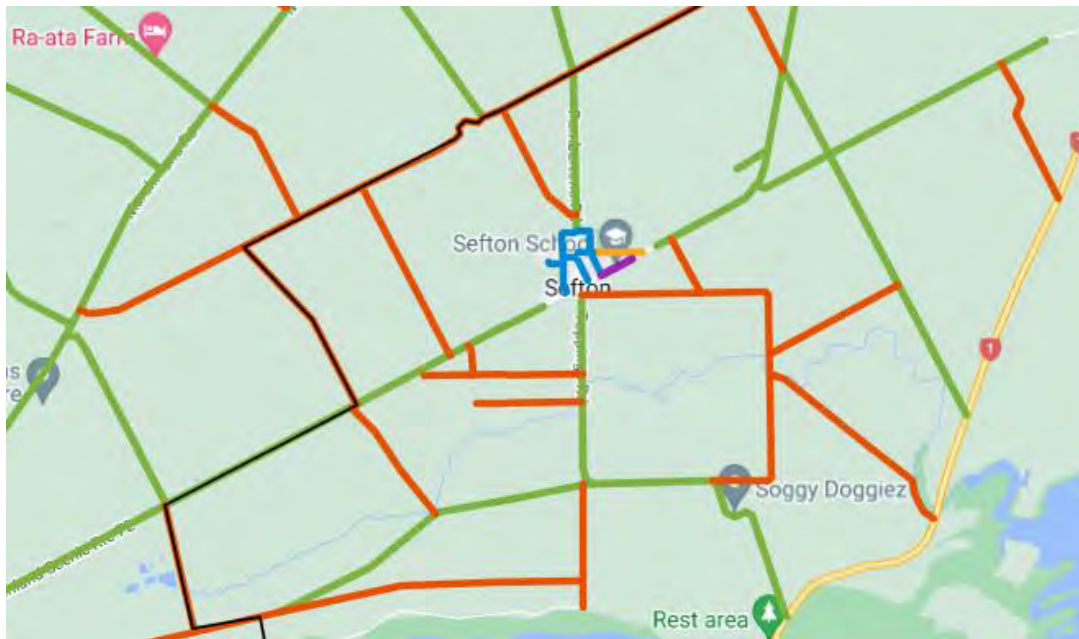


Figure 21. South of Upper Sefton Road area (Table 25).

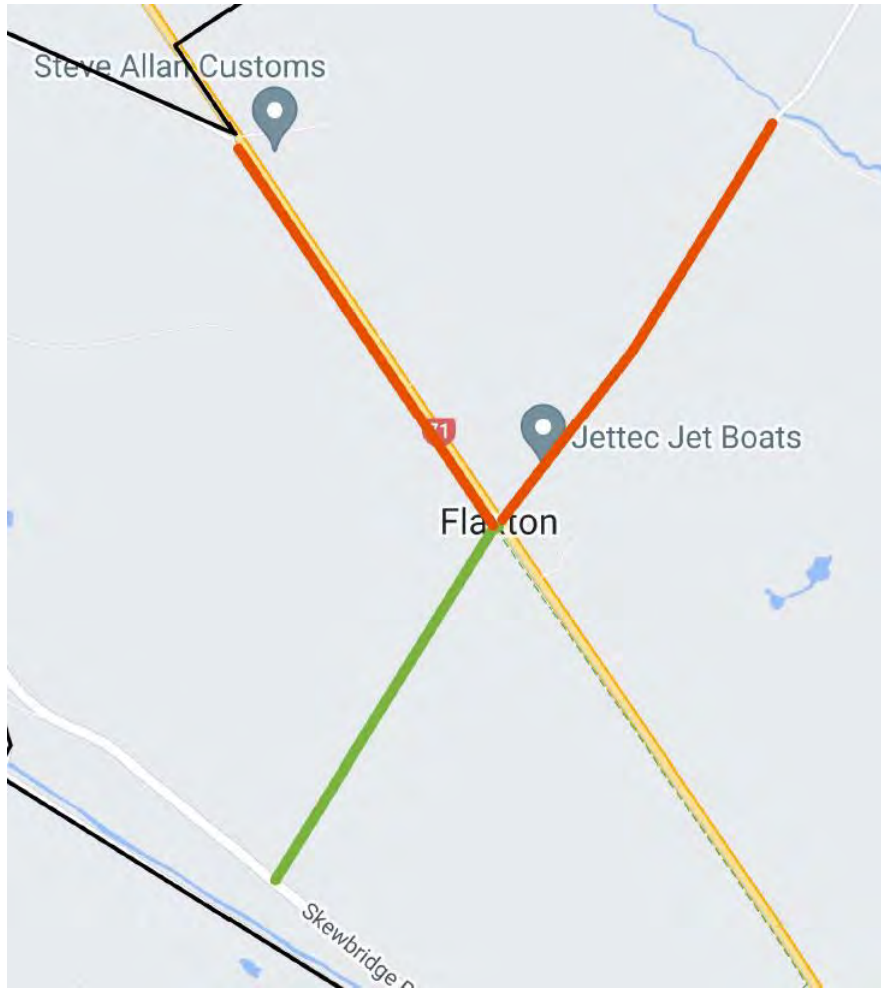


Figure 22. Flaxton rural area (Table 26).

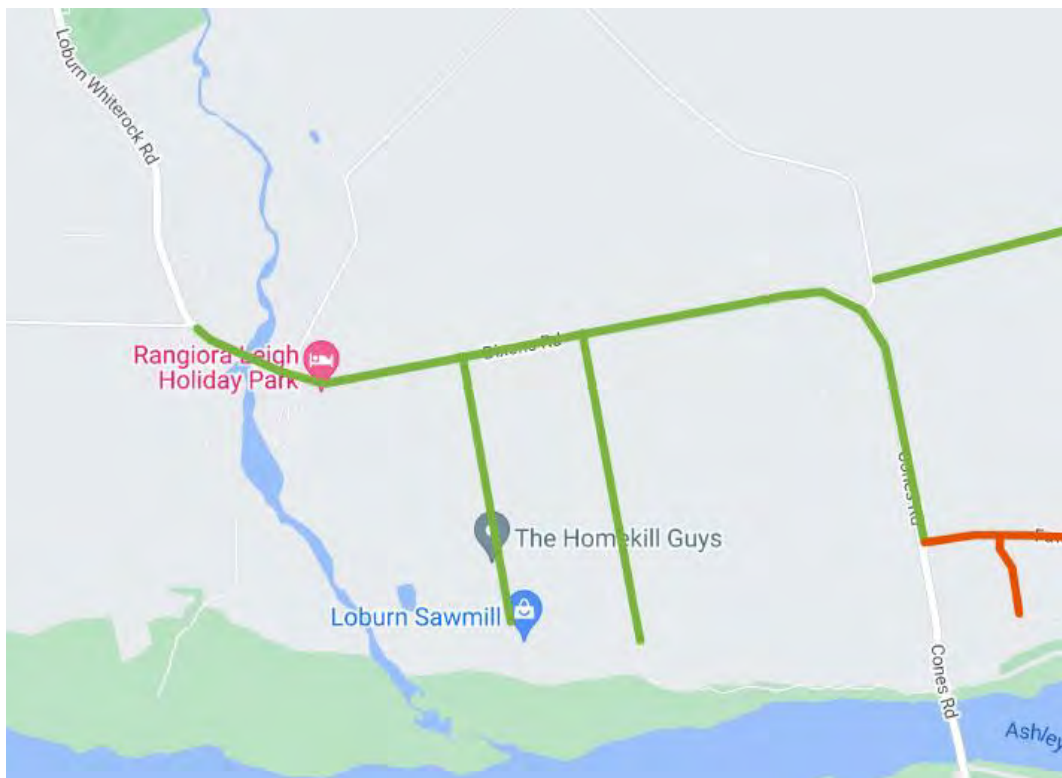


Figure 23. Loburn rural area (Table 26).



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

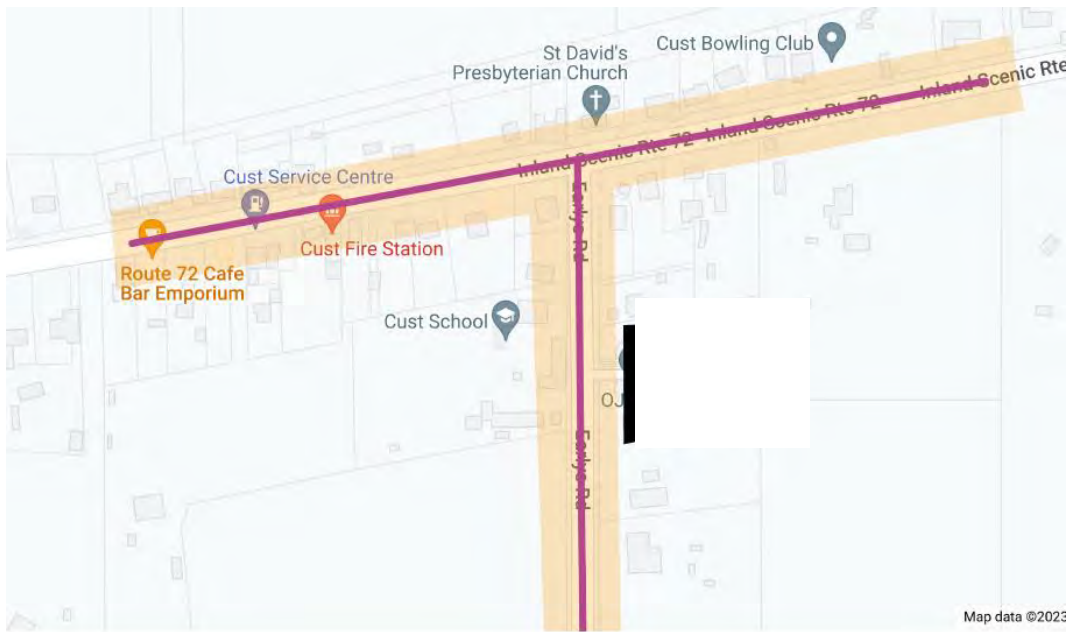


Figure 25. Cust School area (Table 28).

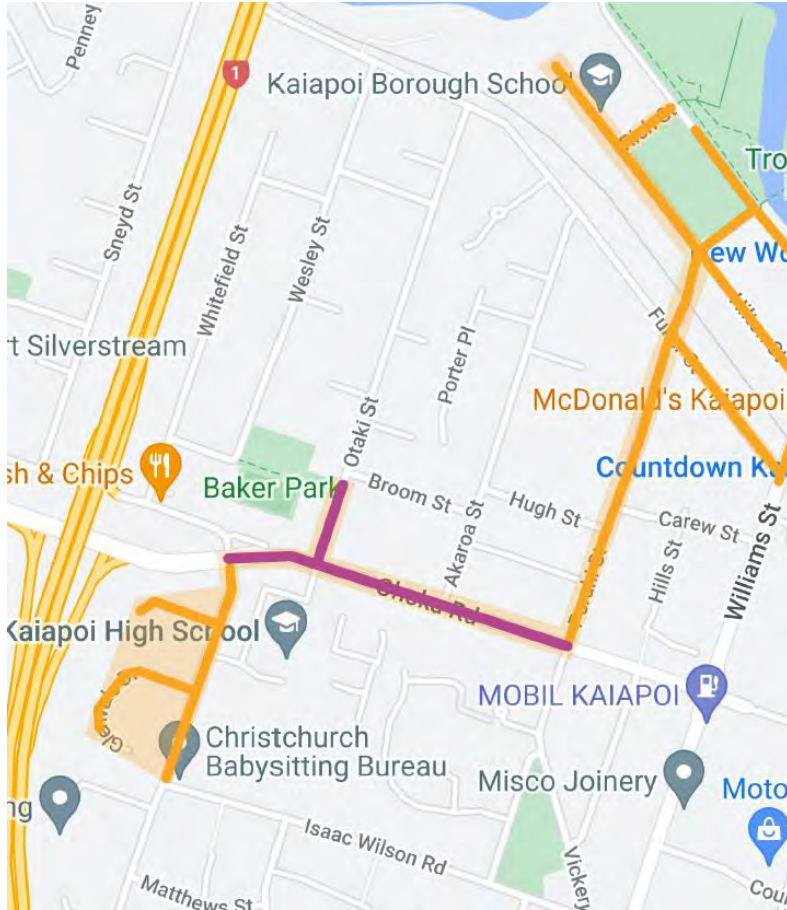


Figure 26. Kaiapoi school areas (Table 28).

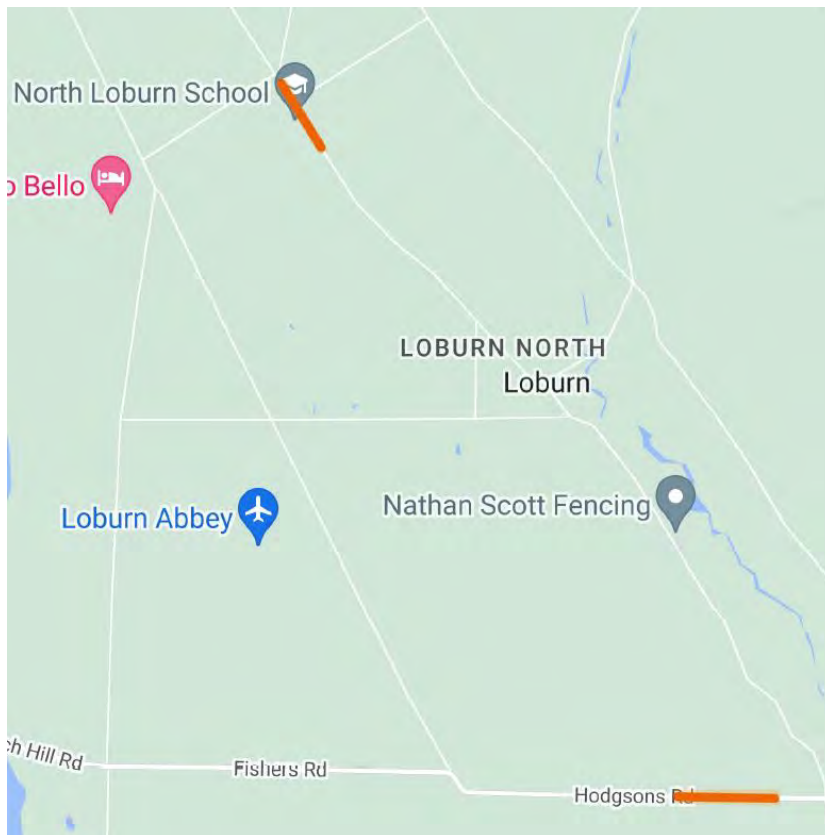


Figure 27. Loburn school areas (Table 30).

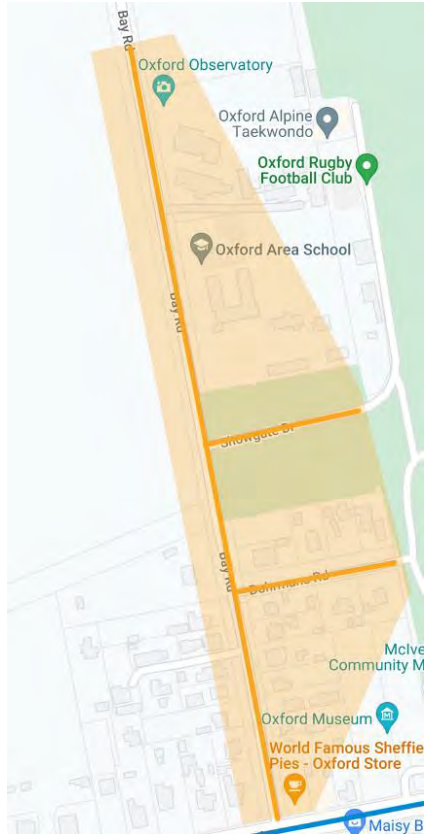


Figure 28. Oxford Area School zone (Table 28).

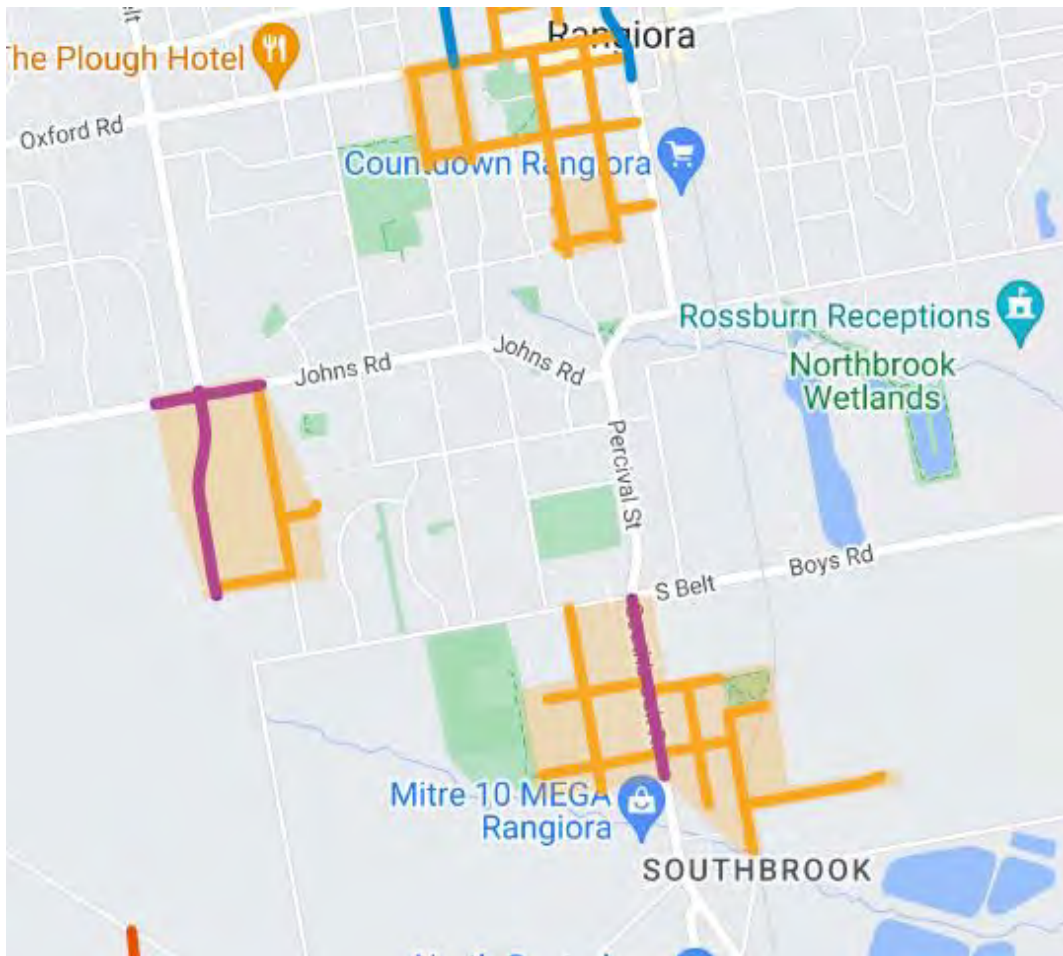


Figure 29. Rangiora south school areas (Table 28).

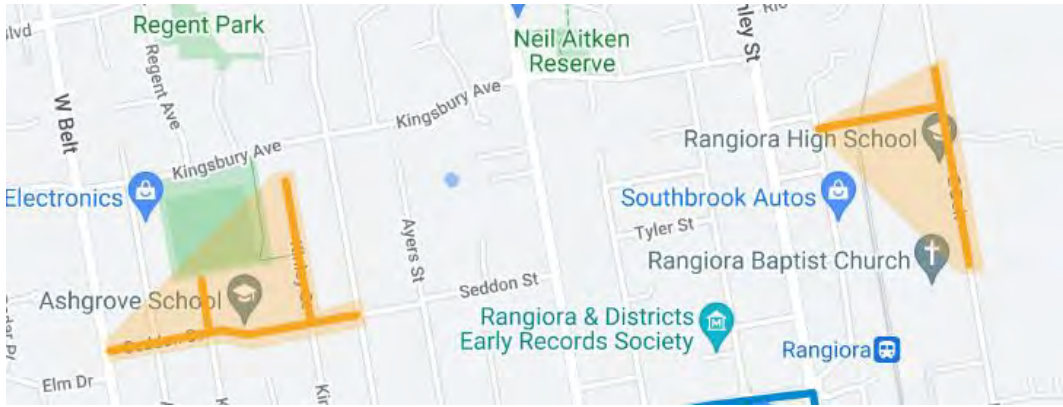


Figure 30. Rangiora north school areas (Table 28).

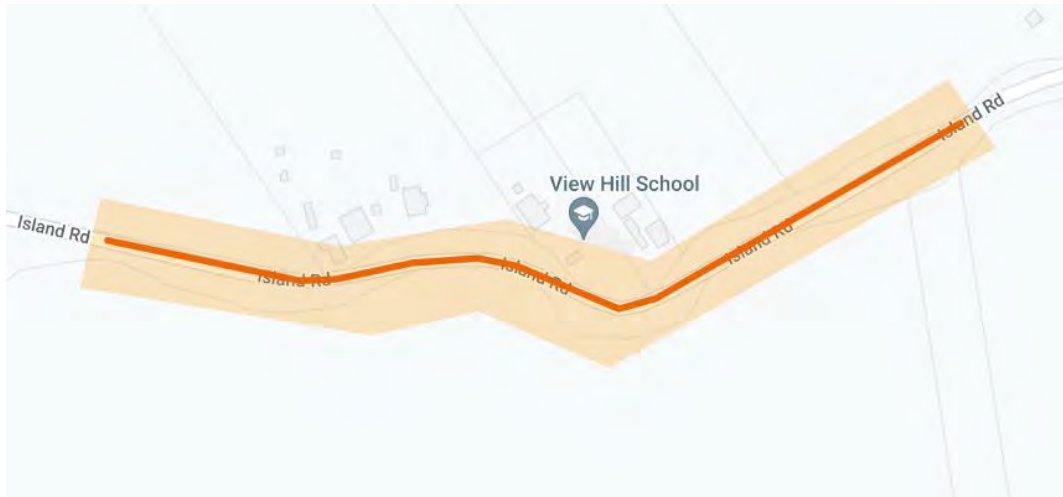


Figure 31. View Hill School zone (Table 30).

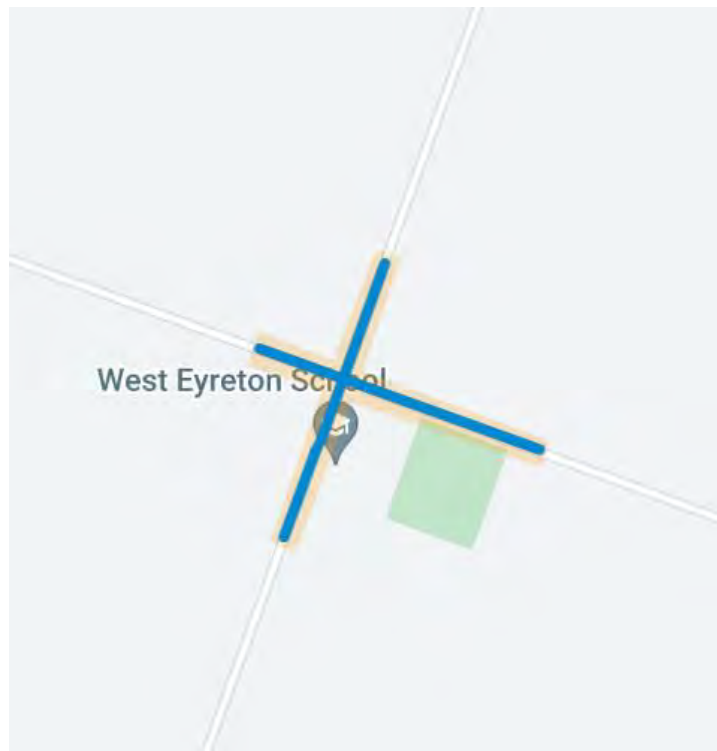


Figure 32. West Eyreton School zone (Table 30).

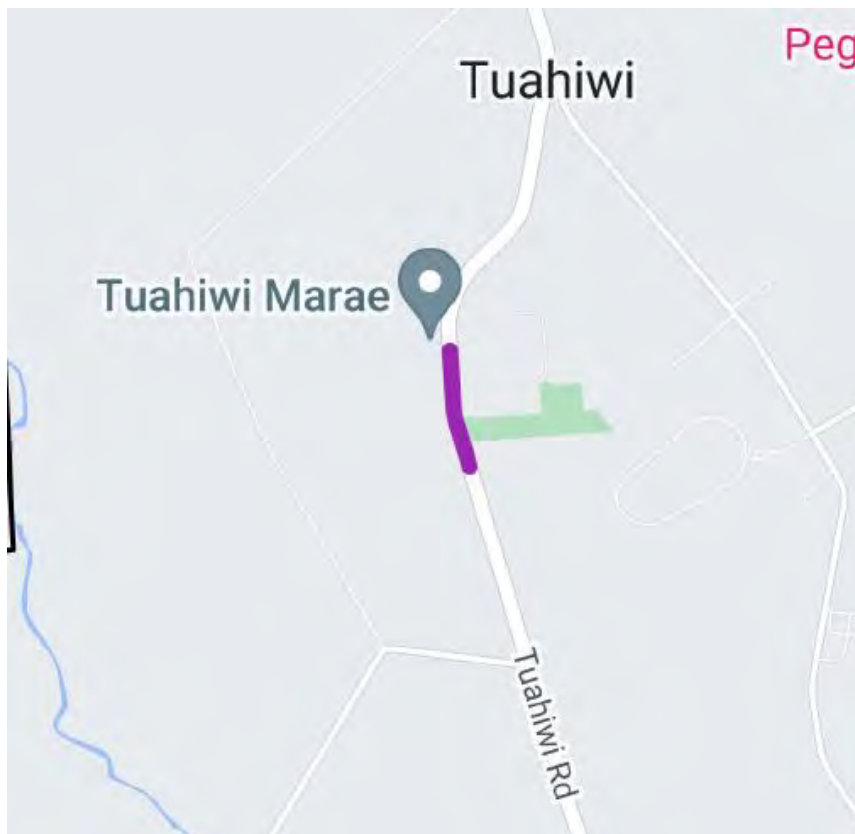


Figure 33. Tuahiwi School zone (Table 28).

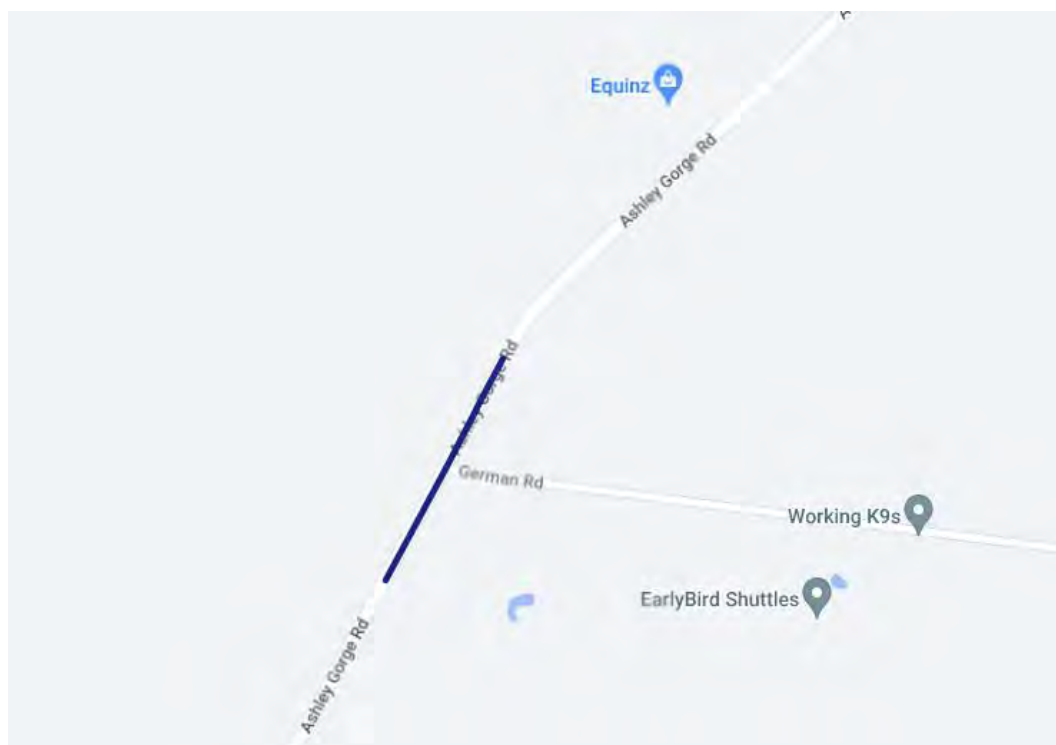


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



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

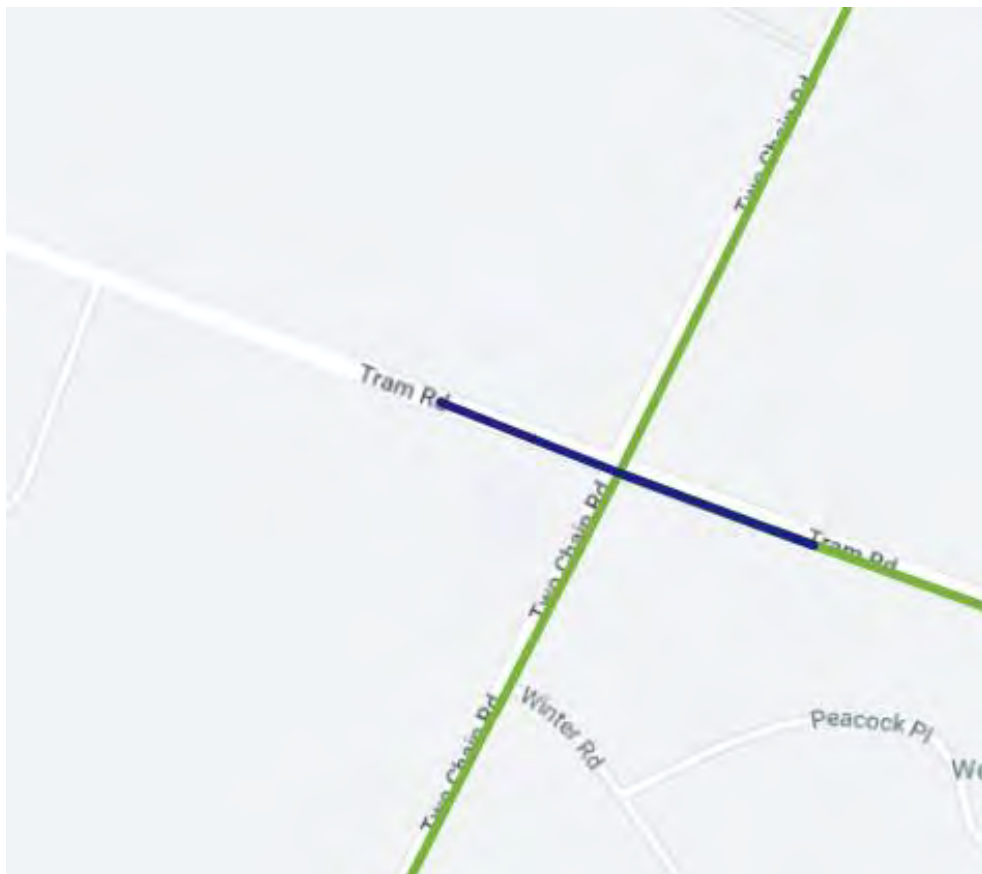


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).



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

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 1 maps these speed limit reviews across the District):

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

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

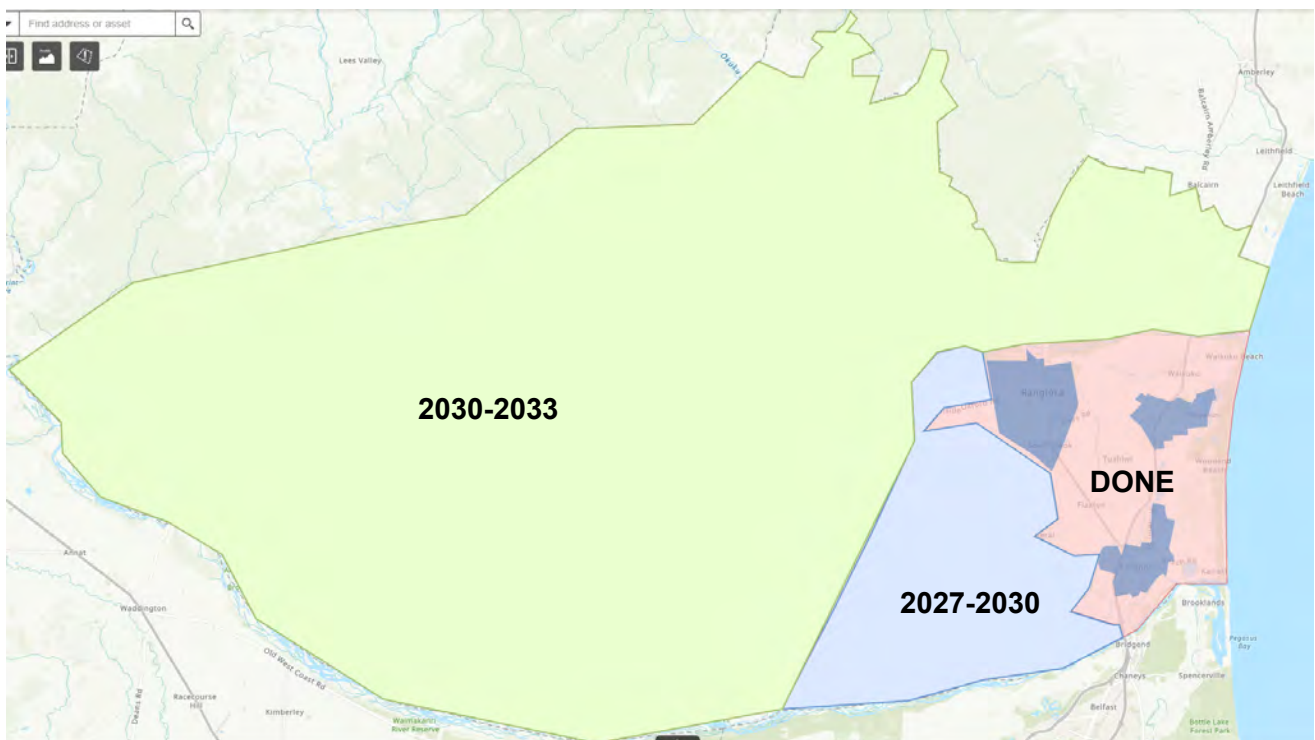


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

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

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

made by area. The relevant road types and proposed speed limits are as shown in

Table 1, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

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

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

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

Speed Limits

Urban and Settlement Areas

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

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 5). Proposed speed limits for other urban areas in Kaiapoi.

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

- Table 5)

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

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

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

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

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

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

- Other rural areas (**Error! Reference source not found.**)

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

Table 6. Proposed speed limits for other rural areas.

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

Table 2 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed Intersection Speed Zones.

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

Speed Limits Around Schools

Categorisation of Schools

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

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in

Table 9 shows the proposed road extents for the implementation of school¹⁵⁰ speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally,

Table 10 shows the proposals for the district's category two schools which¹⁵¹ will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

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

- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

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

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

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

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

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).¹⁵⁶

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

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

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

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

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

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

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

Appendix C – Safe and Appropriate Speed Alignment

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

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

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

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

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

Appendix D – Speed Limit Extent Maps

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

The following legend can be applied to all maps:

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

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

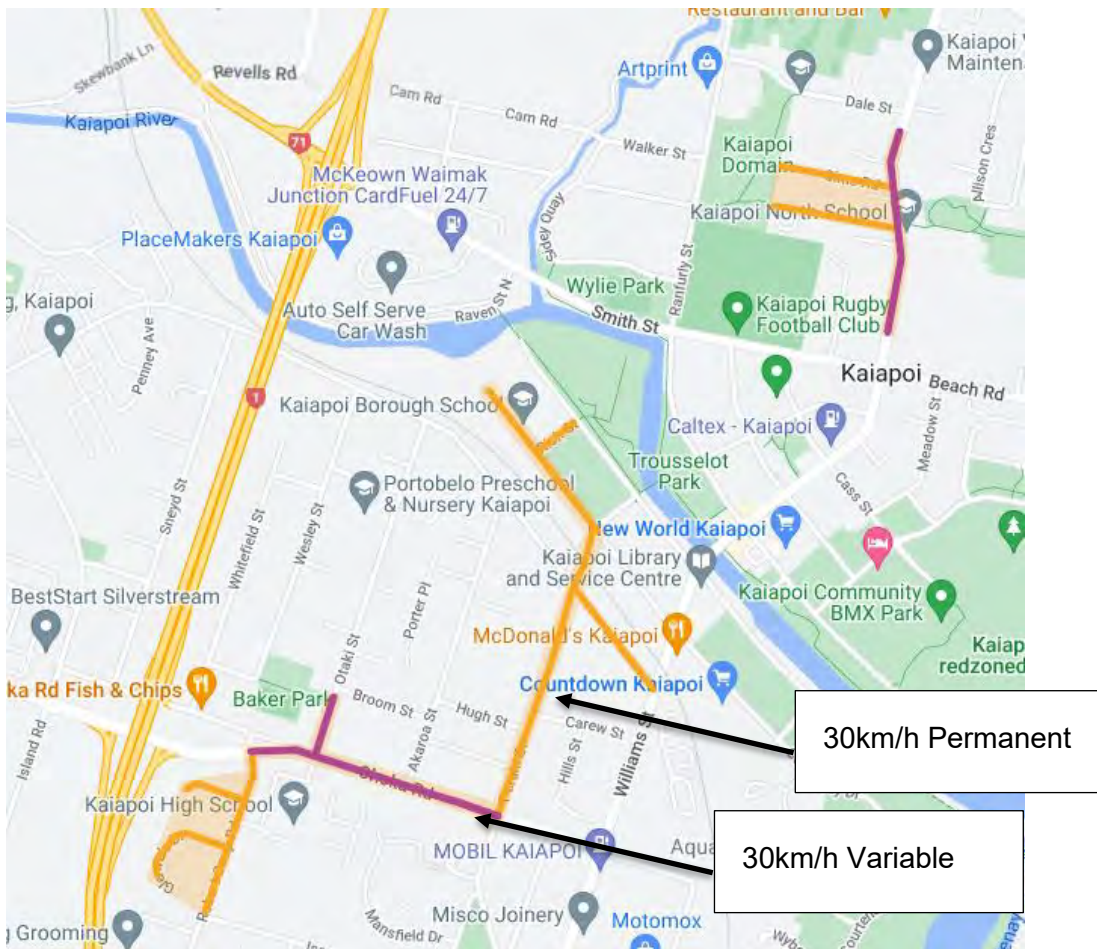


Figure 24. Kaiapoi schools (Table 8).

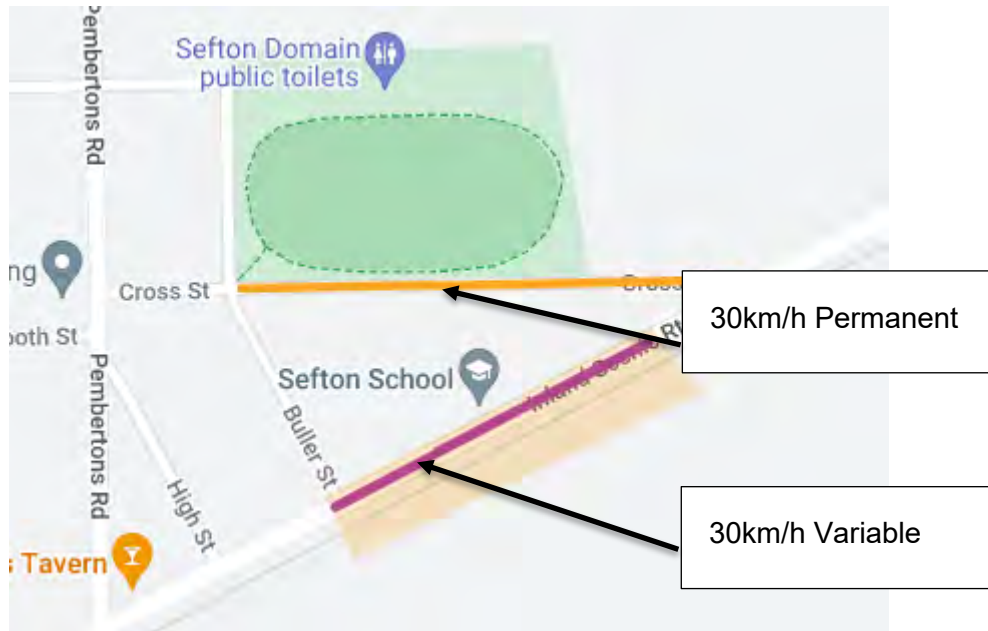


Figure 35. Sefton School (Table 9).

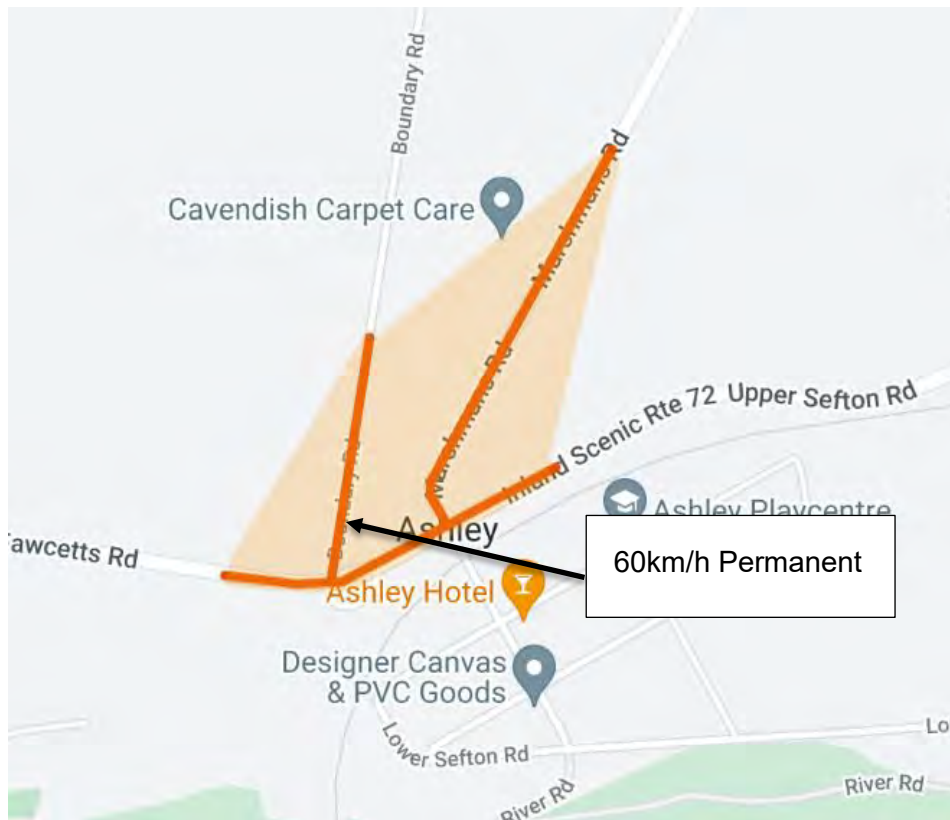


Figure 46. Ashley Rakahuri School (Table 10).

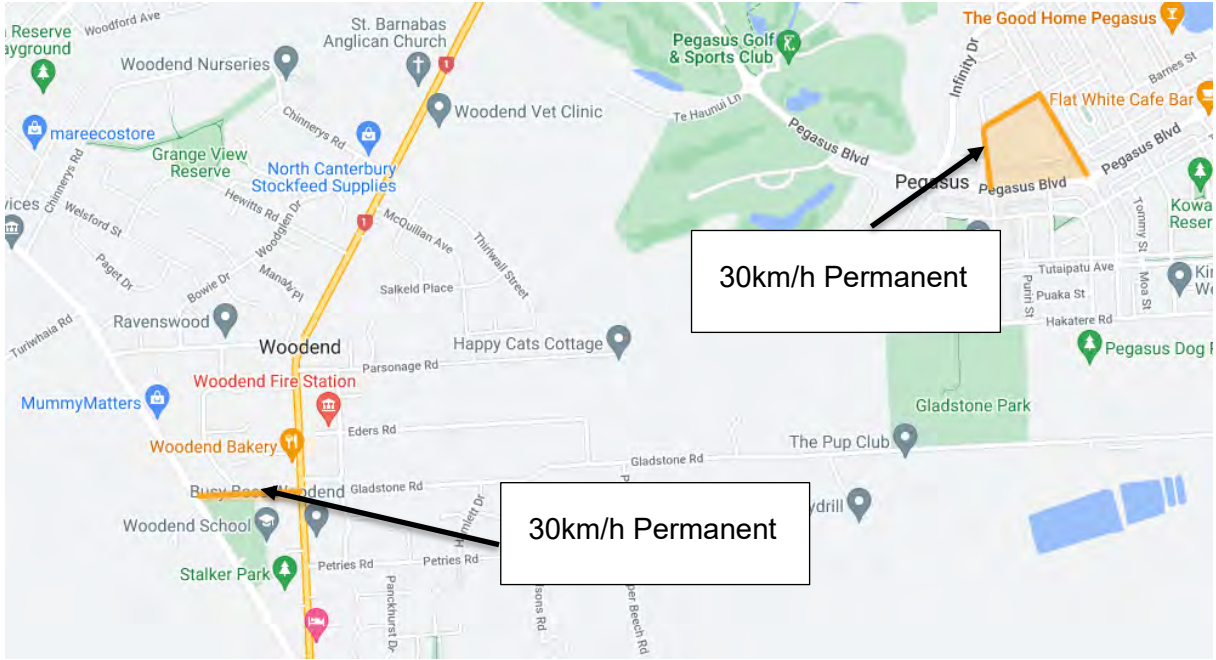


Figure 17. Woodend School and Pegasus Bay School (Table 8).

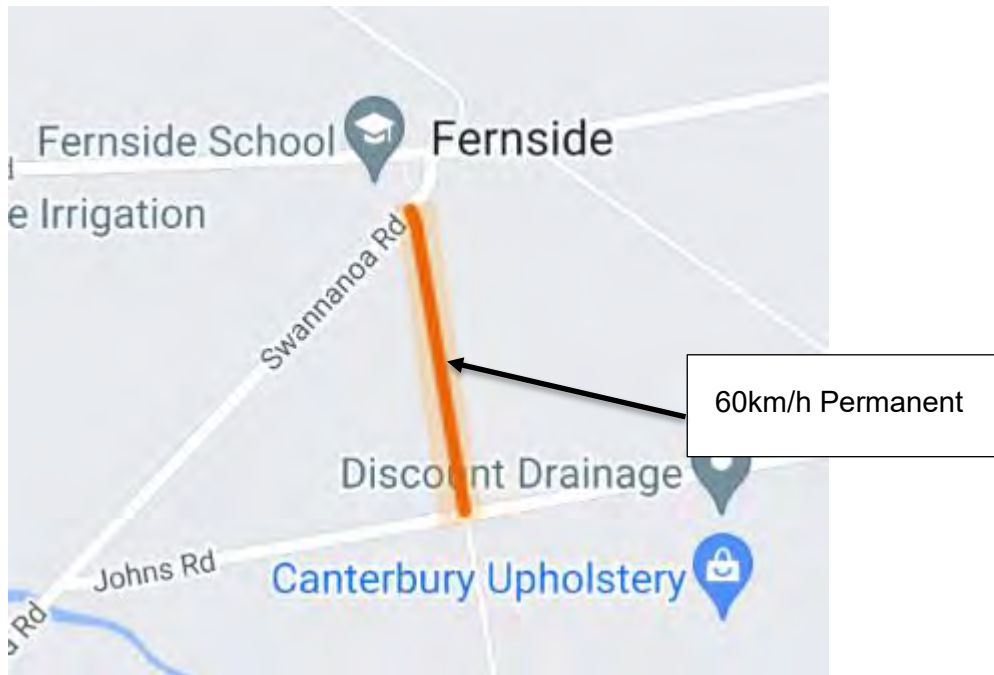


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

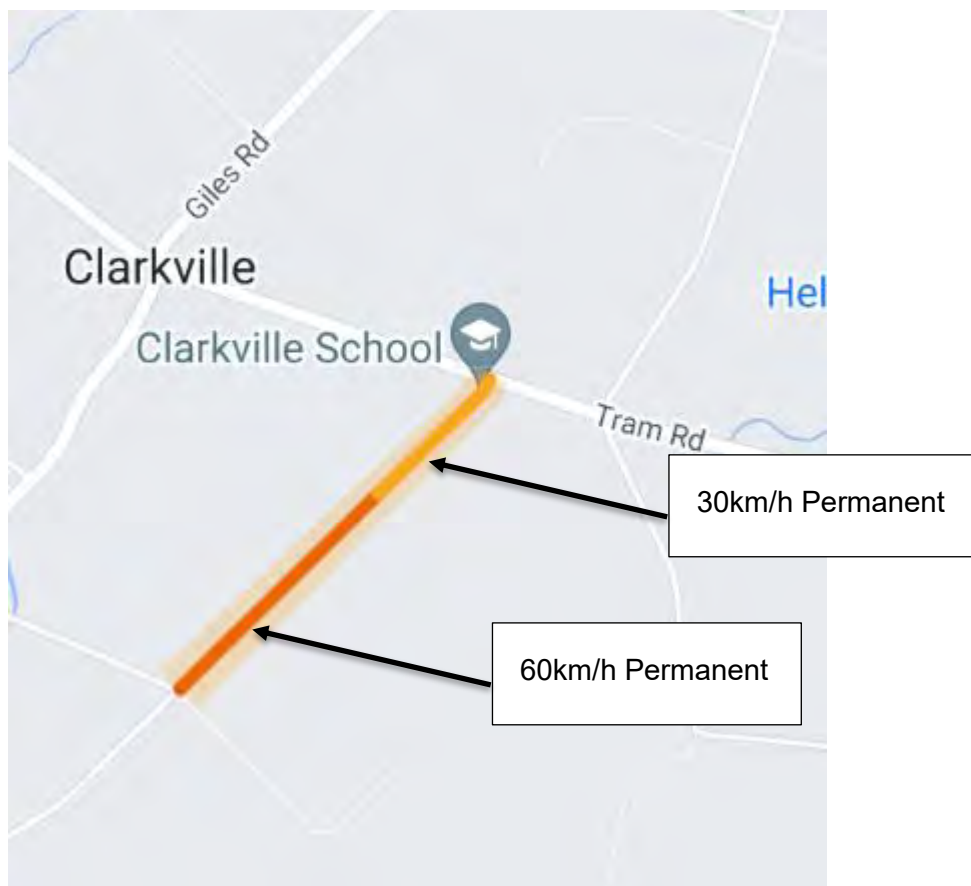


Figure 50. Clarkville School (Table 9).

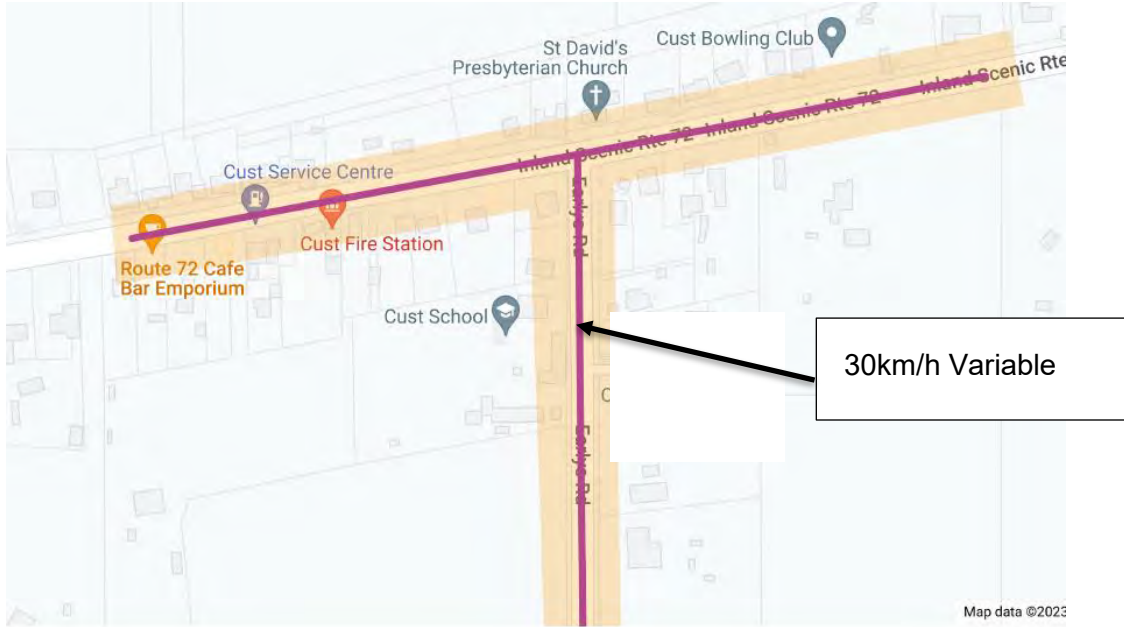


Figure 61. Cust School area (Table 8).

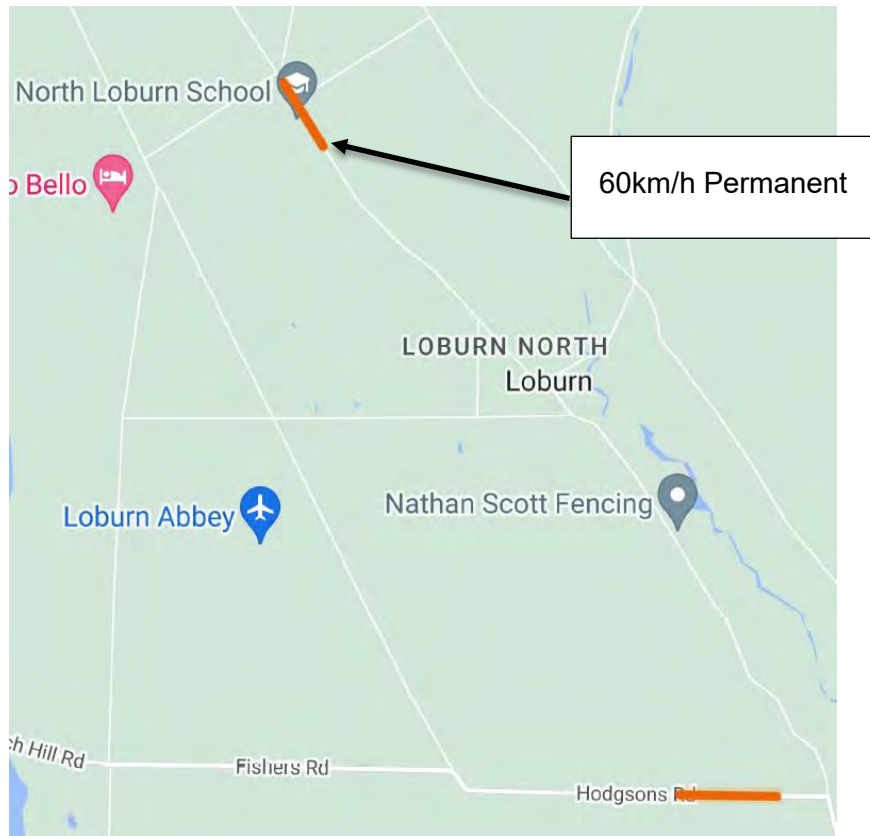


Figure 72. Loburn school areas (Table 10).



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

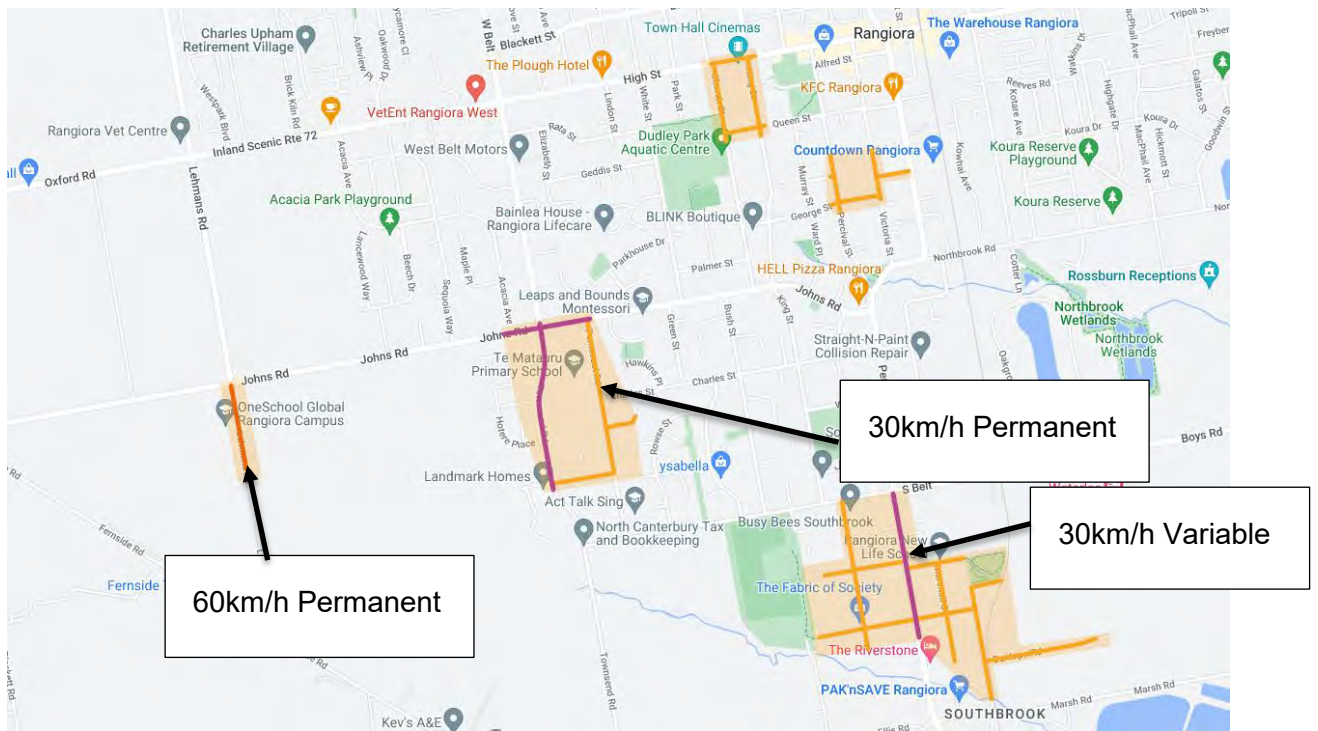


Figure 24. Rangiora south school areas (Table 8 and Table 10).

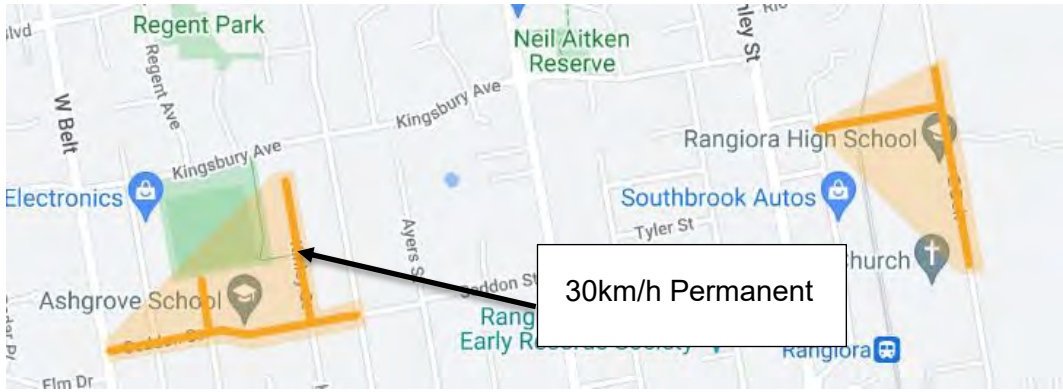


Figure 25. Rangiora north school areas (Table 8).

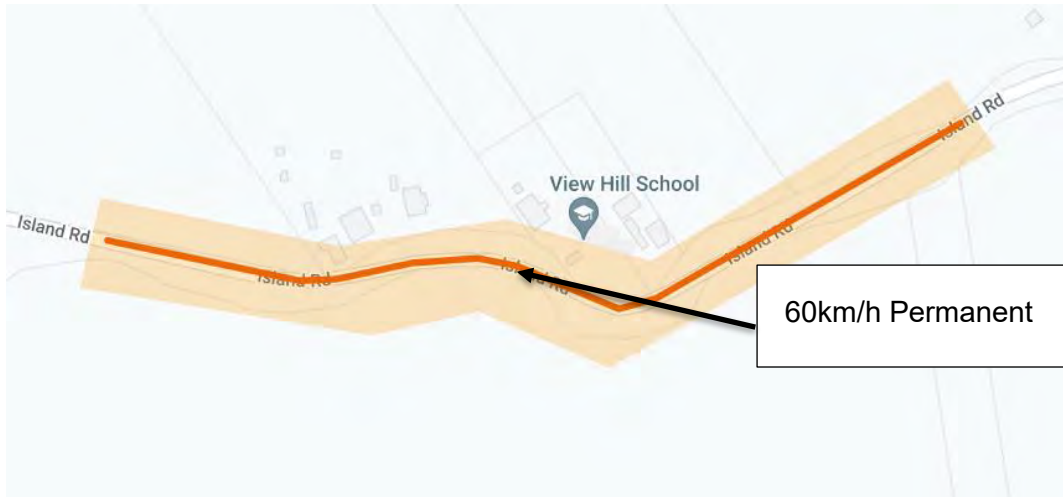


Figure 26. View Hill School zone (Table 10).

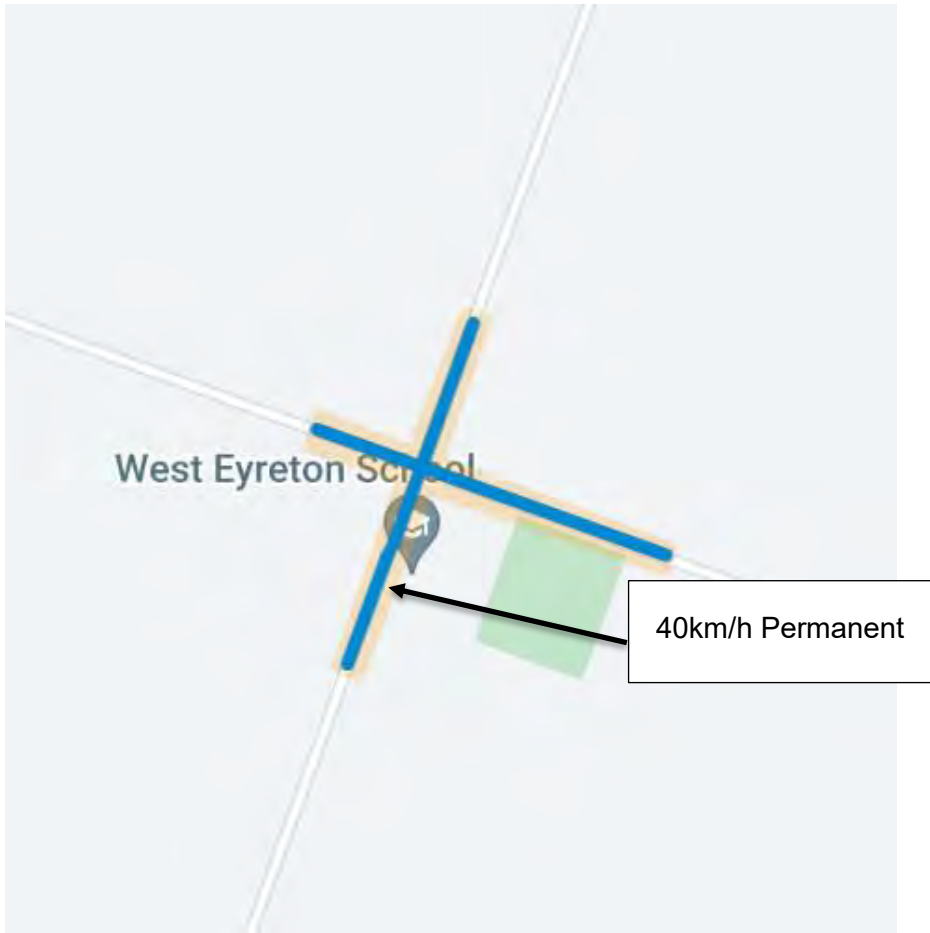


Figure 27. West Eyreton School zone (Table 10).

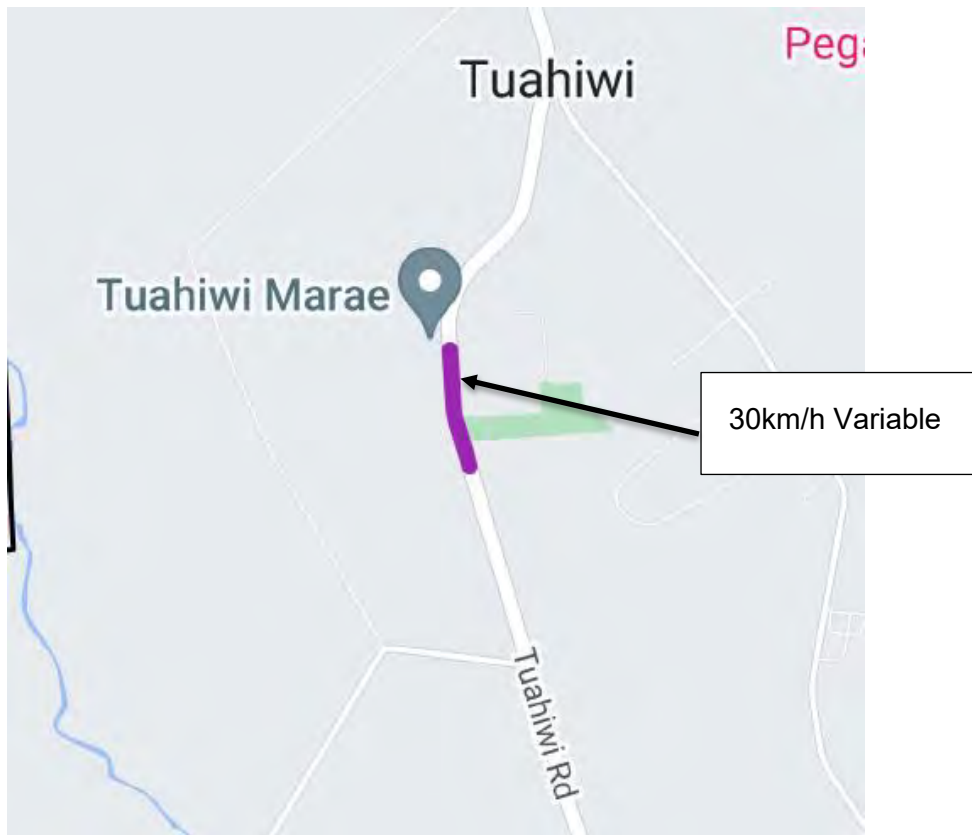


Figure 28. Tuahiwi School zone (Table 10).

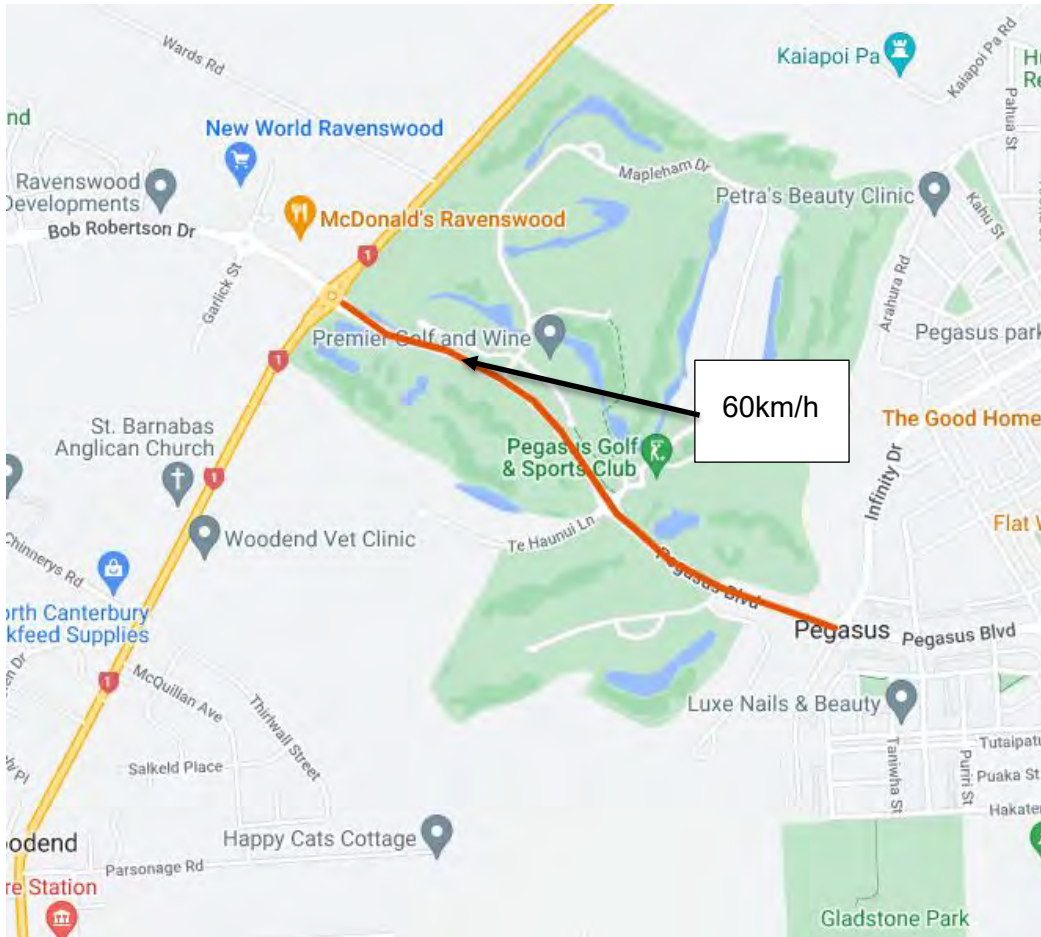


Figure 29. Pegasus urban area (Table 5).



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

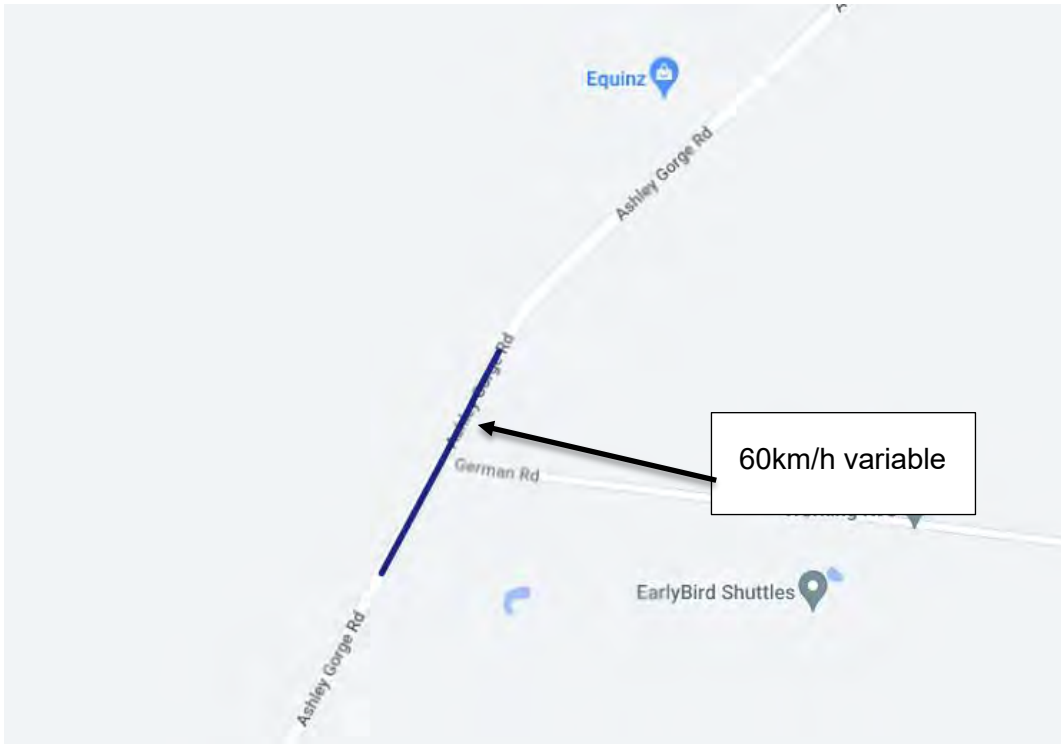


Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



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



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



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



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 05 September 2023

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

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

1. Project Background

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

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

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

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

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

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

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

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

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

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

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

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

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

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

March

April

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

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

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

September

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

October/November

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

November/December

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

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

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

3. Communications Approach

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

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

4. Communications Objectives

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

5. Risks and Mitigation

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

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

6. Audience and Stakeholders

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

7. Key Messages

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

8. Communications Channels

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

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

9. Budget and Resources

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

Several assumptions are made in preparing this budget:

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

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

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

Evaluation/Measures of Success

Outputs:

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

Outcomes:

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

10. Debrief

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

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

Appendix A – Consultation Framework

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

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

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

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

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

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

WAIMAKARIRI DISTRICT COUNCIL**REPORT**

FILE NO and TRIM NO: GOV-26-09-06 / 230822129363

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD

DATE OF MEETING: 11 September 2023

AUTHOR(S): Kay Rabe, Governance Advisor

SUBJECT: Application to the Woodend-Sefton 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 two applications for funding:

Name of Organisation	Purpose	Amount requested
Woodend Volunteer Fire Brigade	Towards the purchase of Christmas lights	\$500
Woodend Playcentre	Towards replacing fencing	\$5,000
Total:		\$5,500

Attachments:

- i. Application from the Woodend Volunteer Fire Brigade (Trim Ref: 230822129027).
- ii. Application from the Woodend Playcentre (Trim Ref: 230825131271).
- iii. Spreadsheet showing previous two years' grants.
- iv. Board funding criteria 2023/24. (Trim Ref: 210603089821).

2 **RECOMMENDATION**

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 230822129363.
- (b) **Approves** a grant of \$..... to the Woodend Volunteer Fire Brigade towards the purchase of Christmas lights.
OR
- (c) **Declines** the application from the Woodend Volunteer Fire Brigade.
- (d) **Approves** a grant of \$..... to the Woodend Playcentre to replace its fencing.
OR
- (e) **Declines** the application from the Woodend Playcentre.

3 **BACKGROUND**

- 3.1 The **Woodend Volunteer Fire Brigade** is seeking funding to purchase Christmas lights to upgrade its community Christmas Light Display.
- 3.2 The **Woodend Playcentre** is seeking funding to assist in replacing its existing fencing.
- 3.3 The current balance of the 2023/24 Discretionary Grant fund is \$4,660.

4 **ISSUES AND OPTIONS**

Woodend Volunteer Fire Brigade (the Brigade)

- 4.1 To engage with the community, the Brigade has started hosting annual family events which everyone can enjoy, while highlighting the fundamental role the Brigade has in the community. In 2022 the Brigade hosted its first Community Halloween Party at the station which had good support from the local families with approximately 400 people attending. A second community event also started last year which included decorating the station with a Christmas lighting display. The Brigade intends to add to its light display annually, providing something a little different each year. The Brigade would like to make a magical feature of its station for all the community to enjoy.
- 4.2 These events bring people together at the time of year when many are lonely and isolated, giving a sense of belonging and aiding mental wellbeing. The aim is to bring some life into the station and encourage those who drive passed to come in and visit not only those who serve with the Brigade but also other community members. The benefit to the station is to bring attention to the work and role the Brigade has in the community.
- 4.3 The total cost of the project is estimated to be \$1,000, however, the Brigade intends to fund the electrical upgrade required for the display and outdoor lighting themselves, while requesting \$500 assistance with the purchase of the lights. The initiative may not proceed if this application is unsuccessful as Fire and Emergency New Zealand only cover operational costs. The Brigade received \$715 from the Board in August 2022 for safety signage for its support vehicle and the Accountability Form has been received.

Woodend Playcentre (the Centre)

- 4.4 Playcentres are unlike other early childhood education organisation. At a Playcentre, both children and their parents/caregivers attend. Activities change every day as parents bring different skills, interests, and cultural backgrounds to add to the learning environment. There are no age class differentiation as mixed age play allows children to engage with others older and younger than themselves, learning to communicate, share and negotiate with empathy for their younger peers. Playcentres are nonprofit organisations, run by mostly volunteers from the community, usually parents. Playcentres provide quality, early childcare education where the parents are encouraged to be involved as their children's first educators.
- 4.5 The Centre's recent property report required the replacement of its current climbable fence with a more fit for purpose fence. This is a health and safety requirement, and the Centre will therefore be replacing its fencing with new pool style fencing. While, at present, the benefit is to the 70 children currently enrolled and their families this project will also benefit generations of children to come, giving peace of mind and safety for children.
- 4.6 The Centre is co-operatively managed by the parents and supported by Playcentre Aotaroa at a regional and national level, however, Playcentre Aotaroa does not supply financial support to its 400 centres.

- 4.7 The Centre will need to fundraise and apply to various organisations for grants to pay the total cost of the fencing quoted at \$31,982. Currently it has applied to Christchurch Casio, Rangiora Lions for assistance and is running a Hellers bacon fundraiser and arranging a raffle by requesting donations from local businesses. Due to the project being a health and safety matter the project will continue if this application is unsuccessful. The Centre has received \$500 from the Board in July 2020 towards first aid courses for their parent volunteers and the Accountability Form has been received.
- 4.8 The Centre has requested funding to the amount of \$5,000 which is more than the current \$4,660 balance of the 2023/24 Discretionary Grant and outside the value criteria guidelines.
- 4.9 The Board may approve or decline grants as per the grant guidelines.
- 4.10 **Implications for Community Wellbeing:**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report as both projects give assistance to the community affecting both their physical and mental wellbeing.
- 4.11 The Management Team has reviewed this report.

4 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

Other groups and organisations are unlikely 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 affected by or interested in this report's subject matter, given that the events the station will bring people together and the fencing will benefit generations of children to come, giving peace of mind and safety for children.

5 OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 Financial Implications

The 2023/24 Annual Plan includes budgetary provision for the Woodend-Sefton Community Board to approve grants to community groups up to a total of \$4,400 in the 2023/24 financial year. An amount of \$3,210 was carried forward from the 2022/23 financial year, thereby bringing the Discretionary Grant Fund to a total of \$7,610 for current financial year. The current balance is 4,660 and if the applications are approved the balance would be **-\$840**.

The application criteria specify that grants are generally limited up to \$750 with a maximum of \$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 Board may only consider granting more than \$750 in exceptional circumstances provided that detailed reasons for exceeding the present limit is provided.

6.2 Sustainability and Climate Change Impacts

The recommendations in this report have no sustainability and/or climate change.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report, unless the Board overspends their budget.

6.4 Health and Safety

All health and safety related issues will fall under the auspices of the Woodend Volunteer Fire Brigade and the Woodend Playcentre.

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

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.

CJ Schuyt

From: karla oulds <karlaoulds@hotmail.com>
Sent: Tuesday, August 22, 2023 9:12 AM
To: IM Staff
Cc: Robinson, Shayne
Subject: Sefton / Woodend Community Grant - Woodend Fire Brigade
Attachments: IMG_0689.jpeg; IMG_0688.jpeg; IMG_0690.jpeg; IMG_0691.jpeg; IMG_0692.jpeg
Categories: CJ

Caution: [THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you recognise the sender email

Good morning

I am emailing on behalf of the Woodend Volunteer Fire Brigade and we would appreciate your consideration regarding allocating some funds towards our Xmas Display

Please attach this email as part of our supporting documentation

Background

As a Brigade, we have been looking at ways we can really engage with our community and moving forward a big part of this will be creating annual family events or features which everyone can enjoy (at no cost) also highlighting the fundamental role we have within our area and bringing our building back to life

Last year we started this and held our first "Community Halloween Party" on Station, which had a wonderful amount of support from the local families- approx 400 people attended

We currently are in planning mode for making this an even better and bigger event - with some great local sponsors who help us keep our cost down and allow us to do this at no charge

The second feature we started last year (this is where our application comes in...) we purchased some Xmas lights and decorated the Station with a plan to keep building on this annually.

We want to make a magical feature of our Station for all our families and community to enjoy.

The Brigade is prepared to fund an outdoor electrical upgrade, but we would really appreciate some funds to purchase the next stage of lighting.

Attached is our application form and financial report - please let me know if you require any additional information.

Regards
Karla Manaena

Get [Outlook for iOS](#)

Groups applying for Board Discretionary Grants 2022/2023Name of Group: WOODEND VOLUNTEER FIRE BRIGADEAddress: ROERS RP, WOODENDContact Person within Organisation: KARLA MANAENAPosition within Organisation: MEMBER

Contact phone number: [REDACTED]

Email: [REDACTED]

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

WE WISH TO EXPAND OUR STATION XMAS LIGHTS DISPLAY (STARTED XMAS 2022) OUR GOAL IS TO BRING SOME XMAS MAGIC TO OUR COMMUNITY AND CREATE A POSITIVE COMMUNITY/FAMILY EXPERIENCE FOR THOSE WHO DRIVE PAST OR COME TO VISIT, WE WANT TO BRING SOME LIFE TO OUR BUILDING & INTEND TO BUILD ON THIS, MAKING WOODEND BEAUTIFUL & A FEATURE FOR THE AREA.

What is the timeframe of the project/event date? COMPLETED FIRST WEEK OF DECEMBER.Overall Cost of Project: \$1000Amount Requested: \$500How many people will directly benefit from this project? COMMUNITY

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 _____% Rangiora-Ashley _____% Woodend-Sefton 100 % Kaiapoi-Tuahiwi _____%

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?

↓ MAYBE

WOODEND WILL HAVE A LITTLE LESS SPARKLE 😊

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

THE BRIGADE INTENDS ON FUNDING THE ELECTRICAL UPGRADE REQUIRED TO SUPPORT THE OUTDOOR LIGHTING, BUT WE WOULD APPRECIATE FUNDING TOWARDS LIGHTS PURCHASE.

What is the benefit(s) to your organisation?

BRING ATTENTION TO OUR BRIGADE & THE ROLE WE HAVE IN THE COMMUNITY

What are the benefit(s) to the Woodend-Sefton community or wider district?

A FAMILY / COMMUNITY ATTRACTION

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

If yes, name of parent group: FENZ

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

ONLY OPERATIONAL COSTS COVERED.

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:

N/A

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

If yes, please supply details:

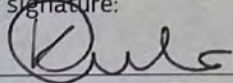
APPLIED OVER 12MTHS AGO FOR SIGNAGE ON OUR SUPPORT VEHICLE

- 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: _____

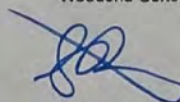


Date: _____

15/8/23

CFO Woodend

S Robinson



Profit and Loss

UFBA: Woodend Volunteer Fire Brigade

For the year ended 31 March 2023

Cash Basis

	2023	2022
Trading Income		
NZFS Grants	15,612.64	13,246.00
Fundraising	7,165.00	5,000.00
Bar Income	2,641.00	1,496.70
Interest/Investment Income	1,086.31	337.06
Donations	800.70	480.00
Other Income	584.00	150.00
Entertainment Book Sales	90.00	90.00
Total Trading Income	27,979.65	20,799.76
Gross Profit	27,979.65	20,799.76
Operating Expenses		
Food and Entertainment	9,023.68	6,981.88
Purchases (Bar)	2,712.63	923.49
Equipment purchases	2,572.88	4,614.93
Honoraria	2,172.43	2,086.90
Honours & Awards Expenses	1,820.70	5,277.60
Vehicle Expenses	1,452.29	1,613.02
General Expenses	1,586.56	1,015.50
Subscriptions	319.88	-
Repairs & Maintenance	133.00	321.68
Donations Paid	100.00	100.00
Professional Fees	51.11	51.11
Stationery	22.50	-
Bank Charges	10.00	10.00
Total Operating Expenses	21,977.66	22,996.11
Net Profit	6,001.99	(2,196.35)

Groups applying for Board Discretionary Grants 2023/2024Name of group: Woodend PlaycentreAddress: [REDACTED]Contact person within organisation: Jamie HiattPosition within organisation: SecretaryContact phone number: [REDACTED] Email: [REDACTED]**Describe what the project is and what the grant funding will be used for? (Use additional pages if needed)**

The grant funding will be used towards the cost of replacing the playcentre's current fencing with a new pool style fencing. Woodend Playcentre has to replace the existing fence as our recent property report states the fence is climbable by the children and therefore not fit for purpose. Many ideas have been discussed, Playcentre Aotearoa have stated this is the only option.

What is the timeframe of the project/event date? AS soon as the funds required are obtained but ideally as soon as possible.

Overall cost of project: \$31,981.70 Amount requested: \$5,000

How many people will directly benefit from this project? approximately 70+ people currently who attend playcentre weekly, with many more families in the community to benefit.

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

 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 _____% Woodend-Sefton 80% Kaiapoi-Tuahiwi 20%Other (please specify): pegasusIf 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?

For the continuity of Woodend Playcentre, the health and safety requirements must be met upgrading the current fencing is one of the safety requirements. Woodend Playcentre is an early childcare centre that provides quality education to the children in the Waimakariri community. Our future generations will continue to learn and grow at Woodend Playcentre for

many years to come. The centre is a place for our families that encourages parents as the first teachers of their children. Our families and children thrive in this environment.

What is the benefit(s) to your organisation?

Woodend Playcentre must fundraise and apply for grants to pay for this unexpected expense. Generously contributing to this project will enable Woodend Playcentre to remain open, and decrease the stress of our volunteer families to acquire this funding

What are the benefit(s) to the Woodend-Sefton community or wider district? Many families in Woodend, as well as the rest of the Waimakariri district, travel to Woodend Playcentre every week to give their children a quality education, and a sense of community and belonging. We hope to continue to provide this wonderful community service

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

If yes, name of parent group: Playcentre Aotearoa

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

Woodend Playcentre is cooperatively managed by the parents of Woodend playcentre and supported by Playcentre Aotearoa staff at a regional and national level. Playcentre Aotearoa is a charity with over 400 centres.

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied to, or intend to apply to for funding this project and the amount applied for, including applications to other Community Boards.

- recieved a \$500 grant from the Christchurch Casino.
- Applied to the Rangiora Lions Club, asking for \$3,000.
- Have a Hellers Bacon fundraiser currently underway, orders closing 22nd September.
- A raffle with donations from local bussinesses to sell at the Woodend school-fair

Have you applied to the Woodend-Sefton 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 Relevant financial information such as a balance sheet or income and 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: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: B. Hatt

Date: 24-8-23

ESTIMATION

To:	Playcente Woodend	Estimation Number:	CHCHADA-0529A
Attention:	Paula Matthews-Boulton	From:	Anterio de Agrella
Project Site:	Woodend Playcentre	WO Number:	TBA
Email:	Anterio.deagrella@cushwake.com	Quote Date:	25/07/2023

Subject:

1. Quote for the removal and replacement of existing fence with new black powder coated aluminium fence.

Scope:

2. Complete safety documents and sign in register.
3. Setting up of temp fencing where needed –
4. Removal and disposal of approx 100LM of old fence posts and sections –
5. Concreting of new Aluminium posts with 1.5m high x 2.4m Aluminium sections fitted in place of old fence –
6. New gates to be fitted where needed - fence to be supplied in a black powder coated finish - for perimeter fencing only,
7. No allowance for fence section installation inside this perimeter fence.
8. Remove all rubbish from site and dispose of in a responsible manner.

Pricing : General works

ITEMS		Cost
Materials	As per list	\$ 23 394.45
Labour	122 hrs 2 techs	\$ 8 540.00
Vehicle		\$ 47.25
Total	All costs exclude GST	\$ 31 981.70

Amount in words : Thirty one thousand nine hundred and eighty-one dollars and seventy cents.

Material list

44 of (1500mm x 2400mm) Heavy Duty Aluminium Fence sections & posts and fixings, 45 bags of quick set post mix, 1m3 builders mix (for concreting), 10 x 20kg bags of concrete, Temp fence hire, Trailer hire, concrete mixer hire, Disposal fee (old fence, posts and soil), 2 x (1500mm x 950mm) Aluminium gates in Black finish, Gate hinges, and Child proof entry latches, Post hole borer (1 week hire), Misc - H&S and consumables.

ESTIMATION



Clarifications:

1. This estimation allows for the completion of works during normal hours i.e. Monday to Friday 07:30 to 17:00 (16:00 Friday) excluding Public Holidays unless stated otherwise elsewhere in this estimation.
2. This estimation excludes additional work identified during the completion of the agreed scope of work.
3. This estimation remains valid for acceptance for thirty days after the date hereof, and acceptance thereafter is subject to the right of Cushman & Wakefield NZ to revise the price estimated.
4. Drawings, specifications and other information supplied by us as part of our estimation shall be regarded as confidential, shall be used only for the evaluation of our estimation and shall not be disclosed to a third party without our prior written agreement.
5. Full warranty is applicable for materials supplied by Cushman & Wakefield. Where materials are supplied by others, other than defective workmanship, Cushman & Wakefield shall not be responsible for any material warranties & associated repair costs.
6. Cushman and Wakefield are not responsible for any delays or increase in cost resulting from clients marked plans being inaccurate.

Exclusions:

1. Anything not identified in the scope of works.

Acceptance:

1. Cushman & Wakefield confirms that its submission response is subject to reaching agreement on the Terms and Conditions contained in the proposed Contract.
2. Our submission response is also subject to Cushman & Wakefield obtaining parent company approval of the final terms of agreement arrived at between the parties.
3. No allowances have been made for bonds or liquidated damages.
4. Requirements for either of these are to be agreed upon before acceptance of the contract.

Communication:

For further information or queries with regards to this estimation please feel free to contact us:

Name Anterio de Agrella

2 | Page Cushman & Wakefield

ESTIMATION

Mobile: +6421 387423

Email: Anterio.deagrella@cushwake.com

Conclusion:

We thank you for this opportunity to submit our estimation and recommend our offer for your early favourable consideration and look forward to being of further assistance,

Yours Faithfully,

Anterio de agrella

This is to be removed.



ESTIMATION

This is the style that will be installed.



WARNER.

Fences • Path & driveway gates • Auto-gate openers • Balustrades

QUOTE

Quote Ref: WC3677

10 August 2023

Woodend Playcentre
 6b School Rd
 Woodend
 Attention: Jamie Hiatt

E -
 P -

Dear Jamie

We have pleasure in presenting the following quotation for the supply and installation of a **Boundary Fence and Gates** as discussed at:

Location	As above	
Style	1) Regency III – NZ made	2) Rakaia – import
Material	Aluminium	
Material Sizes	40 x 40 Rails, 20sq verticals @ 115 centres	
Hardware included	All fixings, spring hinges, magna latches	
Total Length	103.0m includes 1x 1.2m & 1x 1.0m gates	
Overall height from ground	1.5m	
Number of Posts	46x 65sq Galv	
Powder coat Colour	TBC – Std Warner powder coat colours	
Production Time	Approximately 6 weeks from final measure	

Price including Installation	1) \$ 38,993.92	2) \$ 33,166.35 GST exclusive
Deposit with order	1) \$ 17,937.20	2) \$ 15,256.50
	<small>(with balance payable within 7 days of receipt invoice)</small>	

Optional Extras:

- To remove and dump existing fence - \$1,345.00 + GST

PLEASE NOTE:

- Subject to final measure, layout and levels.

**Notes**

- Fence, Gate, Post installations are based on unobstructed ground. Unforeseen obstructions may incur extra charges.
- Commercial – Access must be made suitable to Warner's by others.
- Commercial – Product protection by others.
- All materials and services are supplied subject to our Standard Terms of Trade, a copy of which is available upon request.
- Title of the above goods shall remain the property of Warner Fences until paid in full.
- This quote remains valid for 30 days.
- Warner Fences Canterbury shall not be liable for any direct, indirect or consequential loss or damage to the extent that the loss or damage is caused by:
 - (A) Any act, omission or negligence of the Owner or any other person for which the Owner is responsible; or
 - (B) Earthquake; Ground Movement; or War; or
 - (C) Any forces of nature which with reasonable foresight and ability on the part of the Owner and Warner Fences Canterbury could not foresee or provide against.

We thank you for this opportunity to quote and trust that we can be of service to you in the near future. Should you require any further information, please do not hesitate to contact us.

Yours faithfully

Simon Cartmell
Sales Representative



Fences • Path & driveway gates • Auto-gate openers • Balustrades

Quotation Acceptance

10 August 2023

Quote Ref: WC3677

Woodend Playcentre, 6b School Rd, Woodend

By accepting this quotation, you are confirming you have read and understood that the style, materials, material sizes, heights, hardware and colour are correct. Please sign below, scan and email to canterbury@warnerfencing.co.nz or return to the above postal address indicating your deposit options, including the optional extras (if any) you wish to order.

_____ \$ _____

Signed _____ Deposit _____ Date _____

For your convenience, we can accept your payment as per the options below:

Credit Card: Payments – Incur **2% Bank Fees**
Please complete the following –

Bank Deposit:
Account 06-0801-0634652-04

<u>CREDIT CARD PAYMENT DETAILS</u>	
Name _____	Amount Paid: _____
I wish to pay by Visa <input type="checkbox"/> Mastercard <input type="checkbox"/>	
Credit Card Number <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> – <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> – <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> – <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Name on Card _____	Expiry Date <input type="text"/> <input type="text"/> – <input type="text"/> <input type="text"/>
Authorised Signature _____	Date _____

Playcentre 

Welcome to
our village

Woodend Playcentre
6b School Rd,
Woodend 7610
woodend@playcentre.org.nz

24-8-23

To Whom It may concern,

This letter has been prepared by Woodend Playcentre to apply for a grant from the Woodend-Sefton community board.

Woodend Playcentre is a non profit organization, run by mostly volunteers in the Waimakariri community. The organization provides quality early childcare education, where the parents are encouraged and involved as the childrens first educators.

Our current fencing needs to be replaced as it was deemed climbable by the children and not fit for purpose, at our recent property report. For the safety of our children, we are asking for your generous support to provide a contribution towards this project. We appreciate you considering our request.

Sincerely, Jamie Hiatt
Woodend Playcentre Secretary 



"Whānau tupu ngātahi – families growing together"

Profit and Loss

Woodend Playcentre

For the period 1 September 2022 to 17 August 2023

1 SEP 2022-17 AUG
2023

Trading Income

Interest Income	217.06
Members Donations	980.00
MoE ECE Funding Subsidy	30,599.02
Total Trading Income	31,796.08

Cost of Sales

Affiliation Levies on MoE Funding	11,508.83
Centre Activities Christmas Party	372.00
Centre Activities Matariki Celebrations	101.95
Centre Activities Session / Trip Expenses	15.75
Centre Admin Other Expenses	27.00
Centre Admin Postage	280.00
Centre Admin Stationery	474.64
Education/ Training First Aid Training Courses	882.06
Equipment Clothing supplies/materials	386.99
Equipment Consumable Supplies for Children's Play (Four, sat, etc)	1,880.26
Equipment Other supplies/resources	1,335.34
Equipment Painting supplies/materials	802.36
Equipment Physical Active resources	127.31
Equipment U2s/ Family Payments	1,284.70
Equipment Gardening	800.78
Housekeeping Cleaning products	1,209.37
Housekeeping First Aid Kit supplies	47.90
Property/Maintenance General Repairs and Maintenance to the Building	18.00
Property/Maintenance Other	108.49
Property/Maintenance Plumbing	230.00
Property/Maintenance Sand/Bark/Ground Cover supplies	73.91
Rent / Lease / MoE Occupancy Fee	138.00
Supervision Wages for General Sessions	17,222.03
Utilities Cleaning of Carpets / Polishing of Floors	575.00
Utilities Electricity / Gas	2,487.48
Total Cost of Sales	42,390.15

Gross Profit

(10,594.07)

Other Income

Centre /party Hireage	4,170.00
Donations from the Public	500.00
Fundraising	827.00
Fundraising Naked Baker proceeds	799.40
Total Other Income	6,296.40

1 SEP 2022-17 AUG
2023

Operating Expenses

Fundra s ng expenses	20 00
Fundra s ng Expenses Centre Genera	136 50
Fundra s ng Spend Naked Baker P es 2020	318 30
Total Operating Expenses	474.80

Net Profit (4,772.47)

2021/22

	Meeting considered	Group	Project		Amount Requested	Amount Granted	Running Balance
			(2021/22) \$4,180 + Carry forward \$2300 = \$6,480				\$6,480
	12-Jul	Nil					
	9-Aug	Returned as event cancelled Waimakariri Older Person's Expo Committee	Older Person's Expo		\$500	\$ 500.00	\$ 5,980.00
	13-Sep	Meeting Cancelled					
	11-Oct	Pegasus Bay School	Withdrawn Pegasus Bay Art Show		\$500	-	\$ 5,980.00
	11-Oct	Life Education Trust	Delivery of the Healthy Harold Programme		\$500	\$500	\$ 5,480.00
	8-Nov	Nil					
	13-Dec	Nil					
	15-Feb	Nil					
Woodend-Sefton Community Board 10.138.100.2410	11-Apr	Pegasus Residents Group	Battery for AED	5-Jul-22	\$635	\$635	4,845.00
	11-Apr	Woodend Netball Club	Kiwi netball hoop and nets	22.09.22	\$500	\$500	4,345.00
	11-Apr	Ronel's Community Cuppa	Community Event costs	14.11.22	\$500	\$500	3,845.00
	9-May	Nil					
	6-Jun	St Barnabas Church	Soil and seed	24.08.22	\$ 500.00	\$690	3,135
	6-Jun	Good Night Sleep Tight	Towards winter night kits		\$ 500.00	\$810	\$2,325

2022/23

	Meeting considered	Group	Project	Accountability Received	Amount Requested	Amount Granted	Running Balance
Woodend-Sefton Community Board 10.138.100.2410			(2022/23) \$ 4,300 + Carry forward \$2,325 = \$6,625				\$6,625
	1-Jul	North Canterbury Federation of Women's Institute	Hire of hall and craft supplies	3.11.22	\$200.00	\$200.00	\$6,425
	11-Jul	Woodend School	Glentui Camp		\$500	Declined	\$ 6,425.00
	8-Aug	Woodend Fire Brigade	Towards safety signage for support vehicle	18.01.2023	As much as possible	715	5,710
	12-Dec	Sefton School	Towards replacing the pool heating system	21.03.23		\$500	\$5,210
	March	Relay for Life event	Costs of hosting		\$250	\$500	\$ 4,710.00
	8-May	Woodend Netball Club	Uniforms		\$500	\$500	\$4,210
	8-May	North Canterbury Adventure Club	Sporting Equipment		\$855	Declined	\$4,210
	8-May	Menzshed Pegasus Woodend Community Trust	tools and equipment	26.07.23	\$500	\$500	\$3,710
	8-May	Pegasus Residents Group Incorporated	towards hosting a Matariki Community Event		\$500	\$500	3,210.00
	12-Jun	Sefton Netball Club	Towards new uniforms		\$500	\$500	2,710.00

2023/24

	Meeting considered	Group	Project	Accountability Received	Amount Requested	Amount Granted	Running Balance
			(2023/24) \$ 4,400 + Carry forward \$2,710 = Returned funds \$500 =				\$7,610
	10-Jul	North Canterbury Federation of Womens Institute	Hall hire, advertising and tutor costs		\$200.00	\$200.00	\$7,410
	10-Jul	Waikuku Beach Surf Life Saving Club	New Garage Door		\$4,500.00	\$750.00	\$6,660.00
	10-Jul	Waikuku Beach Indoor Market	shelving and display cases		500	\$ 500.00	\$ 6,160.00
	14-Aug	Coastguard North Canterbury	towards upgrading the swift water rescue vessel		\$500	\$ 500.00	\$ 5,660.00
	14-Aug	Pegasus Bay Art Show	Towards printing costs		\$500	\$ 500.00	\$ 5,160.00
	14-Aug	Waimakariri Access Group	Towards running an Inclusive Sports Event		\$500	\$ 500.00	\$4,660
	11-Sep	Woodend Volunteer Fire Brigade	Christmas Lights		\$500		
	11-Sep	Woodend Playxentre	Fencing		\$5,000		

GOVERNANCE

Woodend-Sefton 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 can fund:	Examples (but not limited to) of what the Board cannot fund:
✓ New equipment/materials	✗ Wages
✓ Toys/educational aids	✗ Debt servicing
✓ Sporting equipment	✗ Payment for volunteers (including arrangements in kind eg petrol vouchers)
✓ Safety equipment	✗ Stock or capital market investment
✓ Costs associated with events	✗ Gambling or prize money
✓ Community training	✗ Funding of individuals (only non-profit organisations)
	✗ 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 \$750 with a maximum of \$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 \$750 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 Woodend-Sefton Community Board, including information on applications to other Community Boards.
- Grant applications will be considered every month by the Woodend-Sefton 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

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.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: GOV-26-09-06 / 230810122154

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD

DATE OF MEETING: 11 September 2023

AUTHOR(S): Kay Rabe, Governance Advisor

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

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

General Manager

Acting Chief Executive

1. SUMMARY

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

Attachments:

i. All Accountability forms for the 2022/23 financial year (Trim Ref: 230828132104).

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230810122154.
- (b) **Notes** that of the \$6,625 allocated to the Board for the 2022/23 financial year, \$3,915 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$3,210, was carried forward and added to the 2023/24 allocation of \$4,400 bringing the current financial year's total to \$7,610.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

3. BACKGROUND

3.1. The Council allocates the Woodend-Sefton Community Board a set amount of funds to distribute, by application, to non-profit groups, registered charities and incorporated societies that have strong links to, and benefit, the communities of the Woodend-Sefton area.

3.2. In keeping with the Council's Sustainability Policy, the Accountability forms and attachments have been uploaded to the web and can be accessed through the Community Board page.

4. **ISSUES AND OPTIONS**

4.1. By 30 June 2023, the Board had considered ten applications of which eight were approved, and two declined.

4.2. The applications were as follows:

Group	Project	Amount granted	Month funds granted	Comments
North Canterbury Federation of Women's Institute	Hire of hall and craft supplies	\$200	July 2022	Invoice paid: 2 August 2022 Accountability received: 3 November 2022
Woodend School	Glentui Camp	Declined	July 2022	Ministry of Education responsibility
Woodend Fire Brigade	Towards safety signage on support vehicle	\$715	August 2022	Invoice paid: 12 August 2022 Accountability received: 18 January 2023
Sefton School	Towards replacing the (community) pool heating system	\$500	December 2022	Invoice paid: 15 August 2022 Accountability received: 21 March 2023
Relay for Life	Towards cost of hosting event	\$500	March 2023	Invoice paid: 22 June 2023 Accountability Received: 31 July 2023
Woodend Netball Club	Towards uniform costs	\$500	May 2023	Invoice paid: 18 May 2023 Awaiting Accountability
North Canterbury Adventure Club	Towards sporting equipment	Declined	May 2023	Parental choice to withdraw from funded sports for students.
Menzshed Pegasus Woodend	Towards the purchase of tools and equipment	\$500	May 2023	Invoice paid: 23 May 2023 Accountability received: 26 July 2023
Pegasus Residents Group Inc	Towards hosting a Matariki community event	\$500	May 2023	Awaiting Invoice
Sefton Netball Club	Towards uniform purchase	\$500	June 2023	Invoice paid: 28 July 2023 Awaiting Accountability

- 4.3. As of 31 August 2023, five Accountability Forms had been received. Reminder letters were sent to the groups in March 2023 and August 2023. Four Accountability Forms are outstanding; however, these applications were only granted in May 2023 and June 2023, and groups have six months to return their Accountability Forms from the date of the event/purchase occurring.
- 4.4. North Canterbury Federation of Women's Institute requested funding to host its annual Craft Day in Sefton. The funds were used for the hiring of Sefton Hall and to purchase craft supplies. Thirty-three people attend the craft day. Five different crafts were taught. These skills are then on-taught to other members and family. An enjoyable day was had by all.
- 4.5. The Woodend Fire Brigade requested funding towards putting appropriate safety signage on its support vehicle which is often used to transport personnel to fire scenes. The signage helps to identify the vehicle as belonging to the emergency teams. The Brigade was grateful for the assistance given to them by the Board and the support vehicle looks smart with its new signs.
- 4.6. Sefton School requested funding to replace the pool heating system. This pool, although on school grounds is open for community use and therefore the benefit of repair would impact the whole community. Replacing the pool heating system allowed the school to continue its water safety program and allowed families to enjoy this facility during the summer months.
- 4.7. Cancer Society requested funding towards hosting its annual Relay for Life in Victoria Park, Rangiora. This was a successful fundraiser for the Society, and they thank the Board for its support.
- 4.8. The MenzShed requested funding towards the purchase of new equipment to enable an efficient completion of tasks for the community. These tools have been purchased and the MenzShed members have made good use of them.
- 4.9. **Implications for Community Wellbeing**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report, as the funding allocated to community groups and for community events increase the general feeling of wellbeing within various communities.
- 4.10 The Management Team has reviewed this report and supports the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

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

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

The 2021/31 Long Term Plan includes budgetary provision for the Woodend-Sefton Community Board to approve grants to community groups up to \$4,300 in the 2022/23 financial year. An unspent amount of \$2,325 was carried forward from the 2021/22 financial year, thereby bringing the Discretionary Grant Fund to \$6,625 for the 2022/23 financial year.

The Board allocated \$3,915 of this funding to community groups and organisations during the 2022/23 financial year. A grant of \$500 was returned to the Board due to the event being cancelled, and that, with the remaining \$2,710 was carried forward to the 2023/24 financial year and added to the 2023/24 allocation of \$4,400, bringing the current financial year's total to \$7,610.

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

6.2. Sustainability and Climate Change Impacts

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

6.3. Risk Management

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

6.4. Health and Safety

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

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Not applicable.

7.3. Consistency with Community Outcomes

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

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

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

7.4. Authorising Delegations

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

Dear Councillors,

This email is to let you know that we are currently publicly consulting on the Draft Waimakariri Economic Development Strategy, with the engagement period concluding 17 September 2023.

The draft Strategy was developed over the last 1.5 years with the support of key stakeholders including elected members, business leaders, Enterprise North Canterbury and Market Economics, the latter of whom provided specialist economic consultancy oversight around key economic data and trends for the district.

It includes a mix of business-as-usual (BAU) priorities and actions, as well as a range of new directions that reflect relevant policy changes in relation to climate change and emissions reduction that will impact across core business sectors in the district. It also considers and reflects various local and regional frameworks that might intersect with district wide business growth and related activity planning.

The overarching vision is a “thriving, progressive and environmentally responsible economy that underpins a desirable local lifestyle.”

The key themes include:

- Theme 1 – Sustainable Future
- Theme 2 – Connected Communities
- Theme 3 – Business Responsiveness
- Theme 4 – Liveable Places and Spaces
- Theme 5 – Investment Attraction

An Implementation Schedule of 52 actions will form the basis of a work programme and give effect to the key directions outlined under the guiding themes and priorities. Progress against the Implementation Schedule will be assessed annually.

The adopted Strategy will cover a delivery timeframe from 1 July 2024 to 30 June 2034. Budget to deliver on the Implementation Schedule will be requested through the upcoming 2024/34 Long Term Plan process.

At a Council meeting on 1 August 2023, the Council approved the draft Strategy being released for a period of (up to) four weeks public consultation.

We are inviting any additional feedback from the Councillors on the draft Strategy by **5pm on 17 September 2023**. You are welcome to email collective and/or individual feedback to me directly, or alternatively, feedback can be submitted via the consultation page.

The Let’s Talk public consultation page link can be found [here](#).

If you have any questions about the draft Strategy and consultation process, please don’t hesitate to contact me directly.

Regards,

Vanessa Thompson | Senior Advisor – Business and Centres
Strategy & Business Unit

Te Kura o Manga Kawari
5 Solander Road
Pegasus
7612

4th September 2023

Dear Woodend Community Board,

Let us introduce ourselves. We are the Sustainable Development goals Student Ambassadors here at Pegasus Bay school. Our role within our school is to lead initiatives that encourage knowledge development with the hope to change the world for the better.

We are writing to you because we think it is time we added bike racks at Pegasus Beach where we can safely store our bikes. As members of the community we love the beach, it is our favourite place. It also holds the same value for the rest of the wider Waimakariri community. We want to be able to ride our bikes to the beach without the worry of getting our bikes stolen, or damaged if we have to take it down to the sand. This would also help with the lack of car parking as more and more people have found out about our favourite place, meaning in summer there isn't enough parking in the current car park.

We have already proposed our initiative to the Waimakariri District council, but there is no funding available from them, and they suggested to get in touch with you, the Woodend Community Board.

We would like to provide bike racks much like the ones outside Southbrook park which have lockable gates. This is because residents of the Pegasus Community could bike down as a family and put their bikes together in one lockable unit. We understand that these are probably more expensive than your average bike racks. But this would relate to SDG 12: Responsible Consumption and production, as we are providing a resource that would last long term. By promoting biking to the beach we are also focusing on SDG: 3 Good Health and Well being where we are using physical exercise to get to places rather than using the urge to use your car. We would also be meeting SDG 11: Sustainable cities and communities, where we would be more conscious of our carbon footprint.

We would like to meet with you to discuss this further and our other initiatives planned for the rest of the year, including our large scale Beach Clean up in Term 4.

Sincerely,

The SDG Student Ambassadors
Te Kura o Manga Kawari
Pegasus Bay School

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

31 August 2023

Mrs S Powell
Chairperson
Woodend-Sefton Community Board
via email: com.board@wmk.govt.nz

Dear Shona

DRAFT ANNUAL PLAN 2023-2024

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

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

Community Facilities

Pegasus Community Centre - *The Board would like to acknowledge the work done to identify a suitable site for the proposed Pegasus Community Centre. The Board urges the Council to ensure that this progress continues toward a new purpose-built community centre in Pegasus.*

Council remains committed to providing the community centre at Pegasus. Staff have recently been out to engage with the public on two options for where the community centre could be located. The outcome of this engagement will be shared with the Community Board and community after some further negotiations and discussions with the developers who own one of the potential sections.

Pegasus Youth Project - *The Board is aware that the proposed Youth Project in Pegasus has been delayed due to the decision to link this to the new Pegasus Community Centre.*

The Council shares the Board's view on the importance of youth engagement and offering public spaces that are designed for young people.

During the past few months, staff have been working directly with land owners in the area as well as the community to identify the preferred option for the Pegasus Community Centre.

The youth project was put on hold as it made sense at the time to link these projects to ensure they were planned together. Following this engagement exercise, the preferred location for the Community Centre was identified. However it does not have space for a youth-focussed asset, noting that the youth funding has been set up specifically for skate elements.

Staff are now in a position to offer the Board an update at its September 2023 meeting which will include

- Outlining a process to engage with youth of the Pegasus community on how this project could proceed so an informed response can be discussed with the Board.
- Introducing a draft communications plan for the youth project.
- Confirming staff resource from Community and Recreation for the youth project.
- Offering an update on the Pegasus Community Centre.

Due to the above, I believe staff will be able to deliver on this project without the need for an interim or temporary option whilst the Board and community work to make this project a reality.

Sefton Hall - *The Board was pleased to see progress on the land lease for the Sefton Hall. The Board encourage the Council to assist this project by replacing the tank and any related sewerage/drainage issues or covering the cost.*

The Council has granted \$200,000 towards the Sefton Hall Committee to undertake the relocation of their activity to Sefton Domain. Staff are continuing to work with the Committee and will continue to project manage the process for them.

Staff will speak with the Committee about the septic tank to further understand this issue and discuss next steps.

Board Requests

Walkway between Pegasus and Woodend – *The Board urges the Council to fund this stretch of walkway in the interim, with the possibility of receiving funding from Waka Kotahi when the safety work to Pegasus roundabout is completed.*

Safe pedestrian and cycling access is important for our district. Walking and cycling provides good health benefits and dedicated facilities can encourage these alternate modes of travel -which also reduces greenhouse gas emissions.

In October 2022 the Council adopted its Walking & Cycling Network Plan which identifies and prioritises gaps in the network, noting that there is significant demand for facilities all around the district.

A shared walking and cycling path is proposed on the western side of the State Highway with funding from Waka Kotahi Transport Choices (this is subject to approval).

Council continues to advocate for safety improvements within Woodend and for the Woodend Bypass to be progressed, as well as safe access across the State Highway to link Pegasus township and Ravenswood communities.

Maintenance of link between Woodend Main Road and Jill Creamer trail - *The Board would like to draw attention to the maintenance of the link between Woodend Main Road and the Jill Creamer trail. This area more often is so overgrown that it is barely discernible and would ask that maintenance on this section be carried out more regularly.*

Staff will be in touch to identify the area of concern on the Jill Creamer Trail. If this is Council responsibility, we will look to increase maintenance or discuss this with the party responsible.

Connect Woodend Beach Road to Pegasus and Waikuku Beach - *With the cycleway between Woodend and Kaiapoi, which is eagerly anticipated, there is still a gap to safely connect Woodend Beach Road to Pegasus and on to Waikuku Beach.*

A connection between Woodend Beach Road and Petries Road via Copper Beech Road is included within the approved Walking & Cycling Plan. However the timing of developing this link is dependent on the completion of the road connection. Construction of a gritted path along the paper road next to Gladstone Park is not included in the plan, as there is currently a high-quality shared path through Gladstone Park.

Drainage issues at Woodend Beach - *The request is for drainage issues in Woodend Beach to be addressed to mitigate the effects of weather events in the future.*

We thank you for your support of the stormwater upgrades to help combat extreme events and confirm that we are committed to continuing the upgrades in both Waikuku Beach and Woodend Beach. An upgrade to the drainage system in Stalkers Road, Woodend Beach, is included in the \$7.8m budgeted in response to the July 2022 flood events.

Land drainage in Sefton - *The request is for drainage issues in Sefton be addressed to mitigate the effects of weather events in the future.*

In terms of the drainage system in Sefton village, we note that it is not located within an urban or rural drainage scheme and instead is served by a road drainage system. Generally, this system works well and there was only one drainage-related service request lodged for Sefton village during the July 2022 flood events.

Where drainage issues are identified, these are investigated by the Drainage team and, if appropriate, upgrades are implemented by the Roading team. If there are specific areas of concern that you are aware of, please lodge a service request with our Drainage team.

We note that, after recent weather events, there are other areas to also now consider. We will keep the Board briefed on developments.

Funding for Ravenswood and Woodend promotion - *The Board requests that the Council allocate funding to the Board, in lieu of a Promotion Association, in line with the funding for the other towns to assist the area with promotional activities, particularly given that Ravenswood is identified as a Key Activity Centre.*

Council is exploring long term arrangements for Promotions Associations across the district which will include consideration of promotion of the Woodend-Sefton area. We also think the discussion started with the Community Board regarding a review of the Woodend Pegasus Area Strategy provides another opportunity to understand the needs of your communities.

Rating for Street Trees in Pegasus - *Given newer subdivisions across the district also have high numbers of street trees the Board question the equity of this service charge particularly now that most trees in Pegasus are more mature and require no more or less care than other newer areas of the district.*

Your request has been forwarded to the Greenspace Manager with a view to including any recommended changes to levels of service or funding in the Draft 2024-2034 Long Term Plan.

Funded Projects

Woodend Beach Toilets and Playground - The Board notes the delay to the new Woodend Beach toilets and playground. These projects were funded in the LTP for 2022/23 after requests from the Woodend Beach community and the Board.

Staff should be working with you to progress this project. Greenspace staff will be assigning a planning contact for you to help with design and will also discuss opportunities for placement of replacement assets.

Council has also instructed staff to undertake an application to the Tourism Infrastructure Fund (TIF) given the WSCB submission on the School Road toilet renewal reprogramming. If funding is secured, the Council is obligated to co-fund that project at approx \$200,000. This would see a reprogramming of the Woodend Beach Domain toilets.

Staff will set up a workshop with the WSCB to establish the scope and outcomes of this project.

Viewing platform at Pegasus and Waikuku Beaches- The Board is aware that design work has commenced on the Pegasus Beach viewing platform and better accessibility to the beach and would like to see these projects completed in the next financial year.

Council is keen to see this work completed and appreciates the ongoing support of the WSCB, especially in its pursuit of greater accessibility to our wonderful beaches.

At a recent Community and Recreation Committee meeting, a member of the accessibility community came forward to talk about her excitement at being able to access the beach (in particular, at Waikuku). Staff will work with the individual and the Waimakariri Access Group to ensure that we install assets that will bring people of differing mobilities to the beach.

Staff have also continued to work with Surf Life Saving New Zealand to progress the tower purchase. An option has been put forward for this and staff are working on having this project completed.

Staff will make contact to talk through the design and ideas for accessibility at the beach areas and to provide an update on the purchase of tower, noting that a suitable option has been put forward to them.

Long Term Plan 2024-2034

The Board would like to foreshadow some projects for the Long-Term Plan 2024-34.

Drainage at Gladstone Park - The drainage at Gladstone Park is an issue which became very apparent during the flooding events over the past two years. In the past Gladstone playing fields were regarded as key in the district as the drainage was good over the winter period. The playing fields closest to Pegasus now retain water and are unable to be used during or after heavy weather. An engineer's report was commissioned and the Board requests that the Council act on the recommendations to enable the fields to be utilised.

Council supports the response works required to mitigate flooding at Gladstone Park. Given some options required further investigation over the winter season and the likelihood of capital funds being required for mitigation, we have requested that staff bring further findings back to both the WSCB and Council as part of the 2024 Long Term Plan process. This gives us time to work on the solutions and budget appropriately.

Staff will be in touch to provide the WSCB and rugby representatives on timelines for continued scoping works and a long-term solution.

Park and Ride Ravenswood - The Board requests that the Council work with Environment Canterbury to introduce a Park and Ride option in Ravenswood with some urgency.

It has been anticipated that facilities will be required in the Ravenswood / Woodend area in the future and a budget has been included in the 2023/24 financial year for land purchase for Park & Ride. A process will be followed to identify an appropriate parcel of land and this will be reported back through the Woodend-Sefton Community Board.

Funding for Woodend Pegasus Area Strategy Projects - With the Woodend Pegasus Area Strategy about to be reviewed, the Board would like to signal that funding will be needed for projects identified over the next LTP period.

We note your signal regarding funding as a result of the Woodend Pegasus Area Strategy review. We look forward to seeing the resulting projects from the review to give consideration to funding at the appropriate time.

Ravenswood Library and Community Centre - The Board would like Council to reconsider the timing for a community library facility in the next LTP period using the 2023 census population figures and projected growth. A library facility in Ravenswood would also assist in taking some pressure off the Rangiora Library.

Council remains committed to providing community facilities in the Ravenswood area. In the 2021 Long Term Plan Council approved budget to purchase land in Ravenswood and part of this was for consideration of a library. At this time there has not been an update to the data received through the feasibility study which led to the Council approving this. Council will be asking staff to update this data for the 2024 Long Term Plan.

In the meantime staff will continue working on the purchase of land for the Ravenswood facility, with an update to be shared with the WSCB on this process.

Skate Ramp at Waikuku Beach - *The Board would like to see the ramp modified or replaced, once it is determined what the best course of action is.*

The Council appreciates the Board's wishes to see improvements to the ramp at Waikuku. We have asked that staff undertake engagement around the state of the skate ramp and if there are improvements the community would like to see. Staff would then need to report this back to both the Board and Council prior to the 2024 Long Term Plan process.

Woodend Town Centre toilet replacement - *The public toilet replacement and refurbishment of two toilets in its area should be reprioritised for the next LTP period.*

Council has requested that staff prepare a bid to the Tourism Infrastructure Fund (TIF) to cost share the renewal of the toilets, noting it is on a key transport network. If successful, this will require a moving of budgets in the coming financial year to ensure Council meets its cost share obligations. This may cause a pushing out of the Woodend Domain Toilet budget to the following year.

Staff will keep the WSCB and Council informed of progress and if funding is granted, a memo will come to the Board to outline next steps.

Waikuku Beach Surf Club toilet replacement - *The public toilet replacement and refurbishment of two toilets in its area should be reprioritised for the next LTP period.*

At this time the toilet blocks for renewal in the coming year are Woodend Beach Domain and Maria Andrews. Council has requested that staff review the public toilet strategy to assist with planning for the 2024 Long Term Plan, and that this considers the needs across the district.

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

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

Once again, thank you for your interest and contribution to the development of our District's Annual Plan. The Council and I appreciate your support and the excellent advocacy you and the Board provide for and on behalf of the Oxford-Ohoka Community Board.

Yours sincerely



Dan Gordon
MAYOR

WAIMAKARIRI DISTRICT COUNCIL**MEMO**

FILE NO AND TRIM NO: SEW-03-05-06-01 / 230808120684
DATE: 30 August 2023
MEMO TO: Woodend-Sefton Community Board
FROM: Kieran Straw – Civil Project Team Leader
SUBJECT: Kings Avenue Pump Station Drainage Improvements

The purpose of this memo is to inform the Community Board of the proposed drainage and kerb threshold on Kings Avenue, Waikuku. The proposed works is located on Kings Avenue, outside the pump station.

Attachment i: Scheme Drawing for the proposed kerb threshold. (Trim no. 230830134692)

Background

Kings Avenue, Waikuku has no kerb and channel. The existing roadside drainage is in poor condition with some vehicle entrances having either no, or undersized piped crossings.

The sewer wet well on the western side of Kings Avenue is located outside No. 39 Kings Avenue, which is at a low point on Kings Avenue. During rain events, the wet-well requires sand-bagging to prevent stormwater water ingress into the wet well, while over-land flow enters No. 39 Kings Avenue.

Further to this, the water pump station is located on the eastern side of Kings Avenue. This concrete block building poses a significant roadside hazard, being located approximately 0.5m off the edge of seal.

Proposed Works

The proposed works has had extensive input from the property owner of No. 39 Kings Avenue and seeks to address both the wet well and building proximity concerns outlined above.

The sewer wet-well is to have a new manhole lid installed, raising the level of the lid to prevent water ingress into the wet-well. A new stormwater sump is to be installed immediately upstream of the wet-well and discharges to the existing open drain on the eastern side of Kings Avenue.

New kerb and channel is proposed within the immediate vicinity of the wet-well to manage the stormwater.

It is also proposed to install a one-lane kerbed threshold at this location. This kerbed threshold is intended to improve safety by:

- Providing additional width between the pump station building and the moving vehicular traffic
- Delineating the existing unsealed footpath against the pump station building.
- Reducing vehicle speeds in the vicinity of the pump station building; providing a safer working environment for staff working at either the pump station on the east, or the wet well on the west, and to improve pedestrian safety.

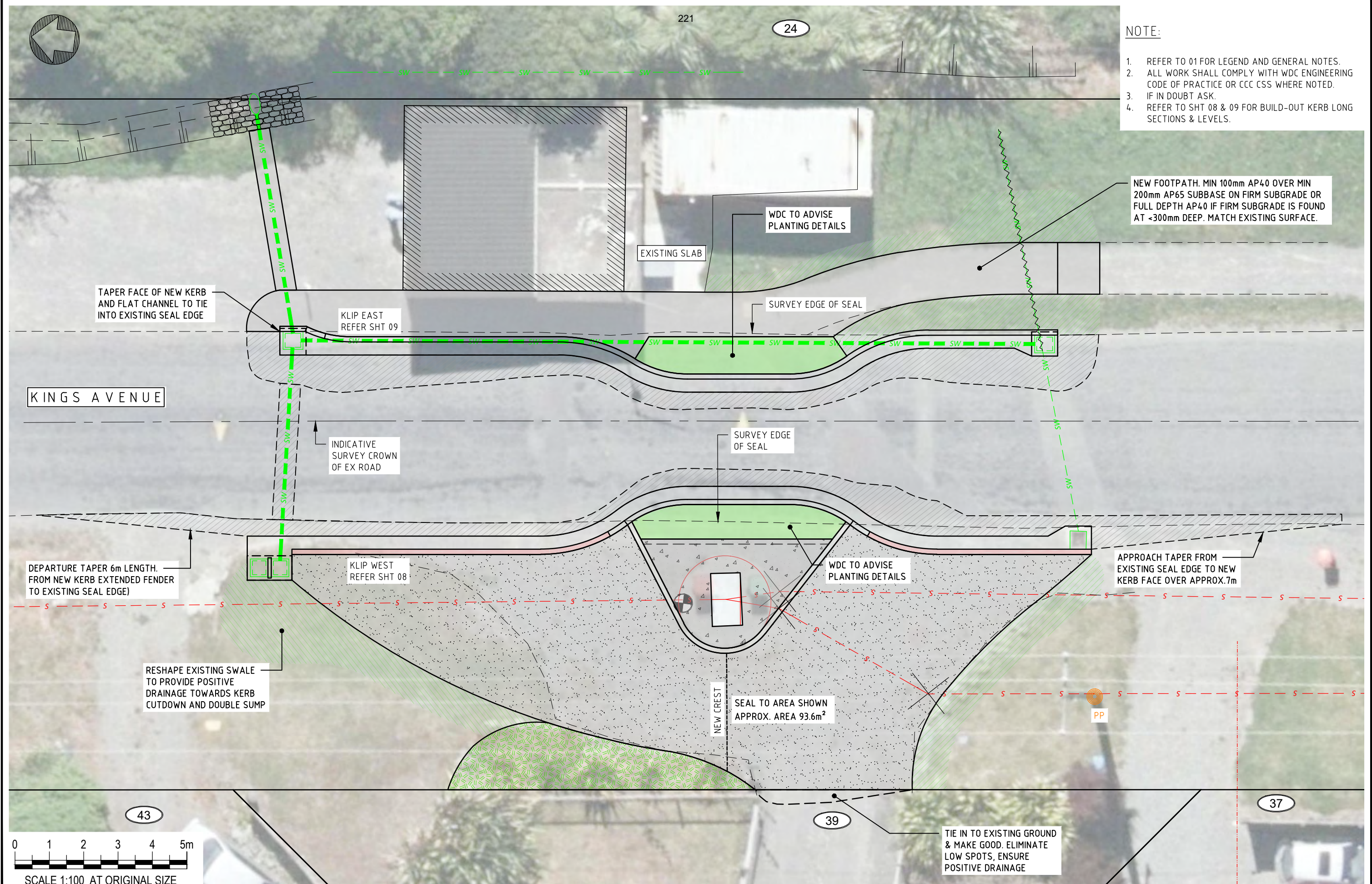
- Reducing overall vehicle speeds along Kings Avenue.

Next Steps

Staff are currently preparing tender documentation for the proposed works and are aiming to have construction completed by the end of 2023. This work will address the concerns with the wet-well and the pump station building, however does not address the poor condition of the swales and undersized vehicle crossing culverts. The latter is currently excluded from the scope of works, however this may form a potential second stage in the future.

NOTE:

- 1. REFER TO 01 FOR LEGEND AND GENERAL NOTES.
- 2. ALL WORK SHALL COMPLY WITH WDC ENGINEERING CODE OF PRACTICE OR CCC CSS WHERE NOTED.
- 3. IF IN DOUBT ASK.
- 4. REFER TO SHT 08 & 09 FOR BUILD-OUT KERB LONG SECTIONS & LEVELS.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
0	TENDER ISSUE	BT	KT	KT	08/2023

SURVEYED	KT	04/2023	PROJECT No	PD000324
DRAWN	BT	05/2020	CON No	CON2020-
DRAWING CHKD	KT	-/-/2020	SCALE (A3)	1:200
DESIGNED	KTWDC	05/2023	DATUM ORIGIN	
DESIGNED CHKD	-	-/-/2020	HORIZONTAL	NZTM GD2000
APPROVED	-	-/-/2020	VERTICAL	



PROJECT	KINGS AVENUE WASTEWATER PUMP STATION DRAINAGE IMPROVEMENTS
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SHEET TITLE	REINSTATEMENT PLAN
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FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4317
SHEET	02
REVISION	B

CHAIRPERSON'S REPORT – August 2023

CHAIR'S DAIRY		DISCUSSION POINTS
Date	Events attended	Community Feedback/Issues Raised
3 August	InCommon Launch, Woodend Community Centre	A great event with a large turnout from GLOW and the Access Group, with members from both groups featuring in the posters. Focus on starting a conversation and it can be easy to find something in common even though there are differences.
9 August	Ronel's Community Cuppa, Waiora Links Community Trust	Very well attended, and good to catch up with locals. A couple of issues to follow up on.
10 August	Waimakariri Access Group AGM	Chair for a further year. Speaker was Brennan Wiremu around planning for an emergency and, if necessary, evacuation.
	Met with Grant MacLeod, Greenspace Manager	Requested a meeting to get an update on projects. Very helpful as this was prior to last meeting when greenspace was the focus.
12 August	Volunteered at Pegasus Community Centre	As usual the book cave was popular. Questions about safety at the Pegasus/Ravenswood roundabout and the Woodend bypass.
14 August	Pre-meeting briefing	A run through the agenda and catch up on general matters.
	WSCB monthly meeting	Regular meeting.
15 August	Council briefing – update on July flooding	335 service requests received. Woodend experienced the highest rainfall amount and coastal areas were affected more. Portable pumps deployed, including a large pump at the Taranaki Stream gate. Sucker trucks used at Woodend Beach and Waikuku Beach.
21 August	Public drop-in on plan for Ravenswood to Kaiapoi cycleway	Not a large attendance but perhaps that is because locals know it is coming and have already seen the general layout. But a good opportunity for those directly affected to find out more.
25 August	Council briefing – speed management review	Will come to September Board meeting with recommendation to go out to consultation.
29 August	Youth Council meet and greet	Good to have a talk with members of the Youth Council and find out what issues they see as important.
2 Sept	Official opening of Ravenswood Central hospitality shops	An opportunity to catch up with locals and sample the food. Everybody seems to be looking forward to the rest of the outlets opening.

CHAIR'S STATEMENT

- Wrote Board column for September issue of The Woodpecker
- Managing Board Facebook page

Main issues raised by residents were:

- Lack of cycle stands in key places like the beach, Pegasus community centre
- Any decision on where the Pegasus community centre is going – explained the process
- What is happening with the youth facilities promised for Pegasus
- Waka Kotahi planned SH1 safety improvements
- Woodend Bypass – will it go ahead with both major political parties saying it will. Where does it go
- Ongoing concerns around safety for pedestrians and cyclists at SH1/Pegasus/Ravenswood roundabout

Shona Powell

Woodend-Sefton Community Board

MEMBERS INFORMATION EXCHANGE

August 2023

Member: Ian Fong

- 16 August - Sefton Hall Committee meeting- Final specs all sent to architect and the plans should be ready to send out for pricing by the September meeting, so final costings can be received
- 20 August - Met with Carolyn Latham from Saltwater Creek Water Project. Grant application to the WSCB will be forthcoming. She also suggested investigating setting up a Taranaki Stream Group to conduct water testing to increase information to E Can
- 22 August - Waikuku Steering Group meeting at Waikuku Hall re setting up resident Association. fifty attendees, very well supported and some great ideas tabled. Emailed twenty people info on the new pump project in Park Terrace Next meeting 12th Sept to set up group structure.
- 22 August - Zoom Meeting with Future Coasts Research NIWA Programme - Tracking seas level change in the Canterbury Region.
- 23 August - telephoned and emailed Murray Griffin from Ecan regarding WSCB applying for funding from the Zone committee for the Waikuku Pond restoration project. Murray Griffin from E Can has forwarded this request to their next meeting
- 25 August - Talked with landowner's boarding the Taranaki Stream re setting up a water monitoring group. Currently minimal interest, but maybe in the future if we can find someone to do the work. I will revert back to Carolyne Latham from the Saltwater Creek Group to see if she can help
- 1 September - Coastal Drainage Group morning tour workshop around the Waikuku area tidal and flood gate system with WDC and E Can staff. They explained how the system worked and some upcoming upgrades. Also looked at trial whitebait spawning area in the Taranaki Stream adjacent to the tidal gate system (the gates prevent the eggs going to the sea to hatch and the young returning to live in the upper reaches of the drainage system) I will also brief the WRG (Waikuku Residents Group) on this workshop/tour
- 7 September - WDC All Boards Briefing
- 7 September – Pegasus Residents Group meeting.

WOODEND-SEFTON COMMUNITY BOARD

MEMBERS INFORMATION EXCHANGE

August 2023

Member Name: Rhonda Mather

MEMBER'S DAIRY		DISCUSSION POINTS
<i>Date</i>	<i>Meetings/Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
9 Aug	Ronel's Community Cuppa	Held at the Pegasus Community Centre, this is a free morning tea event for residents of Woodend, Pegasus and Waikuku. I assist with organising/running this event, which is a Waiora Links Community Trust event. Well attended with guest speaker Tony Allan's talk about being adrift in the Tasman Sea for 20 days being well received.
14 Aug	Woodend-Sefton Community Board monthly meeting	Held at Woodend Community Centre
17 Aug	Waiora Links Community Trust	Trustees Board meeting
21 Aug	Cycleways Drop-in	Attended the drop-in session held at the Woodend Community Centre. A handful of people were present while I was there, mostly WDC staff. It was good to see the larger, detailed maps available to view and ask questions about, though I would have liked to see more of them, rather than just selective bits.

OTHER:

- Compiled Waiora Links Community Trust page for The Woodpecker.
- The next *Ronel's Community Cuppa* event is on Wednesday 13th September at 10am at the Pegasus Community Centre. The guest speaker is Lesley Ottey from Eco Educate and catering will be provided by New World Ravenswood. Woodend Sefton Community Board members are always welcome to attend this event.