

Waimakariri District Council

Agenda

Tuesday 5 September 2023

1.00pm

Council Chambers

215 High Street

Rangiora

Members:

Mayor Dan Gordon

Cr Neville Atkinson

Cr Al Blackie

Cr Robbie Brine

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams

AGENDA CONTENTS – COUNCIL MEETING 5 SEPTEMBER 2023		
Item Number	Item Topic	Pages
4.1	Confirmation of Minutes – Council meeting 1 August 2023	14 – 28
4.2	Confirmation of Minutes –extraordinary Council meeting 15 August 2023	29 – 30
Notice of Motion		
6.1	Installation of NZ Wool Carpet in Council facilities	31
Staff Reports		
7.1	Christchurch Readymix Ltd Request for Sealing of Browns Road, Private Funding	32 - 42
7.2	Endorsement of the Canterbury Climate Partnership Plan Strategic Framework	43 - 50
7.3	July 2023 Flood Response – Emergency and Immediate Works Expenditure	51 - 85
7.4	Moving Forward: Waimakariri Integrated Transport Strategy 2035+	86 - 132
7.5	Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group	133 - 145
7.6	District Regeneration – Annual Progress Report to June 2023	146 - 164
7.7	Request to Bring Forward Budget for the Island Road/Ohoka Road Intersection upgrade	165 - 171
7.8	Re-Establish the Solid and Hazardous Waste Working Party	172 - 179
7.9	Compulsory Acquisition – Land Adjoining 67 Otaki Street, Kaiapoi	180 - 194
7.10	Revocation: Waimakariri District Council Housing for the Elderly Policy	195 - 212
7.11	Submission: Strengthening the resilience of Aotearoa New Zealand's Critical Infrastructure system	213 - 222
7.12	Request for Funding for the Waimakariri Passchendaele Advisory Group to become a life member of the Last Post Association	223 - 227
7.13	Observer Appointment to the Christchurch City Council Coastal Hazards Working Group	228 - 229
9.1	Health, Safety and Wellbeing Report August 2023	230 - 241
Minutes for Information		
10.1	Audit and Risk Committee meeting 8 August 2023	242 – 249
10.2	Utilities and Roading Committee meeting 15 August 2023	250 – 262
11.1	Kaiapoi-Tuahiwi Community Board meeting 17 July 2023	263 – 272
11.2	Oxford-Ohoka Community Board meeting 2 August 2023	273 – 282
11.3	Rangiora-Ashley Community Board meeting 9 August 2023	283 – 296
11.4	Woodend-Sefton Community Board meeting 14 August 2023	297 - 305
Mayors Diary		
13.1	Mayors Diary 1 – 31 August 2023	306 - 308

The Mayor and Councillors
WAIMAKARIRI DISTRICT COUNCIL

A meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, on **TUESDAY 5 SEPTEMBER 2023 commencing at 1pm.**

Sarah Nichols
 GOVERNANCE MANAGER

**Recommendations in reports are not to be construed as
 Council policy until adopted by the Council.**

BUSINESS

Page No

1. APOLOGIES

2. CONFLICTS OF INTEREST

Conflicts of interest (if any) to be reported for minuting.

3. ACKNOWLEDGEMENTS

4. CONFIRMATION OF MINUTES

4.1 Minutes of a meeting of the Waimakariri District Council held on Tuesday 1 August 2023

14 - 28

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 1 August 2023.

4.2 Minutes of an extraordinary meeting of the Waimakariri District Council held on Tuesday 15 August 2023

29 - 30

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the extraordinary meeting of the Waimakariri District Council meeting held on Tuesday 15 August 2023.

MATTERS ARISING (From Minutes)

5. DEPUTATIONS AND PRESENTATIONS

5.1 Christchurch Readymix Concrete Ltd

Brian Grant (Managing Director) and Rob Uffindell (Aggregates Manager) from Christchurch Readymix will be speaking in relation to Agenda Item 7.1 *Request for Sealing of Browns Road under the Private Funding of Seal Extension Policy.*

6. **ADJOURNED BUSINESS (from 15 August 2023)**

The matter of the Notice of Motion was left on the table from the Council meeting of 15 August.

NOTICE OF MOTION

Installation of New Zealand Wool Carpet in Council owned Facilities
– Councillor A Blackie and Councillor N Mealings

31

RECOMMENDATION

THAT the Council

- (a) **Endorses** that all carpets installed and/or replaced in Council owned facilities be manufactured from New Zealand wool or New Zealand wool blend, wherever practical.
- (b) **Endorses** that should a Council owned facility not be installed or refurbished with New Zealand wool or wool blend carpet, then the Council is notified on the reasoning.
- (c) **Authorises** that the WDC Economic Development Strategy should reflect consideration of emission reductions.
- (d) **Authorises** that this recommendation, should it be adopted, be effective from 5 September 2023.

7. **REPORTS**

7.1 **Christchurch ReadyMix Limited Request for Sealing of Browns Road under the Private Funding of Seal Extension Policy** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

32 - 42

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230824130996:
- (b) **Approves** the sealing of Browns Road by Christchurch ReadyMix Limited to a maximum value of \$704,345.00 excluding GST, with Council share to be paid over there years for three sections of Browns Road south of South Eyre Road as detailed in the report.
- (c) **Notes** that Council 50% share will be \$352,172.50 excluding GST for Christchurch ReadyMix Limited to seal the road, with the total cost split evenly across the three years as follows:
 - (i) 2023/24 - \$117,390.84 excluding GST
 - (ii) 2024/25 - \$117,390.83 excluding GST
 - (iii) 2025/26 - \$117,390.83 excluding GST
- (d) **Approves** an exemption to the 50% cost share policy of 1km/year over the next three years, acknowledging the seal extension works which are planned by Christchurch ReadyMix Limited during the 2023/24, 2024/25 and 2025/26 years.
- (e) **Notes** that Council 50% share will be funded from the Subdivision Contribution Area which has a budget of \$1,519,077.
- (f) **Notes** that a Memorandum of Understanding will be entered into with Christchurch ReadyMix Limited for the sealing and funding arrangement.
- (g) **Notes** that Christchurch ReadyMix Limited will continue to maintain Browns Road post sealing as is the current arrangement.

- (h) **Authorises** the General Manager Utilities and Roading to continue to allow up to 1km of extensions under this policy, for the years 2023, 2024, and 2025 in addition to the extension approved by Council in this resolution.
- (i) **Circulates** a copy of this report to the Oxford-Ohoka Community Board for their information.

7.2 **Endorsement of the Canterbury Climate Partnership Plan Strategic Framework** – V Spittal (Principal Policy Analyst – Climate Change and Sustainability)

43 - 50

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230823130069.
- (b) **Provides** the following feedback to the CCPP secretariat on the strategic framework of the Canterbury Climate Partnership Plan for consideration by the CCPP Reference Group.

Current Outcome	Suggested Amendment	Rationale
Adapted and resilient Communities Our communities are resilient and can access the knowledge and tools they need to adapt to climate change.	Adapted and resilient Communities Our communities are resilient and have the necessary infrastructure, knowledge and tools they need to adapt to climate change.	Takes into account the key role appropriate infrastructure, including green infrastructure, plays in supporting communities to adapt.
A healthy environment Our communities are equipped to thrive in a healthy environment.	A healthy environment Our healthy environment enables our communities to thrive.	Takes into account the feedback from ECan that the framework did not adequately address environmental protection and enhancement and better aligns with the Council's draft Natural Environment Strategy action 1.1.2.1 <i>Advocate for nature-centric policies, strategies, and plans both within the organisation and externally.</i>

- (c) **Delegates** Councillor Mealings and Mayor Gordon the authority to signoff the draft strategic framework on the Waimakariri District Council's behalf during the CCPP Reference Group's consideration of the feedback from all Canterbury Council's.
- (d) **Delegates** Mayor Gordon the authority to signoff the final CCPP strategic framework on the Waimakariri District Council's behalf during the consideration of the recommendations from the CCPP Reference Group by the Mayoral Forum.

- 7.3 **July 2023 Flood Response – Emergency and Immediate Works Expenditure** – G Cleary (General Manager Utilities and Rooding), K Simpson (3 Waters Manager), and J McBride (Rooding and Transport Manager)

51 - 85

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230824130649.
- (b) **Approves** the unbudgeted expenditure of up to \$4.04 million in the current (2023 / 2024) financial year for emergency and immediate works responding to and recovering from the flooding.
- (c) **Notes** that a total of 72 investigations and 123 maintenance tasks have currently been identified for action.
- (d) **Notes** that staff have established a Flood Team and Flood Recovery Project Control Group to oversee delivery of these investigations and maintenance tasks.
- (e) **Notes** that staff have secured additional external resources to assist with the delivery of these investigations, through to the end of December 2023.
- (f) **Notes** that even with these additional resources, it is likely to be a 6-12 month delivery period, but that staff will prioritise the investigations based on scale, effect and community interest.
- (g) **Approves** the establishment of a permanent Infrastructure Resilience team, consisting of full time staff; to be initially funded from the allocated budget for the Flood Team included under Recommendation (b) above.
- (h) **Notes** that the ongoing funding of the Infrastructure Resilience team will be included in the draft budgets for Council to consider as part of the deliberations on the Long Term Plan.
- (i) **Notes** that staff will bring a further report to the October Council meeting to give an update and refined cost estimate and rating implications.
- (j) **Notes** that if the unbudgeted expenditure, not covered by Waka Kotahi co-funding, were to be loan funded on a District wide basis over a 10 year period this would increase rates by approximately \$15 (including GST) per ratepayer.
- (k) **Notes** that staff will work with Waka Kotahi, insurers and other external parties to seek funding for the works where available.
- (l) **Notes** that staff will be preparing a fortnightly emailed update to Councillors and Community Boards, and a more detailed monthly report to the Utilities and Rooding Committee on progress on these projects and will be preparing an updated communications strategy for public information.
- (m) **Circulates** this report to all Community Boards for information.

7.4 **Moving Forward: Waimakariri Integrated Transport Strategy 2035+ – Draft for Consultation** - H Downie, Senior Advisor – Strategy & Programme, on behalf of the Integrated Transport Strategy Project Control Group (PCG)

86 - 132

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230817126045.
- (b) **Approves** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* (Attachment i, 230824130822) for public consultation, to occur between mid-September and early October 2023.
- (c) **Approves** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, Summary* (Attachment ii, 230817126146) for public consultation, to occur between mid-September and early October 2023.
- (d) **Nominates** the General Manager, Strategy, Engagement and Economic Development to approve any minor edits to the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* and *Summary* document (Attachments i and ii) (final print ready version) as required prior to public consultation commencing.
- (e) **Notes** that the development of the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* has been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement.
- (f) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* and *Summary* document have been endorsed by the Integrated Transport Strategy Project Control Group (PCG) on whose behalf this report is written.
- (g) **Notes** that a final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, based on the comments received during consultation as well as further Council engagement planned to be undertaken on final directions in November, will be presented to the Council for adoption in February 2024.
- (h) **Circulates** this report to Community Boards for their information.
- (i) **Notes** that Community Board engagement has informed the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation*, including Community Board membership on the dedicated Stakeholder Working Group established for this project, together with memos circulated and Community Board workshops held, and that Community Boards now have the opportunity to submit on the draft Strategy.

7.5 **Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group** – D Roxborough (Implementation Project Manager, District Regeneration)

133 - 145

THAT the Council:

- (a) **Receives** Report No. 230804119044.
- (b) **Approves** the appointment of Councillors _____, _____, _____, _____, and _____ to the Rangiora Civic Precinct and Library Extensions Project Steering Group.
- (c) **Notes** Mayor Gordon and the Chief Executive are members of the Steering Group on an ex-officio basis.

- (d) **Notes** the balance of the Project Steering Group is made up with staff and General Managers per the draft Terms of Reference (Trim 230726113583)
- (e) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

7.6 **District Regeneration – Annual Progress Report to June 2023** – D Roxburgh
(Implementation Project Manager – District Regeneration)

146 - 164

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230720109833.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.
- (c) **Circulates** this report to all Community Boards for their information.

7.7 **Request to Bring Forward Budget for the Island Road/Ohoka Road Intersection Upgrade** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

165 - 171

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230824131122.
- (b) **Approves** bringing forward budget of \$1,200,000 from 2024/25 financial year to the 2023/24 financial year, to allow the project to progress.
- (c) **Notes** that a requirement of the funding being allocated will be that the project must be completed by 30 June 2024, so that it can be claimed in the current financial year.
- (d) **Notes** that bringing budget forward will be subject to confirmation that 51% co-funding share is available through Waka Kotahi.
- (e) **Notes** that the offer to progress this safety project is for the Island Road / Ohoka Road Intersection only and cannot be used for any other purpose.
- (f) **Notes** that following approval, this project will go to market through an open tender process.
- (g) **Notes** that the scheme design was approved by the Utilities & Roading Committee in August 2022.
- (h) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for information.

7.8 **Re-Establishment of the Solid and Hazardous Waste Working Party Post the 2022 Elections** – K Waghorn (Solid Waste Asset Manager)

172 - 179

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230825131340.
- (b) **Establishes** a Solid and Hazardous Waste Working Party.

- (c) **Approves** the Terms of Reference for the Solid and Hazardous Waste Working Party as contained in document 230823130315.
- (d) **Appoints** Councillors Brine,,, and as members of the Solid and Hazardous Waste Working Party.
- (e) **Notes** that Mayor Gordon is an ex-officio member of the Solid and Hazardous Waste Working Party.
- (f) **Circulates** report No. 230825131340 to the Community Boards for information.

7.9 **Compulsory Acquisition – Land Adjoining 67 Otaki Street** - A Childs (Property Acquisitions and Disposals Officer), D Roxborough (Implementation Project Manager – District Regeneration),

180 - 194

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230821128011.
- (b) **Delegates** the execution by the Chief Executive of the attached Notices of Intention to Take Land under section 23 of the Public Works Act 1981.
- (c) **Notes** that the costs of this acquisition were allowed for in the Kaiapoi Stormwater and Flooding Improvements Upgrade budget, and the remaining estimated cost of \$6,000 plus GST and disbursements to complete the acquisition will be paid out of this budget.

7.10 **Revocation: Waimakariri District Council Housing for the Elderly Policy** - T Allinson, (Senior Policy Analyst) and R Hawthorne, (Property Manager)

195 - 212

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230822129364.
- (b) **Revokes** the Housing for the Elderly Policy which is no longer required (120712044072).
- (c) **Circulates** this report to the Community Boards for their information.

7.11 **Submission: Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system** - T Allinson (Senior Policy Analyst)

213 - 222

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230822129420.
- (b) **Receives** the attached submission on Strengthening the Resilience of Critical Infrastructure.
- (c) **Circulates** the report and attached submission to the Community Boards for their information.

7.12 **Request for Funding for the Waimakariri Passchendaele Advisory Group to become a life member of the Last Post Association - Belgium** – K Rabe (Governance Advisor)

223 - 227

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230817125820.
- (b) **Approves** a once off donation of no more than \$2,300 to enable the Waimakariri Passchendaele Advisory Group to become a lifetime member of the Last Post Association, Leper, Belgium.
- (c) **Approves** a once off donation to the Last Post Association, Belgium, will be taken from the Council's International Relations Budget Account (GL 10.135.333.2465).
- (d) **Notes** all Council grants are reviewed as part of its Annual Plan and Long Term Plan process yearly.
- (e) **Advises** the Passchendaele Advisory Group of the outcome.

7.13 **Observer Appointment to the Christchurch City Council Coastal Hazards Working Group** – S Nichols (Governance Manager)

228 - 229

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230831135053.
- (b) **Appoints** Councillor Mealings, as an observer, to the Christchurch City Council Coastal Hazards Working Group at Christchurch City Council, until October 2025.

8. MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS

There were no matters referred to the Council.

9. HEALTH, SAFETY AND WELLBEING

9.1 **Health, Safety and Wellbeing Report August 2023** – J Millward (Chief Executive)

230 - 241

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No 230823130280.
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at Work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

10. COMMITTEE MINUTES FOR INFORMATION

- 10.1 Minutes of a meeting of the Audit and Risk Committee meeting of 8 August 2023 242 - 249
- 10.2 Minutes of a meeting of the Utilities and Roading Committee meeting of 15 August 2023 250 - 262

RECOMMENDATION

THAT Items 10.1 to 10.2 be received information.

11. COMMUNITY BOARD MINUTES FOR INFORMATION

- 11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 17 July 2023 263 - 272
- 11.2 Minutes of the Oxford-Ohoka Community Board meeting of 2 August 2023 273 - 282
- 11.3 Minutes of the Rangiora-Ashley Community Board meeting of 9 August 2023 283 - 296
- 11.4 Minutes of the Woodend-Sefton Community Board meeting of 14 August 2023 297 - 305

RECOMMENDATION

THAT Items 11.1 to 11.4 be received for information.

12. CORRESPONDENCE

Nil.

13. MAYORS DIARY 1 – 31 AUGUST 2023

306 - 308

RECOMMENDATION

THAT the Council:

- (a) **Receives** report no. 230829133305.

14. COUNCIL PORTFOLIO UPDATES

- 14.1 **Iwi Relationships** – Mayor Dan Gordon
- 14.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon
- 14.3 **Government Reforms** – Mayor Dan Gordon
- 14.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton
- 14.5 **Climate Change and Sustainability** – Councillor Niki Mealings
- 14.6 **International Relationships** – Deputy Mayor Neville Atkinson
- 14.7 **Property and Housing** – Deputy Mayor Neville Atkinson

15. QUESTIONS

(under Standing Orders)

16. URGENT GENERAL BUSINESS

(under Standing Orders)

17. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

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

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

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
17.1	Confirmation of Council public excluded minutes 1 August 2023 meeting.	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
17.2	Confirmation of Council public excluded minutes 15 August 2023 extraordinary meeting.	Good reason to withhold exist6s under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section7(2)(i)
17.3	Hallfield Stage 2 Development Contributions	Good reason to withhold exists under section 7	As per LGOIMA section 7 (2) (b)(ii) making available the information is likely to unreasonably prejudice the commercial position of the developer and Council, (h) enable Council to carry out, without prejudice or disadvantage, commercial activities and (i) enable Council to carry on, without prejudice or disadvantage, negotiations.
17.4	Private Developer Agreement with Bellgrove Land Development	Good reason to withhold exists under section 7	As per LGOIMA section 7 (2) (b)(ii) making available the information is likely to unreasonably prejudice the commercial position of the developer and Council, (h) enable Council to carry out, without prejudice or disadvantage, commercial activities and (i) enable Council to carry on, without prejudice or disadvantage, negotiations.
17.5	Kaiapoi South Mixed Use Business Area and Kaiapoi Marina Project Update	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2)(a), (g) and (i) for the protection of privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) and maintain legal professional privilege.
17.6	Proposed sale of property Fishers Road, Okuku	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2)(a), (g) and (i) for protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege.
17.7	Report for information from Management Team – Approval Single-Source Provider Disposal Kerbside Organics	Good reason to withhold exists under section 7	As per LGOIMA Section 7(2) (b) (ii) the report to remain public excluded due to the commercially sensitive information. The Recommendation can be made publicly available.

CLOSED MEETING

Refer to Public Excluded Agenda (separate document)

OPEN MEETING

18. NEXT MEETING

The next ordinary meeting of the Council is scheduled to commence at 1pm on Tuesday 3 October 2023, to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY, 1 AUGUST 2023, THAT COMMENCED AT 1.00PM

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, R Brine, B Cairns, T Fulton, J Goldsworthy, N Mealings, P Redmond, J Ward, and P Williams.

IN ATTENDANCE

J Millward (Chief Executive), S Hart (General Manager Strategy, Engagement and Economic Development) (via Teams), G Cleary (General Manager Utilities and Roading), C Brown (General Manager Community and Recreation), J McBride (Roading and Transport Manager), K Waghorn (Solid Waste Asset Manager via Teams), D Young (Senior Engineering Advisor), R Hawthorne (Property Manager), B Charlton (Environment Services Manager), M Maxwell (Policy Manager), V Thompson (Senior Advisor Business and Centres), T Allinson (Senior Policy Analyst, via Teams), N Thenuwara (Policy Analyst) and A Smith (Governance Coordinator).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

As members of the District Plan Review Hearing Panel, Deputy Mayor Atkinson, and Councillor Mealings declared a conflict of interest in agenda Item 7.1 *Inclusion of Rangiora Eastern Link and Skewbridge in draft 2024-27 National Land Transport Programme* and Item 7.5 – *Adoption of Waimakariri District Council Housing Policy 2023*.

Though not declaring a conflict of interest, as a resident of River Road, Rangiora, Councillor Williams advised he would not take part in discussion or vote on Item 8.1 – *River Road Upgrade*.

3. ACKNOWLEDGEMENTS

3.1 Manawa (Buff) Waipara

Councillor Redmond advised that Buff Waipara was a Councillor on the Kaiapoi Borough Council from 1980 – 1985 who had passed away recently. Councillors Redmond and Blackie were also both elected to the Kaiapoi Borough Council in 1980. Mr Waipara was a High School teacher, who had worked for some of his career at Papanui High School. Councillor Redmond recalled that as a Councillor, Mr Waipara contributed greatly to discussions and acknowledged respect for his opinion at the time.

3.2 Charles Wiffen

Mayor Gordon acknowledged the recent passing of Charles Wiffen, noting his main connection with the Waimakariri district was in his role as President of the Canterbury Country Cricket Association. He had a distinguished involvement with this sport. Cheviot was his home area, and he was also well known in the business world for Charles Wiffen wines. Mayor Gordon attended Mr Wiffens funeral, along with a large crowd, at St Andrews College Chapel, Christchurch.

Councillor Fulton also acknowledged Charles Wiffen's passing, having known him through both farming and Canterbury Country Cricket, remembering him as an energetic person who touched many lives.

Councillors stood to observe a moment silence.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on Tuesday 4 July 2023**

Moved: Councillor Cairns

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 4 July 2023.

CARRIED

MATTERS ARISING

There were no matters arising from the minutes.

5. **DEPUTATIONS AND PRESENTATIONS**

There were no deputations.

6. **ADJOURNED BUSINESS**

There was no adjourned business.

7. **REPORTS**

- 7.1 **Inclusion of Rangiora Eastern Link and Skewbridge in draft 2024-27 National Land Transport Programme** – J McBride (Roading and Transport Manager) and D Young (Senior Engineering Advisor)

Deputy Mayor Atkinson and Councillor Mealings left the meeting during consideration of this report.

J McBride and D Young presented this report which sought the guidance of the Council on how best to include the Rangiora Eastern Link and Skewbridge Road Bridge into the Council's draft 2024-27 National Land Transport Programme (NLTP). This followed on from a discussion at a recent Council workshop. D Young noted that the draft NLTP needed to be submitted to Waka Kotahi by the end of August 2023.

The effect of this project on rating, was very minimal over the 25-year programme. Detailed information on the timing and programme was included in the report, but was noted, this was preliminary and would need significant consideration before being confirmed.

The report advised that it was likely that a programme of this complexity would benefit from a dedicated staff team, noting that in recent years the Council had benefited from having dedicated teams (e.g. Shovel Ready Projects, Flood Teams and earthquake response) and staff recommended this approach. This would be part of a more detailed report to the Council of how and when this dedicated team would commence. Staff believed that this was a realistic programme, however with a dedicated team there may be opportunities to bring forward the timeframe.

Since the report had been presented, Councillor Ward had presented an updated recommendation, with a change in timing, and if this was adopted by the Council, the staff would provide a more detailed report and conversation at the Council Long Term Plan process in early 2024. The budget amount in the recommendation currently assumes no other sources of funding other than Council funding and development contributions, and if that was to change, this would have a significant effect. It was confirmed that Skewbridge would be suitable for Waka Kotahi funding if it were to pass an appropriate business case.

Councillor Williams asked when the eastern bypass did go ahead, if this would open some land for development, and had there been consideration given to discussions with developers on contributing to the costs of the eastern link. D Young advised the Development Contributions Policy recently passed by the Council included Growth and Development Contributions for the wider community, which applied to the scenario. This Rangiora eastern link would pass through Spark land, and there had been agreement on the layout of the eastern link in relation to a possible development. D Young also advised that there had been a submission to the District Plan Review for a rezoning of this land, noting that this would be considered as part of a different process. J Millward advised that if this change in zoning did occur, there was still a considerable process to go through.

Regarding Skewbridge, Councillor Williams asked if the focus would be on replacing the bridge, or if the cost was too great, widening it. D Young advised that a further report would come back to the Council with the options for consideration.

Councillor Ward asked would the cost of having a dedicated team to promote the project negate the potential inflationary costs of delaying the work. D Young believed this would partially offset the inflationary costs and would work in the favour of the Council. It was pointed out that complete information would be provided on the risks to the Council of work being undertaken on parallel processes and with decisions being made in two different forums.

Following a question from Councillor Redmond on staff resources, D Young said there may be challenges in meeting the timeframes and having a separate dedicated staff team would be critical and the lead for that team would be even more critical. Having the right people in place to support existing staff would be needed to achieve this as it would require a lot of work to achieve this programme.

Councillor Fulton referred to the Skewbridge widening or replacement and enquired what else was intended to be part of the big picture for roading improvements. D Young advised there were some other strategic improvements to be looked at, including the linkages to improve the Ohoka area. These would need to be looked at separately and this work was still to be undertaken.

Moved: Councillor Ward

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 230718107577.
- (b) **Instructs** staff to implement the programme as indicated in Attachment 1 (Trim 230719108921) for the implementation of the Skewbridge replacement:
- (c) **Approves** additional funding of \$200,000 of unbudgeted expenditure on preparatory work towards the Skewbridge Replacement, to be loan funded.
- (d) **Requests** that staff include the costs of the Skewbridge project in the draft National Land Transport Programme, to be submitted to Waka Kōtahi as follows:
 - (i) 2024/25 – required budget - \$180,000.
 - (ii) 2025/26 – required budget - \$1,220,000.
 - (iii) 2026/27 – required budget - \$400,000.
- (e) **Requests** staff to consider bringing forward the programme as indicated in Attachment 2 (Trim 230719108924) for the implementation of the Rangiora Eastern Link to be considered in the Long-Term Plan.
- (f) **Approves** additional funding of \$200,000 of unbudgeted expenditure on preparatory work towards the Rangiora Eastern Link, to be loan funded.
- (g) **Requests** that staff include the costs of the Rangiora Eastern Link project in the draft National Land Transport Programme, to be submitted to Waka Kōtahi as follows:
 - (i) 2024/25 – required budget - \$375,000.

- (ii) 2025/26 – required budget - \$2,700,000.
 - (iii) 2026/27 – required budget - \$325,000.
- (h) **Notes** that, subject to the Long Term Plan, the outcome of the changed timeframe would be advancing the opening of Skewbridge forward from June 2031 to June 2028 (three years) and the opening of the Rangiora Eastern Link forward from June 2031 to June 2030 (one year).
- (i) **Notes** the rating effect of the implementation of these budgets in accordance with the recommended programmes would be approximately \$2,000,000 in additional rates over the next 10 years (due to advancing the works), however would be relatively minimal over the next 25 years (as the projects are already included in the Council's budgets for the loan to be re-paid over the next 25 years).
- (j) **Notes** that the above budgets assumed that there was no Waka Kōtahi subsidy or external budget, that there was no inflation allowance, and that the growth component of the costs would be as previously resolved by the Council.
- (k) **Notes** that the budgets for both projects would be reviewed and updated and presented to the Council for its consideration prior to staff finalising the NLTP, and for its deliberations on the Long Term Plan.
- (l) **Requests** that staff provide a report to the September 2023 Council meeting, on options for resourcing the works, and any additional budgetary implications.

CARRIED

Councillor Ward highlighted the tremendous growth in the district, and the eastern link road was needed to reduce the traffic congestion on Southbrook Road which in turn would reduce the safety risks. Skewbridge Road Bridge improvements was a matter that needed to be undertaken, for safety and the volume of traffic using this route into Christchurch. There was also the matter of sustainability with the holdup of traffic travelling through Southbrook. Councillor Ward acknowledged that this was the first stage for these two strategic projects and encouraged all Councillors to support this motion.

Councillor Redmond suggested that these were ambitious plans, but the Council needed to make a start with them both. He supported both these projects being included in the Waka Kotahi National Land Transport Programme (NLTP) as well as being included for consideration in the Council's Long Term Plan. Councillor Redmond noted the importance of considering the whole roading network when looking at these two plans. Councillor Redmond also encouraged support for this motion.

Mayor Gordon noted these significant roading matters had been discussed at Council workshops and it would be a missed opportunity not to get these included in the NLTP. The eastern link was a viable link to reduce the congestion in Southbrook, while Woodend and Skewbridge were also alternative viable routes. There may be opportunities to use the Infrastructure and Funding Act and for the Council to look at advancing these projects unsubsidised, which was why it was recommended to include these projects in the Long-Term Plan. Having these projects included for consideration in the Council's Long Term Plan provided the opportunity for the community to comment. Waimakariri was a growth district, and it was important that it functioned well. Mayor Gordon asked that himself and Councillor Redmond, as the Portfolio Holder, be kept informed by staff of progress in this matter.

Councillor Brine noted that it was 2002 that he first raised the matter of the eastern link road and he was in support of this pre-planning being progressed. He suggested an alternative to cover costs for this project could be tolling.

Councillor Williams supported this being a plan to go forward, noting the current traffic congestion in Southbrook and the new industrial development currently underway in that area. Waimakariri needed to plan ahead which Councillor Williams was in favour of planning for both these projects.

Councillor Ward noted that the Rangiora Eastern link was an extension of Lineside Road which was a designated State Highway and should be eligible for Central Government funding to assist in building this road.

Deputy Mayor Atkinson and Councillor Mealings returned to the meeting at this time.

7.2 **Renewal of Waste Disposal Agreement with Transwaste Canterbury Ltd** – K Waghorn
(Solid Waste Asset Manager)

K Waghorn presented this report via Teams, supported by G Cleary, which sought approval of the Council to renew the waste receipt agreement with Transwaste Canterbury Ltd (TCL). This would be for the period from 1 July 2023 to 30 June 2026. The Council's Procurement and Contract Management Policy required the Council's approval of this agreement due to the high value involved. There was only one minimal change in the agreement proposed for the coming three-year period.

G Cleary noted that the district was fortunate with the high-quality solid waste disposal facility it was able to use at Kate Valley. This contract covered both the transport from Southbrook Transfer Station as well as the disposal at Kate Valley Landfill. There was very good reporting on this agreement showing that the Council got good value. Most of the increase in charges were due to the government landfill levy and G Cleary pointed out that there were no other solid waste facilities in the region. Staff had no reason to believe this contract was not providing good value hence supporting this recommendation to the Council for consideration.

Councillor Williams expressed disappointment that at a cost of \$7.3m over a three-year period, there was no other transport provider considered to tender for the removal and disposal of solid waste. G Cleary responded that it was agreed more than 20 years ago by the Canterbury councils from Ashburton north to provide this facility and made a long-term commitment to this critical piece of infrastructure to provide this service to our district. The Council was represented at the Annual Meeting of Transwaste by the Chief Executive, G Cleary and the Portfolio Holder and there could be robust questioning at these meetings by all participating Councils. The operation of the landfill was regularly audited and scrutinized, with quarterly reports provided to the Council on compliance by Transwaste Canterbury. The transport and disposal of the waste comes under one contract, and this was an essential part of consenting. All Councillors were invited to attend any future meetings of Transwaste Canterbury. There was discussion on the re-establishment of the Solid and Hazardous Waste Working Party which Mayor Gordon would follow up with staff.

Councillor Williams expressed concern that he did not have confidence in voting on an agreement when he had not been given sufficient detail and with the lack of choice. J Millward commented that with Waimakariri District Council, being a shareholder member, along with ten other Councils involved with this private company. A review process undertaken regularly and that further information on the operation of Transwaste Canterbury and Kate Valley would be available to any Councillors who wished to receive it.

Councillor Mealings questioned the landfill levy payments and K Waghorn advised that the financial figures provided in the report all exclude the landfill levy and advised that the reduction in the volume of solid waste, was due to 27% going to a private transfer station operating in the area.

Moved: Councillor Brine

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 230720109731.
- (b) **Approves** the renewal of the General Waste Receipt Agreement between the Waimakariri District Council and Transwaste Canterbury Ltd for a further three-year term, to 30 June 2026.
- (c) **Delegates** authority to the Chief Executive to sign the General Waste Receipt Agreement on behalf of the Council.

CARRIED

Councillor Brine acknowledged the comment of Councillor Williams that the Council had no choice as to the operator for this contract. Councillor Brine added that he was part of the initial group that set up this operation, which was a very detailed and time-consuming process, as well as the issues encountered with obtaining resource consent. The group, with representatives of each Council involved with this process, went to America and studied five landfill operations there and it was very apparent after these visits, that there needed to be one truck operator for this business. Councillor Brine noted that the concerns raised by Councillor Williams had been asked many years over the time since Transwaste Canterbury Ltd had been in operation. In his time on the Board, Councillor Brine noted there were several audits conducted monitoring the operation and he believed they were excellent partners in this operation. Councillor Brine said that the Chairman of the Board of Transwaste Canterbury, Gill Cox, would be more than willing to speak to the Council and answer any questions or concerns of members.

Councillor Ward believed the Council should be proud of its partnership with the other Councils, Transwaste and Kate Valley. Kate Valley was a world class facility, with a robust system in place, noting that the operation was closely monitored and fully audited.

Councillor Williams clarified that he believes Kate Valley was a very good facility and the transport of solid waste worked well. His concern was that there was no knowledge of how competitive this tender was in comparison to any other operators. K Waghorn added that the \$7m was for the transportation and disposal of the waste, and the bulk of this figure was for disposal charges, rather than transportation.

Mayor Gordon supported the motion and took the opportunity to thank Councillor Brine for his expertise and knowledge on this matter and the work that he undertook on behalf of the Council and community. Mayor Gordon acknowledged the offer of Gill Cox coming to speak to the Council and answer questions.

Councillor Fulton believed there should be opportunities for the Council to consider any step changes relating to operation of the transport and disposal of solid waste at Kate Valley, for example, use of electrical vehicles, or any other technological advancements.

Councillor Redmond commented that the Council relies on the Directors of Transwaste Canterbury to act in the best interests of the company and the Council's best interests, as shareholders. He too, would be interested in viewing a copy of the Contract. Councillor Redmond acknowledged the concerns of Councillor Williams, however there was currently no other option.

Councillor Mealings noted that Kate Valley was a world class facility, and was an excellent operation, with no solid waste exposed to the environment.

In reply, Councillor Brine noted that there was a complex Memorandum of Understanding for this agreement which was available to read. Councillor Brine would arrange to have Gill Cox come to speak to the Council.

7.3 **Adoption of Dog Control Bylaw Schedule (amended 2023)** – N Thenuwara (Policy Analyst, on behalf of the Environmental Service Unit)

N Thenuwara and B Charlton presented the report which sought approval for the adoption of the Dog Control Bylaw Schedule. The changes to the bylaw were highlighted by N Thenuwara. B Charlton acknowledged the work of N Thenuwara on this amended Bylaw.

Councillor Mealings commented on dogs being on sports fields and B Charlton advised that dogs were allowed on sports parks on leads, but not on the fields.

Following a question from Councillor Cairns on dog control, B Charlton said that a District Planning and Regulation workshop was planned to be held in September 2023 to discuss dog control and this would include discussions on after hours responses to dog issues. The dog population in the district was increasing and this needed to be addressed.

Moved: Councillor Williams

Seconded: Councillor Mealings

THAT the Council:

- (a) **Receives** Report No. 230609084893 and associated attachments.
- (b) **Adopts** the Dog Control Bylaw Schedule (amended 2023) (TRIM Ref: 230626094391).
- (c) **Notes** the schedule was not required to be consulted on as the changes were administrative in nature and the Council had the authority to assign new areas developed in the district by resolution.
- (d) **Notes the** Dog Control Bylaw under the policy would be reviewed by 3 December 2029.

CARRIED

7.4 **Waimakariri Economic Development Strategy draft for Public Engagement** –
V Thompson (Senior Advisor Business and Centres)

V Thompson and M Maxwell were present, and S Hart (via Teams), for the consideration of this report, which sought the Council's approval to release the Economic Development Strategy for public consultation from 14 August through to 10 September 2023. This matter had been discussed by the Council at a recent workshop. The results of the consultation and finalised Strategy document would come back to the Council for adoption.

Councillor Fulton sought clarification on reference in the report to exploring the establishment of an Memorandum of Understanding (MOU) agreement to support a collaborative and/or business partner approach for future development projects with Ngāi Tūāhuriri. V Thompson responded that there were actions included in the Implementation Schedule for potential development with Ngāi Tūāhuriri. or local Iwi and establishing an MOU agreement around MR873 and/or surrounding area. It was proposed to facilitate discussion on any potential development.

Following a comment from Councillor Redmond on the appointment of a hearing panel, it was advised that this would be dealt with after the public engagement period had ended and if any submissions were received. A further report to the Council would be required to approve the appointment of a hearing panel.

Moved: Councillor Cairns

Seconded: Deputy Mayor Atkinson

THAT the Council:

- (a) **Receives** Report No. 230613087015.
- (b) **Approves** the draft Waimakariri Economic Development Strategy and supports its release for a month-long period of public engagement commencing 14 August through to 10 September 2023.
- (c) **Notes** that stakeholder input was gathered at two project Reference Group Workshops held on 7 July and 18 August 2023 and included representation from key business sectors/relevant organisations, elected members and staff from Council and Enterprise North Canterbury.
- (d) **Notes** that the draft Strategy reflected consideration of national, regional and local strategic or policy frameworks in the areas of economic development, climate change, emissions reduction, urban development and transport growth.

- (e) **Notes** that the draft Strategy would engage with Ngāi Tūāhuriri as representing mana whenua and the Crown's Treaty Partner in Waimakariri District as well as Ngāi Tahu to determine how the Council could support the development aspirations for Māori Reserve 873, as well as explore the potential for a collaborative and/or business partner approach to other district-wide development projects of significance to local iwi.
- (f) **Notes** that the draft Strategy had undergone extensive refinement following review by the Project Control Group and other key staff including the Leadership Team, plus external collaborators resulting in the current draft version.
- (g) **Notes** that at the conclusion of the engagement period a report would be presented to the Council signalling appropriate changes to the draft Strategy based on engagement feedback so it could be considered for formal adoption.
- (h) **Notes** that budget for the Implementation Action Schedule of 52 items would be submitted as part of the 2024/34 Long Term Plan submissions later during the year. The submission would also categorise projects according to an A, B, C hierarchy of importance as well as provide a suggested timeframe for delivery to help determine budget priority.
- (i) **Recommends** that the draft Strategy be circulated to the Community Boards during the public engagement period for their feedback.

CARRIED

Councillor Cairns was keen to see a thriving, progressive environment for the district and the strategy was part of this work. The feedback from the community would come back to the Council following the consultation period.

7.5 **Adoption of WDC Housing Policy 2023** – R Hawthorne (Property Manager) and T Allinson (Senior Policy Analyst) on behalf of the Housing Policy Hearings Panel

Councillor Mealings and Deputy Mayor Atkinson left the meeting during consideration of this report.

R Hawthorne, T Allinson and C Johnson (Property Consultant) were present for consideration of the report which sought approval of the Housing Policy. Councillors Redmond (Hearing Panel Chairperson), Cairns, Goldsworthy and Ward were members of the Hearing Panel.

There were 15 submissions received and Councillor Redmond spoke on the submission hearing process, noting that none of the submitters spoke against the Policy. In deliberating, the panel incorporated, where possible, the additional elements raised by submitters into the Policy. The Policy remained responsive and not restrictive and because of this, it was hoped it would have longevity. The Policy referred to the Council historically being a provider of pensioner housing and supported making land available, both through zoning and physical sites. Councillor Redmond encouraged Councillors to read the Policy, and to support adoption of this Policy.

Councillor Blackie enquired about Kaianga Ora who were currently building a concentrated complex of 25-houses between Williams Street and Princess Street in Kaiapoi, noting that there was no requirement for Kaianga Ora to seek consenting approval to build these. There had been no consulting with the community or even the neighbours on this complex being built and Councillor Blackie enquired if there was anything that the Council could do about this situation. R Hawthorne noted that this was a Council planning matter and there had been some planning information supplied prior to the current District Plan Review. Subsequent to this there had also been the Housing Intensification legislation enacted which allowed for a more permissive environment for consent processes. The Council Planning unit had advised that there was no obligation for the plans to be notified to the public. R Hawthorne noted that the Council would have appreciated Kaianga Ora being more proactive in communicating the details of their plans but he confirmed there had been no communication.

Mayor Gordon suggested that a Memorandum of Understanding could be established to look at the level of engagement with other groups, and where there was some consultation and advice provided on any plans for future developments. J Millward responded that this matter was to be addressed at the upcoming Mayors and Chairs meeting.

S Hart supported the comments of the Mayor on forming a Memorandum of Understanding and noted the importance of forming a relationship with Kaianga Ora relating to their housing developments. It was noted that the Greater Christchurch Partnership Housing Workstream and Canterbury Mayoral Forum Housing Action Plan were to be connected at a regional level, which was considered as part of this Policy development and any future strategy development.

Councillor Fulton questioned what the mechanism would be to further relationships with any outside groups (e.g. Abbeyfields). It was confirmed that this organisation was just used as an example but there may be other groups that the Council could develop relationship with. R Hawthorne noted that there had already been active dialogue with Abbeyfields to date, and this recognised their specific engagement with the Council. Mayor Gordon added that this would be a matter for the Property Portfolio Working Party to follow up.

Moved: Councillor Redmond

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 230720109349.
- (b) **Receives** the submissions made to the draft Housing Policy.
- (c) **Adopts** the Housing Policy (230518071959).
- (d) **Notes** the Housing Policy would be effective from 1 August 2023 and will be reviewed by 1 August 2029.
- (e) **Circulates** the report and attached policy to the community boards for their information.

CARRIED

Councillor Redmond thanked the other Hearing Panel members for their work on this review process and to staff for their assistance. Reference was made to a clause in the Policy on the Council's relationship with Kaianga Ora who were the principal provider of public housing in New Zealand.

Councillor Ward expressed her support for the Council to have more discussion and progress a relationship with Abbeyfields.

Councillor Fulton also noted his approval of developing relationships with Abbeyfields and any other housing providers. He commented on the noticeable lack of feedback from youth in this Policy Review.

Mayor Gordon supported this Policy and acknowledged the work of the hearing panel, noting that it was important to ensure that there was good discussion with Kaianga Ora and all housing providers. There were expectations on what the Council could deliver and narrowing it down to what Council could do was the challenge and the Policy provided guidance for the Property Portfolio Working Group.

Deputy Mayor Atkinson and Councillor Mealings returned to the meeting at this time.

7.6 **Submission: Building Consent System Review: Options Paper** – T Allinson (Senior Policy Analyst)

T Allinson and M Mitchell were present for consideration of this report, which sought the approval of the Council on its submission to the Government's Building Consent System Review. There had been two workshops held recently at which the Council had discussed this review and members had further opportunity to review the submission.

There were no questions.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Receives** Report No. 230720109139.
- (b) **Approves** the submission on the Building Consent System Review. (Trim: 230718107746).
- (c) **Circulates** the report and attached submission to the Community Boards for their information.

CARRIED

7.7 **Council Bid to the Ministry of Housing and Urban Development Affordable Housing Fund (Rentals)** – R Hawthorne (Property Manager) and P Simpson (Spire Consulting Ltd)

R Hawthorne and P Simpson were present for consideration of this report, which outlined the proposed bid to obtain additional government funding to increase the provision of housing for the elderly and sought Council approval to progress this bid. There was \$100m in total of government funds that was available to invest. This was the first time that the Government had looked at partnering to provide additional housing. Staff had put together a submission for a portion of this funding which had been accepted. This was the second phase of the process, which required a Request for Proposal (RFP) to be submitted by the 8 August 2023. The original intention had been for a 20 or 40 unit development. There was considerable competition for the fund, which was oversubscribed by \$276m and R Hawthorne advised that the Council had received a positive indication that the proposal should be scaled down. It was proposed that the RFP would then be for a 20-unit development, with the ability to scale up to 40 units if that was an option. The bid would be for \$8m, to construct the 20 units with the Government providing funding for half of that.

The funding modelling that this housing project would operate through, would make the units self-funded over a 90-year life span, which the Council allowed for. The units would therefore not be a burden on the ratepayers. If the Council was successful with this funding request, there would be a further report providing information on a site-specific project.

Councillor Goldsworthy enquired if this funding bid was not successful, was this project something that staff would still pursue, with other funders. R Hawthorne responded that there were other opportunities that the Council could follow up on, noting that the Rata Foundation had shown interested in supporting housing initiatives. The Council had previously had a funding arrangement with the Rata Foundation relating to community housing prior to moving away from this area of the sector and had \$2.5m funding available. There was also the Better Off Funding that related to extending the pensioner housing. R Hawthorne added that if this Affordable Housing funding bid was successful, there would need to be further consultation through the Long Term Plan relating to delivery and consideration of specific site options.

Following a question from Councillor Blackie, on whether there could be a possible joint housing project established between Kaianga Ora and the Council, R Hawthorne noted that it was a possibility, however pointed out that there had been government funding provided to Kaianga Ora and other providers for community housing for several years now.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Receives** Report No. 230720109243.
- (b) **Approves** the proposed bid by the Council for the Ministry of Housing and Urban Development funding through its Affordable Housing Fund Request for Proposal process for a 20 unit housing development on Council owned land, with the option of scaling up to 40 units.

- (c) **Notes** that with a 50% contribution from Government (\$3.5 to \$4 million), the Council's 50% proposed investment of the total \$7 to \$8 million in the Housing for the Elderly portfolio would be covered by the rental income from the new properties, while allowing for interest costs, debt repayment, tenancy management, asset maintenance and renewal costs. The intention was that this was not funded by ratepayers.
- (d) **Notes** that Council would still be able to charge affordable rents for the new housing and had a long waiting list and latent demand for additional elderly person housing units.
- (e) **Notes** that if successful with its proposal to Ministry of Housing and Urban Development, the Council's site and investment options could be considered through the 2024-2034 Long Term Plan process.

CARRIED

Deputy Mayor Atkinson acknowledged that it would be well worth pursuing this funding and to increase the Council's self-funding housing. The Council provided good elderly persons housing, with well-maintained, warm, and comfortable units, and referred to the new Ranui Mews facility built in Kaiapoi following the earthquakes. Deputy Mayor Atkinson would like to see the Council build more units to look after the districts residents and was in full support of this motion.

In supporting this motion, Councillor Goldsworthy was hopeful that the Council would be successful in this funding bid and observed that providing affordable housing for elderly persons was an obligation of the Council.

Councillor Williams noted there was a definite need for more pensioner housing to be available in Waimakariri. If this funding application was successful, this would be cost neutral to rate payers which made it even more appealing.

8. MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS

- 8.1 **River Road Upgrade – Approval of Scheme Design** – J McBride (Roading and Transport Manager) and G Kempton (Senior Project Engineer)
(Refer to attached copy of report number 221014179364 to the Rangiora-Ashley Community Board meeting of 12 July and referred to the Utilities and Roading Committee meeting of 18 July). Also refer to the minutes of the Utilities and Roading Committee meeting of 18 July Item 10.2 on this agenda, noting the amended recommendation from that in the report.

Councillor Williams did not take part in discussion or voting on this matter.

J McBride and G Kempton (via Teams) were present for consideration of this matter referred from the Rangiora-Ashley Community Board and the Utilities and Roading Committee. This sought approval for the scheme design for the upgrade of River Road, Rangiora, which involved the urbanisation of the southern side of River Road, between Ashley Street and Cones Road. It had become apparent that there were insufficient funds in the current budget to complete the full upgrade and the Rangiora-Ashley Community Board were in support of requesting additional budget being made available to complete the project.

Mayor Gordon asked if there could be some work included in the contract to upgrade the area outside the dog park on River Road. J McBride advised that this work would be included in the detailed design when it went out to contract.

Moved: Councillor Ward

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Approves** additional budget of \$175,000 to allow the full upgrade to be complete on the south side of River Road from Ashley Street to Cones Road.
- (b) **Notes** this option had an estimated construction cost of \$700,000.

- (c) **Notes** that this would be unsubsidised budget funded from the Rooding Strategic account which was loan funded. The rates impact in the 20223/24 Annual Plan year would be a 0.11% increase on the Rooding rate and a 0.02% increase overall on rates.

CARRIED

In supporting this motion, Councillor Ward noted that this matter had been thoroughly discussed at the meeting of the Rangiora-Ashley Community Board and it was unanimously agreed that the upgrade be completed.

Councillor Goldsworthy also noted the robust discussion on this matter at the Community Board meeting and also noted the potential saving involved with the upgrade being completed as one project.

9. HEALTH, SAFETY AND WELLBEING

9.1 Health, Safety and Wellbeing Report July 2023 – J Millward (Chief Executive)

J Millward presented this Health, Safety and Wellbeing Report for the months of June/July, noting there that were 12 accidents that were recorded, noting that 11 of these were minor accidents.

There were no questions.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Cairns

THAT the Council:

- (a) **Receives** Report No 230719109100.
- (b) **Notes** that there were no notifiable incidents this month. The organisation was, so far as was reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

CARRIED

10. COMMITTEE MINUTES FOR INFORMATION

10.1 Minutes of a meeting of the Utilities and Rooding Committee meeting of 20 June 2023

10.2 Minutes of a meeting of the Utilities and Rooding Committee meeting of 18 July 2023

Moved: Councillor Cairns

Seconded: Councillor Fulton

THAT Items 10.1 to 10.2 be received information.

CARRIED

11. COMMUNITY BOARD MINUTES FOR INFORMATION

11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 19 June 2023

11.2 Minutes of the Oxford-Ohoka Community Board meeting of 5 July 2023

11.3 Minutes of the Woodend-Sefton Community Board meeting of 10 July 2023

11.4 Minutes of the Rangiora-Ashley Community Board meeting of 12 July 2023

Moved: Deputy Mayor Atkinson

Seconded: Councillor Mealings

THAT Items 11.1 to 11.4 be received for information.

CARRIED

12. **CORRESPONDENCE**

There was no correspondence.

13. **COUNCIL PORTFOLIO UPDATES**

13.1 **Iwi Relationships** – Mayor Dan Gordon

Mayor Gordon passed on the thanks extended to him from several members of the local iwi for the extension of the footpath in Tuahiwi, which now went from Bramleys Road through to the urupa. The improvement had meant a lot to residents and they had indicated that they wished to come to the thank the Council in person.

13.2 **Greater Christchurch Partnership (GCP) Update** – Mayor Dan Gordon

There had not been a recent GCP meeting, with the next meeting scheduled for the coming Friday. Several matters were currently out for consultation.

13.3 **Government Reforms** – Mayor Dan Gordon

Speakers at the recent Local Government Conference were highlighted and the Policies of the major political parties.

13.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton

Waimakariri Zone Committee had been invited to make a submission on ECan's Have a Say Regional Plan. The Zone Committee had decided to comment during the second stage of the process, when the shape of the plan was clearer. Meantime community boards and individuals were encouraged to have a say of their own. Oxford-Ohoka Community Board was currently drafting comment. The link to make a personal submission was <https://www.ecan.govt.nz/get-involved/have-your-say/>

Councillor Fulton attended a joint WDC and Biodiversity Trust Winter Series meeting at West Eyreton, where he heard about native planting projects in the Waimakariri Irrigation scheme area, including initiatives on Ngai Tahu farms at Eyrewell.

A group of local farmers were helping with a pilot project to grow plants in small greenhouses "on a small but workable scale". The key was the right plants at the right volume, learning lessons from previous planting, such as planting kanuka instead of manuka between the Eyre and the Waimakariri.

Cam Henderson from the Waimakariri Landcare Trust also spoke. The Next Generation Farming Project was now coming to an end, having looked at Integrated Farm Planning, Agroforestry and water monitoring and modelling. Longer term, the Trust would continue to work with farmers including Ngai Tahu on improving biodiversity.

The recent flooding had focused attention on the need to keep the stockwater channels and drains clear. It was hoped that both WDC and ECan would be able to collect data from the storm that helped to show the volume of floodwater across the networks, so the Council could determine whether the return periods for this type of rainfall and flooding were becoming shorter. The latest storm could have been much worse, but climate change appeared to be having an impact on the intensity of flooding.

The Zone Committee had confirmed that the new Environment Awards would be held in conjunction with WDC's Community Service Awards this year. Thanks were extended to the Council for accommodating this initiative.

13.5 **Climate Change and Sustainability** – Councillor Niki Mealings

Councillor Mealings advised there was various strategy work being undertaken at the Council which all include reference to sustainability. The Canterbury Climate Change Partnership Plan Strategic Framework was to be discussed at the Canterbury Mayoral Forum and it was possible that some of the actions from the Framework may need to be included in the draft Long Term Plan (LTP). It was important that the Council was familiar with this Plan before considering our LTP. This matter was to be workshopped with the Council later in August.

13.6 **International Relationships** – Deputy Mayor Neville Atkinson

The discussion with Belgium counterparts needed to be postponed and this was now to happen on Thursday 10 August 2023.

13.7 **Property and Housing** – Deputy Mayor Neville Atkinson

Deputy Mayor Atkinson noted that there were several updates included in reports to the Council at this meeting.

14. **QUESTIONS**

(under Standing Orders)

There were no questions.

15. **URGENT GENERAL BUSINESS**

(under Standing Orders)

There was no urgent general business.

16. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

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

Moved: Mayor Gordon

Seconded: Councillor Blackie

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

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
16.1	Confirmation of Council public excluded minutes 4 July 2023 meeting	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
16.2	Decision on Chlorination	Good reason to withhold exist6s under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7 (2)(i)
16.3	Sale of Otaki Street, Kaiapoi property	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7 (2)(i)
16.4	Kaiapoi Croquet Club – land purchase and lease agreements	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations, and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i)
16.5	Acquisition of part land lots within 70 Hilton Street Carpark at the Ruataniwha Kaiapoi Civic Centre	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations, and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i)

CARRIED

The meeting adjourned at 3.35pm and reconvened at 3.55pm in public excluded portion of the meeting.

CLOSED MEETING

Refer to Public Excluded Minutes.

Resolution to resume open meeting.

Moved Deputy Mayor Atkinson Seconded Councillor Cairns

THAT open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

The public excluded portion of the meeting commenced at 3.55pm and concluded at 4.50pm.

OPEN MEETING

17. NEXT MEETING

The next ordinary meeting of the Council is scheduled to commence at 1pm on Tuesday 5 September 2023, to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

There being no further business, the meeting closed at 4.51pm.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

MINUTES OF AN EXTRAORDINARY MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 15 AUGUST 2023 THAT COMMENCED AT 3PM

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, R Brine, B Cairns, T Fulton, J Goldsworthy, N Mealings, P Redmond, J Ward, and P Williams.

IN ATTENDANCE

J Millward (Chief Executive), S Hart (General Manager Strategy, Engagement and Economic Development), C Brown (General Manager Community and Recreation), and A Smith (Governance Coordinator).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

No conflicts of interest were declared.

3. ACKNOWLEDGEMENT

3.1. Harry Harper

Mayor Gordon acknowledged the recent passing of Harry Harper, who had been a lifelong member of the Kaiapoi community. Mr Harper had been very generous with his time to the community, having been an active member of the Kaiapoi Museum for 30 years and was a life member of the Kaiapoi Promotions Association. Mr Harper was not only generous with his time, but he had also been generous with a bequest to the Council in his will. Details of the bequest are yet to be advised however it is stipulated that it be used for the beautification of parks and reserves in Kaiapoi.

Deputy Mayor Atkinson reiterated the comments of the Mayor on Mr Harper's contribution to the Kaiapoi community. Mr Harper was a very humble man and the Kaiapoi community was always in his heart.

Councillors stood to observe a moments silence.

4. NOTICE OF MOTION

4.1. Installation of New Zealand Wool Carpet in Council owned Facilities

5. REPORT

5.1. Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group

PROCEDURAL MOTION RELATING TO ITEMS 4.1 AND 5.1

Mayor Gordon referred to advice received from the Chief Executive, advising that due to Items 4.1 and 5.1 not meeting the time requirements as set out in the Council Standing Orders, these items would lay on the table to be considered at the September Council meeting.

Moved: Mayor Gordon

Seconded: Councillor Blackie

That Items 4.1 and 5.1 lay on the table, to be considered at the 5 September 2023 Council meeting.

CARRIED

6. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

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

Moved: Mayor Gordon

Seconded: Deputy Mayor Atkinson

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

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

Item No	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
6.1	Rangiora Bunnings Site - Prospective Future Usage and Land Swaps	Good reason to withhold exists under Section 7	Protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i).

CARRIED

CLOSED MEETING

Refer to Public Excluded Minutes.

Resolution to resume open meeting.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

The public excluded portion of the meeting occurred from 3.05pm to 3.23pm.

OPEN MEETING

7. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will commence at 1pm on Tuesday 5 September 2023.

There being no further business, the meeting closed at 3.23pm.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

NOTICE OF MOTION

To: The Chief Executive
Waimakariri District Council

That the following Notice of Motion has been submitted by Councillor Al Blackie pursuant to Standing Order 27.1, for the 15 August 2023 meeting of the Waimakariri District Council, received on 8 August 2023.

Installation of New Zealand wool carpet in Council owned facilities

Councillor Blackie requests that the Waimakariri District Council consider, from this date, and wherever practical, that all carpets installed and/or replaced in Council owned facilities be manufactured from New Zealand wool or New Zealand wool blend.

Explanation

- The Council's Community Outcomes states "we minimise the risk of social harm".
- Using synthetics (nylon) is in conflict with the Council's sustainability mantra.
- Choosing wool is supportive of the desperate state of the wool industry in New Zealand.
- It is desirable that the public see examples of the Council being pro-active in reducing usage of plastics.
- The Canterbury Climate Partnership Plan talks of "how carbon development is to be promoted".

Recommendation to the Council

THAT the Council:

- a) **Endorses** that all carpets installed and/or replaced in Council owned facilities be manufactured from New Zealand wool or New Zealand wool blend, wherever practical.
- b) **Endorses** that should a Council owned facility not be installed or refurbished with New Zealand wool or wool blend carpet, then the Council is notified on the reasoning.
- c) **Authorises** that the WDC Economic Development Strategy should reflect consideration of emission reductions.
- d) **Authorises** that this recommendation, should it be adopted, be effective from 15 August 2023.

Signed:



Councillor Al Blackie (Mover)



Councillor Niki Mealings (Seconder)

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-10 / 230824130996**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Joanne McBride, Roading & Transport Manager
Gerard Cleary, General Manager Utilities & Roading**SUBJECT:** Christchurch ReadyMix Limited Request for Sealing of Browns Road under the Private Funding of Seal Extension Policy**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report is to consider a request from Christchurch ReadyMix Limited, for the sealing of Browns Road (south of South Eyre Road) under the Private Funding of Seal Extension Policy.
- 1.2. The request for sealing includes three sections of road with a total length of 3.23km, and it is proposed that Christchurch ReadyMix Limited will complete the full length of sealing in one operation, however Council funding of the 50% share would be equally split over three years from 2023/24 to 2025/26. The three road sections are as follows:
 - Section One – 900m
 - Section Two – 1.1km
 - Section Three – 1.23km
- 1.3. Council has previously supported Christchurch ReadyMix Limited in the sealing of Browns Road under this policy. In August 2018 sealing was approved for cost share of sealing 1.85km of Browns Road, south of South Eyre Road from the Subdivision Contribution funding area.
- 1.4. Undertaking this sealing would see Browns Road sealed for close to its entire length, from South Eyre Rd through to No. 1 Browns Road.
- 1.5. The Private Funding of Seal Extension Policy allows the General Manager, Utilities & Roading under delegation to approve up to a total length of 1km/year. As the combined total is over 3km and there are likely to be other requests for sealing under this policy, Council decision is sought on this matter.
- 1.6. Christchurch ReadyMix Limited operate a gravel extraction operation from Browns Road and hold a consent to quarry a maximum of 300,000 cubic metres of material per annum.

Attachments:

- i. Maps with Proposed Sealing Areas (appended to this report below)
- ii. Request from Christchurch ReadyMix Limited for Sealing under the “Private Funding of Seal Extensions Policy” - TRIM No. 230824131021.

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 230824130996:
- (b) **Approves** the sealing of Browns Road by Christchurch ReadyMix Limited to a maximum value of \$704,345.00 excluding GST, with Council share to be paid over three years for three sections of Browns Road south of South Eyre Road as detailed in the report;
- (c) **Notes** that Council 50% share will be \$352,172.50 excluding GST for Christchurch ReadyMix Limited to seal the road, with the total cost split evenly across the three years as follows:
 - 2023/24 - \$117,390.84 excluding GST
 - 2024/25 - \$117,390.83 excluding GST
 - 2025/26 - \$117,390.83 excluding GST
- (d) **Approves** an exemption to the 50% cost share policy of 1km/year over the next 3 years, acknowledging the seal extension works which are planned by Christchurch ReadyMix Limited during the 2023/24, 2024/25 and 2025/26 years;
- (e) **Notes** that Council 50% share will be funded from the Subdivision Contribution Area which has a budget of \$1,519,077;
- (f) **Notes** that a Memorandum of Understanding will be entered into with Christchurch ReadyMix Limited for the sealing and funding arrangement;
- (g) **Notes** that Christchurch ReadyMix Limited will continue to maintain Browns Road post sealing as is the current arrangement;
- (h) **Authorises** the General Manager Utilities and Roading to continue to allow up to 1km of extensions under this policy, for the years 2023, 2024, and 2025 in addition to the extension approved by Council in this resolution;
- (i) **Circulates** a copy of this report to the Oxford-Ohoka Community Board for their information.

3. **BACKGROUND**

- 3.1. The "Private Funding of Seal Extensions Policy" allows for sealing to be undertaken on a cost share basis with Council.
- 3.2. The Policy allows for a length of up to 1km to be approved by the General Manager Utilities & Roading under delegation.
- 3.3. Browns Road and Diversion Road are influenced by Ready Mix gravel extraction activities and Christchurch ReadyMix Limited maintain both roads.
- 3.4. For Browns Road, Christchurch ReadyMix Limited were required to seal sections of the road past houses under their current resource consent, to mitigate the effects of the trucks using the road. This was completed in 2019 with a Council 50% contribution towards sealing.
- 3.5. It is noted that staff are working through other requests for sealing under the "Private Funding of Seal Extensions Policy" and as such it is likely there will be further requests to Council in the current financial year and in future years.

4. **ISSUES AND OPTIONS**

- 4.1. A request has been received from Christchurch ReadyMix Limited seeking Council support to seal three further sections (totalling 3.23km) of Browns Road under the “Private Funding of Seal Extensions Policy”.
- 4.2. To help enable this to happen, Christchurch ReadyMix Limited have put forward a proposal to complete the sealing work in one year, while Council contribution could be paid over three years which aligns with the length indicated in the Policy and aligns within Council budgets.
- 4.3. Christchurch ReadyMix Limited have a maintenance agreement with Council for the duration of the resource consent for the quarry activity and therefore will be responsible for the ongoing maintenance of the road after sealing and through to the expiry of the consent (30 years). Prior to the road being handed back to Council a reseal will be required.
- 4.4. The following options are available to Council:
- 4.5. Option One – Approve the request for sealing under the “Private Funding of Seal Extensions Policy”.

This option would see Council agree to 50% funding of the upgrade of Browns Road under the Policy. Council has previously supported the sealing of Browns Road and has a maintenance agreement in place with Christchurch ReadyMix Limited which means that when gravel extraction has been exhausted in this location, the road will be handed back to Council in a good condition.

While it is acknowledged that sealing Browns Road assists Christchurch ReadyMix Limited in their operation, it also noted that this is a public road and as such providing a higher level of service does provide benefits to the community in that it delivers a higher level of service. Requiring the road to be maintained and resealed by Christchurch ReadyMix Limited means that the road will be handed back to Council in good condition.

As such, this is the recommended option.

- 4.6. Option Two – Decline the request for sealing under the “Private Funding of Seal Extensions Policy”.

This option would see Council decline the request for 50% funding of the upgrade of Browns Road under the Policy. As Council has previously approved sections of sealing for ReadyMix Limited under this Policy before, and as the road will ultimately come back to Council to maintain in the future, this is not the recommended option.

Sealing provides Health & Safety and Economic benefits for Christchurch ReadyMix Limited, and these benefits would be likely to also flow on to the Community.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The issue of dust on gravel roads is an ongoing issue for residents on unsealed roads.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū do have an interest in seal extensions. This report seeks to not detrimentally impact the ability of other parts of the community including Ngāi Tūāhuriri to be able to co-fund seal extensions.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Those most interested are likely to be those living on Browns Road. Sealing has already been completed outside all residential houses as part of the original resource consent.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. There will be other communities in the district that will also seek to take up the opportunity of the seal extension policy. This report seeks to not detrimentally impact the ability for others in the community to apply for co funding of seal extensions through its recommendations.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. This budget is included in the Annual Plan/Long Term Plan.

6.2. The overall Subdivision Contribution Area budget at the start of the year is \$1,519,077. This is made up from two areas:

- Council Performed Works – PJ 100361.000.5133 - \$360,469
- Direct Payment to Developers – PJ 100364.000.5133 - \$1,158,608

These two budgets then get further allocated to smaller projects within this subdivision contribution area, as required through the year.

6.3. The price submitted has been reviewed against other rates and is considered to represent good value for money.

6.4. The following table outlines the projects that have a very high likelihood of being completed in the 2023/24 year:

DESCRIPTION	TIMELINES		ESTIMATED COST \$\$
	2023/24	Status	
Topito Road Upgrade	✓	To be confirmed	175,000
Browns Road Seal Extn (this report)	✓	To be confirmed	117,391
Charles Upham Drive Footpath	✓	Design Reviewed	100,000
Charles Upham Drive connection to Huntingdon Drive	✓	Design Reviewed	50,000
East Belt Footpath (no. 160-164)	✓	To be confirmed	50,000
Pentecost Rd Upgrade - South of the school	✓	Uncertain timing	100,000
Kippenberger & Bellgrove Urbanisation	✓	To be confirmed	500,000
Chinnerys Road Urbanisation (Ravenswood Stage 6)	✓	Stage 6 starting	300,000
Townsend Rd Shared Path through Reserve	✓	Delayed	50,000
Riverside Road request for Private Funding of Seal Extn	✓	To be confirmed	TBC

Ashworths Road request for Private Funding of Seal Extn	✓	To be confirmed	TBC
Total (estimate) for 2023/24			\$1,392,391
Available Budget			\$1,519,077
Budget Underspend Predicted			\$166,686

- 6.5. As such there is still significant uncertainty in terms of total anticipated costs within the Subdivision Contribution area, and as such it is considered appropriate to proceed with the funding of the sealing of Browns Rd.
- 6.6. Funding for Roading growth areas is budgeted to allow under's and over's due to the fluctuating nature of growth within the district and the fact that growth assumptions and actual growth are likely to differ. Therefore, it is important to consider this budget 'as a whole' over a longer period of time.
- 6.7. This budget has been underspent for a number of consecutive years and as such as overspend should it occur is likely to be able to be accommodated.
- 6.8. In order to allow for further seal extensions this report seeks authorisation for the General Manager Utilities and Roading to continue to authorise up to 1km of seal extension, in the current and subsequent financial years, in addition to the extension. This will ensure that the wider community is not disadvantaged by this decision. It is anticipated that this can be managed within existing budgets acknowledging the uncertainty of this budget, due to the way it needs to respond to development activity.
- 6.9. Council will be further updated as work progresses through the year and as more certainty is known around the whole programme.
- 6.10. **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 risks arising from the adoption/implementation of the recommendations in this report.

There are risks that the road will not be built to Council requirements. To ensure this risk is mitigated, Roading staff will be involved in quality checks during the preparation and sealing phases of the road to ensure it complies with our Standards.

It is also noted that staff are working through other requests for sealing under the "Private Funding of Seal Extensions Policy" and as such it is likely there will be further requests to Council in the current financial year. Therefore, there is a risk that the current budget will be insufficient to meet all demands. If this was to occur, then a further report would be brought to Council for consideration.

6.3 Health and Safety

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

Christchurch ReadyMix Limited will be required to have an approved traffic management plan in place while undertaking the works within the road corridor.

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**

The Land Transport Management Act is the relevant legislation in this matter.

7.3. **Consistency with Community Outcomes**

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.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- 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.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

7.4. **Authorising Delegations**

The Council has authority to receive this report and make a decision on this matter.

Attachment i - Maps with Proposed Sealing Areas

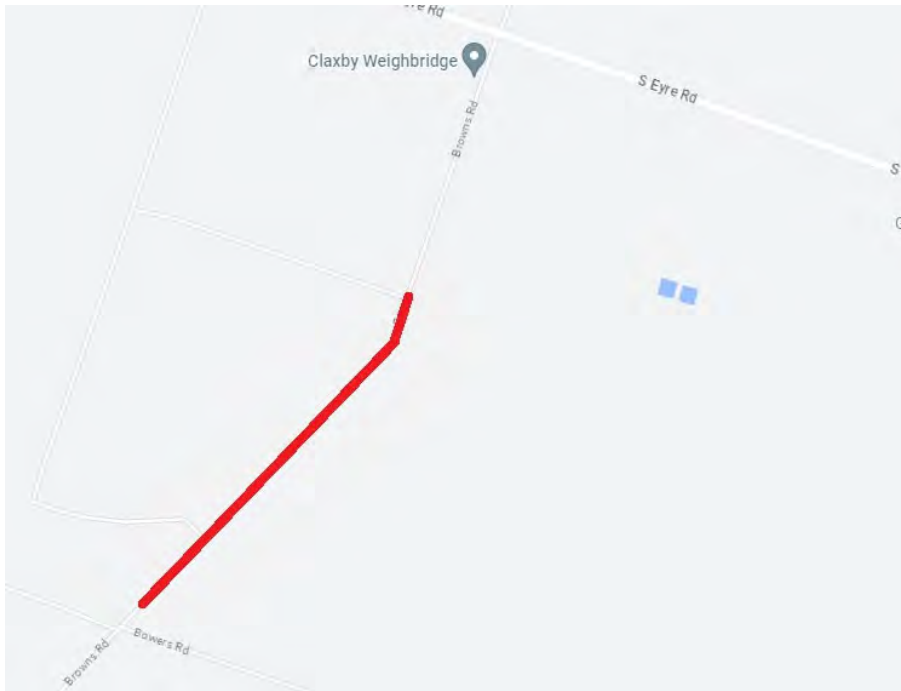


Figure 1 - Section One – 900m from south of South Eyre Rd to just north of Bowers Rd

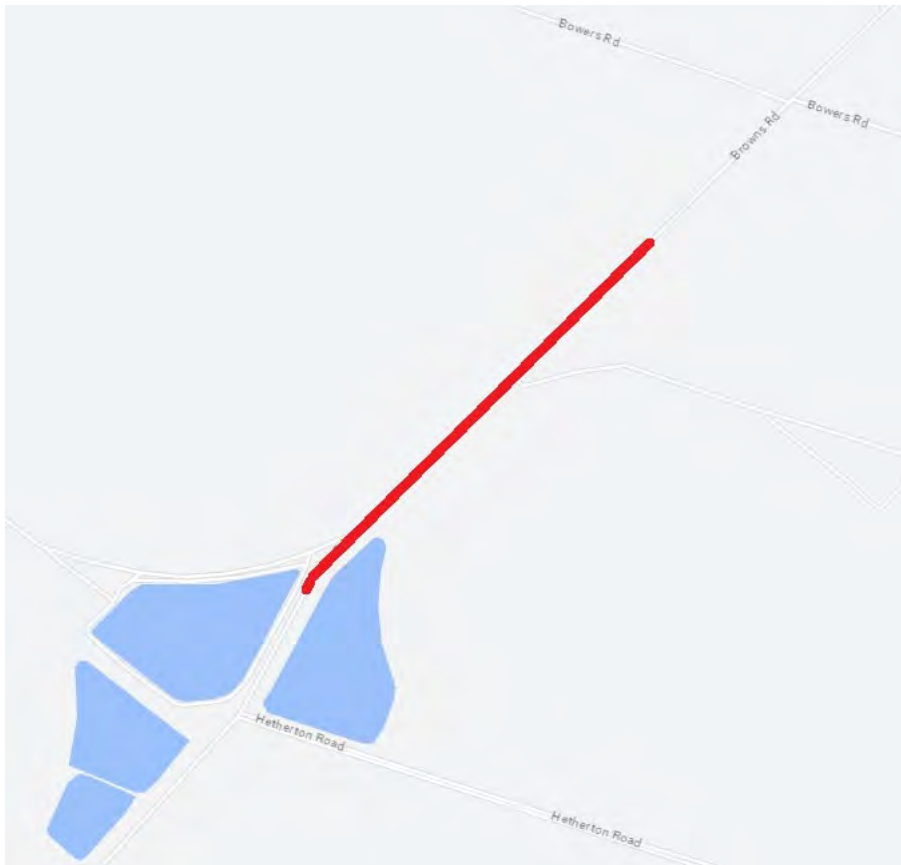


Figure 2 - Section Two – 1.1km from south of Bowers Rd to the irrigation ponds at Hetherton Road

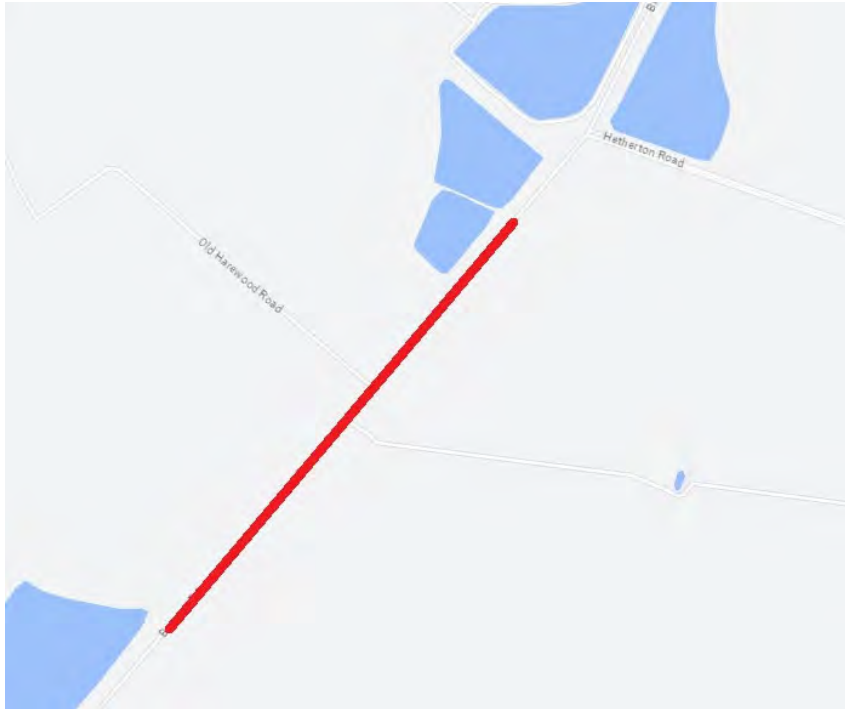


Figure 3 - Section Three – 1.23km from south of Hetherton Road to the entrance of the ReadyMix Quarry site.



Figure 4 – Overview plan with all three sections included

11 January 2023

Joanne McBride
Waimakariri District Council
By email joanne.mcbride@wmk.govt.nz

Dear Joanne,

Re: Browns Road – Sealing Support

As discussed, Christchurch Ready Mix Concrete Ltd (CRMC) would like to request funding support for upgrading Browns Road under the Private Funding of Seal Extension Policy. A breakdown of the costs associated with the three sections requiring upgrade along with the methodology are provided below. We have also attached as Appendix One, an aerial overview highlighting the areas geographically.

The sealing of these three sections would see Browns Road sealed for close to its entire length, from South Eyre Rd to 1 Browns Road.

Methodology

The proposed methodology is as follows:

1. Grade and remove any excess loose gravel on the alignment and dispose
2. Undertake Benkelman Beam Testing of the alignment
3. Undertake any remedial work required if soft spots are identified as part of the Beam Testing
4. Supply, spread and compact AP65 and TNZ-M440/AP40 to form a sub base and base for the chip seal pavement
5. Supply and lay a 2 coat chip seal Grade 2/5

CRMC would undertake this on a nine-metre-wide carriage way as there are benefits to CRMC for undertaking this to a wider extent than the normal eight metres. The prices shown and areas referred to are based on the standard eight metre carriage way for a rural WDC road.

Pricing

An overview of the cost to complete each of the three sections along with a total cost are summarised in Table 1.

Table 1 Browns Road Development Costs.*

Road Area	Alignment Length (~m)	Alignment Width (m)	Area to be Sealed (m ²)	Development Cost (\$)
Unsealed Length #1	900	8	7,200	\$224,232
Unsealed Length #2	1,100	8	8,800	\$234,695
Unsealed Length #3	1,230	8	9,840	\$245,418
Total	3,230	8	25,840	\$704,345

*All prices are exclusive of GST and at current rates. CRMC reserves the right to revise the pricing if more than three months pass from the date of this letter.

Contribution

CRMC would like to request a 50% contribution towards the costs outlined in Table 1. For clarity this request is for 50% of the costs associated with an eight-metre-wide carriage way and CRMC would develop a nine-metre-wide carriage way consistent with the three sections already sealed.

We would welcome the opportunity to meet with yourself and/or the relevant members of the Waimakariri District Council (WDC) to discuss the proposed sealing and funding application.

Kind regards,

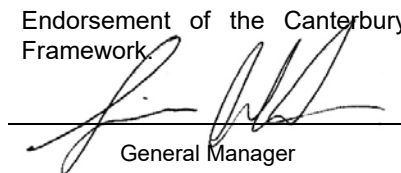


Hayden Leach

General Manager

Appendix One – Aerial Overview of Areas to be sealed on Browns Road.



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** POL-07-02/230823130069**REPORT TO:** Council**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Veronica Spittal, Principal Policy Analyst – Climate Change and Sustainability**SUBJECT:** Endorsement of the Canterbury Climate Partnership Plan Strategic Framework.**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive
1. SUMMARY

- 1.1. The purpose of this report is to provide an update on regional collaboration on climate action planning and the progress of the Canterbury Climate Partnership Plan (CCPP) developed under the Canterbury Mayoral Forum and to seek Council's endorsement of the Plan's strategic framework.
- 1.2. Updates on the CCPP were provided to the 9 March, 8 June, and 10 August 2023 Management Team Strategy meetings and to Council via Climate Change Portfolio holder updates and a workshop on 8 August 2023. Feedback from the later two meetings has been used to inform the recommendations in this report.

2. RECOMMENDATION**THAT** the Council

- (a) **Receives** Report No. 230823130069.
- (b) **Provides** the following feedback to the CCPP secretariat on the strategic framework of the Canterbury Climate Partnership Plan for consideration by the CCPP Reference Group.

Current Outcome	Suggested Amendment	Rationale
Adapted and resilient Communities Our communities are resilient and can access the knowledge and tools they need to adapt to climate change.	Adapted and resilient Communities Our communities are resilient and have the necessary infrastructure, knowledge and tools they need to adapt to climate change.	Takes into account the key role appropriate infrastructure, including green infrastructure, plays in supporting communities to adapt.
A healthy environment Our communities are equipped to thrive in a healthy environment.	A healthy environment Our healthy environment enables our communities to thrive.	Takes into account the feedback from ECan that the framework did not adequately address environmental protection and enhancement and better

Current Outcome	Suggested Amendment	Rationale
		aligns with the Council's draft Natural Environment Strategy action 1.1.2.1 <i>Advocate for nature-centric policies, strategies, and plans both within the organisation and externally.</i>

- (c) **Delegates** Councillor Niki Mealings the authority to signoff the draft strategic framework on the Waimakariri District Council's behalf during the CCPP Reference Group's consideration of the feedback from all Canterbury Council's.
- (d) **Delegates** Mayor Dan Gordon the authority to signoff the final CCPP strategic framework on the Waimakariri District Council's behalf during the consideration of the recommendations from the CCPP Reference Group by the Mayoral Forum.

3. **BACKGROUND**

- 3.1. Following the completion of the Canterbury Climate Change Risk Assessment led by the Climate Change Working Group in late 2021, there was consensus amongst the group and the Canterbury Mayoral Forum to investigate options for collaborating on climate action planning in the region.
- 3.2. All Canterbury councils acknowledge climate change as a significant and long-term challenge and that we all share a role in driving solutions and adapting. Councils are at different stages in strategy development and action planning and have differing levels of individual resource availability to implement action.
- 3.3. After discussions with each Canterbury council, the Canterbury Mayoral Forum endorsed in November 2022 a scope and approach for regional collaboration on climate action planning, as proposed by the Canterbury Climate Change Working Group, including the development of a partnership plan.
- 3.4. The Canterbury Climate Partnership Plan (CCPP) aims to outline the collaborative effort of Canterbury councils towards mitigating and adapting to the effects of climate change on Canterbury's communities and ecosystems. This includes:
- responding proactively to known risks from climate change hazards
 - decreasing climate change risks through reducing greenhouse gas emissions
 - enhancing communities' resilience and capacity to respond well to climate change impacts.
- 3.5. The Canterbury Mayoral Forum also agreed to the formation of a councillor reference group to support and provide governance-level input into the CCPP's development and ensure urgent and collective action to mitigate and adapt to climate change is taken across Canterbury.
- 3.6. The Reference Group includes elected members from Canterbury councils and is chaired by Mayor Dan Gordon (Waimakariri District Council) and supported by the convenor of the Canterbury Climate Change Working Group (Dr Tim Davie, Environment Canterbury). Membership also includes a member of the Chief Executives Forum (Hamish Dobbie – Chief Executive Hurunui District Council). Councillor Niki Mealings is our Council's representative on the reference group.
- 3.7. At the most recent Reference Group meeting in June, members decided it would be valuable to provide an update on the project to all councils to raise awareness of the work

and ensure there was endorsement for the Canterbury Climate Partnership Plan's strategic framework across the region.

- 3.8. The CCPP is due to be finalised, in line with Long-Term Plan timeframes, by June 2024 and will be brought to the Chief Executive and Mayoral Forums for final approval in mid-2024.

4. ISSUES AND OPTIONS

- 4.1. Since late 2022 the Climate Change Working Group and Reference Group have worked on the strategic front-end of the agreed climate action planning framework based on internationally recognised best practice (C40 Climate Action Planning framework).
- 4.2. The strategic front-end includes a vision, principles by which climate action planning in Canterbury will be approached, strategic outcomes and objectives as well as the needed evidence base to support climate action planning.
- 4.3. A draft strategic framework including a vision, principles and strategic outcomes and objectives has been endorsed by the Reference Group at their 29 June 2023 meeting.
- 4.4. To ensure councils' continued awareness and support of the CCPP, the Climate Change Working Group and Reference Group under the Canterbury Mayoral Forum now invite Canterbury councils to endorse the Plan's strategic framework (appendix 1).
- 4.5. This draft strategic framework has been considered at a Council workshop on 8 August 2023 and by the Council's Management Team Strategy on 10 August 2023. Feedback from these sessions was as follows:

<p>Feedback from the Council workshop</p> <ul style="list-style-type: none"> • The framework looks alright at a high level but it would be useful to understand the detail and how this would impact the District. • Concern about the financial impact on small businesses if they were required to reduce emissions. • Lack of alignment between outcome 5 and 6. If we are to show leadership (outcome 6) then emissions reductions (outcome 5) should include the words 'at a minimum'. • Long term planning is needed for the Cam River if a major catastrophe is to be avoided.
<p>Feedback from the Management Team Strategy meeting</p> <ul style="list-style-type: none"> • Endorse the framework subject to a reference to infrastructure being included in an outcome/objective. The rationale for this was that infrastructure was a key role for local government in building adapted and resilient communities.

- 4.6. The above feedback was provided to the CCPP Working Group at a workshop on 16 August 2023. At this workshop it was decided that the feedback from Canterbury councils would be collated and considered by the CCPP Reference Group at their 19 October 2023 meeting before a final draft was presented to the Mayoral Forum in early 2024 for signoff.
- 4.7. It is suggested that Council endorse the CCPP strategic framework and provide the following amendments for consideration by the CCPP Reference Group.

Current Outcome	Suggested Amendment	Rationale
<p>Adapted and resilient Communities</p> <p>Our communities are resilient and can access the knowledge and tools they need to adapt to climate change.</p>	<p>Adapted and resilient Communities</p> <p>Our communities are resilient and have the necessary infrastructure, knowledge and tools they need to adapt to climate change.</p>	<p>Takes into account the key role appropriate infrastructure, including green infrastructure, plays in supporting communities to adapt.</p>
<p>A healthy environment</p> <p>Our communities are equipped to thrive in a healthy environment.</p>	<p>A healthy environment</p> <p>Our healthy environment enables our communities to thrive.</p>	<p>Takes into account the feedback form ECan that the framework did not adequately address environmental protection and enhancement and better aligns with the Council's draft Natural Environment Strategy action 1.1.2.1 <i>Advocate for nature-centric policies, strategies, and plans both within the organisation and externally.</i></p>

- 4.8. The Climate Change Working Group is now in the process of developing goals, targets, and actions as well as Funding, Implementation and Monitoring and Evaluation Plans. These deliverables will be developed in collaboration with the Reference Group in line with Long-Term planning timeframes. Once drafted these will be considered by the Mayoral Forum.
- 4.9. Canterbury councils will be updated on the progress of the CCPP later in the year and a draft Plan will be provided for endorsement by each council once finalised.

Implications for Community Wellbeing

There are implications for community wellbeing in the subject matter of this report. The effects of climate change are already having significant impacts on the wellbeing of Aotearoa New Zealanders and the more vulnerable populations are the most at risk.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū is likely to be affected by or have an interest in the subject matter of this report. For most Rūnanga, climate change is a key issue with multiple risks to biodiversity, water, infrastructure services, energy, prosperity, physical health, equity, sense of community, historic heritage, knowledge, and self-governance.

To date Environment Canterbury has failed, despite concerted efforts, to achieve tangata whenua representation on the Climate Change Working Group. The Climate Change Working Group and Reference Group are conscious of the limited capacity of Papatipu Rūnanga to engage with local government on climate action planning and by leveraging Environment Canterbury's engagement programme, engagement fatigue can be minimised.

Beyond engagement through Environment Canterbury's 2023 engagement campaign, individual councils are expected to follow their own processes to engage with local Rūnanga on district climate action planning.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, particularly environmentally focussed, business, and primary producer groups.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Raymond Horan advised at the 'Embedding Climate Change into the LTP' webinar on 26 May 2023 that climate change could be the biggest driver of local government costs over the longer term, and this will concern many residents. Those who have been impacted by flooding events may also have a particular interest in how Council plans to respond to the effects of climate change. Most respondents (75%) to the 2022 Customer Satisfaction Survey thought it was important for Council to be involved with responding to climate change and only 19% did not.

On 29th June 2023, the Reference Group endorsed the need for engagement during the development of the CCPP and agreed to leverage Environment Canterbury's 2023 engagement programme based on the Climate Change Working Group's recommendation.

Environment Canterbury is amalgamating multiple engagement programmes into three themed engagement campaigns between July and October 2023, with the opportunity to include CCPP engagement. The Waimakariri District Council Working Group member attended an online meeting held by ECan on 7 July 2023 to inform local authorities about their forthcoming engagement programme.

Using existing budgets and Environment Canterbury processes, this option provides an opportunity to engage with papatipu rūnanga, communities and key stakeholders across the region and gain diverse perspectives on climate action in Canterbury.

Utilising Environment Canterbury's engagement programme adds to rather than prevents individual councils' engaging with their communities about the CCPP. A draft CCPP Communications and Engagement Plan was presented to the CCPP Working Group at the 16 August workshop and provides for localised communication through territorial authorities to promote and supplement the engagement carried out by Environment Canterbury. To this end ECan Community and Engagement Staff will work with Waimakariri's Communications and Engagement and Strategy and Business Unit staff to run a key stakeholder workshop/s within the District during October 2023.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There will be financial implications relating to the decisions sought by this report further down the track as actions are identified. The agreed approach for implementing the CCPP is to incorporate climate actions into councils' long-term plans in order to recognise local government processes and ensure actions are funded. Once the actions for inclusion in the CCPP have been identified, these can be costed, and action-specific funding options will be outlined in the Funding Plan.

To identify wider climate funding and finance opportunities, Environment Canterbury, on behalf of the Climate Change Working Group, recently engaged KPMG to complete a Climate Action Funding and Finance scan to understand the current and future landscape for climate action finance and to support the development of the CCPP Funding Plan. A draft report was received by Working Group members to comment on. This feedback is now being considered in the preparation of the final report.

A budget for this project is not included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

There are risks arising from the subject matter of this report. While the Mayoral forum cannot bind member Councils to decisions that have not been made by them, a lack of support for the strategic framework may have implications for funding/ resourcing/ buy-in to the joint action plan.

There could also be reputational risk to the Council as from the beginning of the project conversations have been had with each Canterbury council to determine their needs and establish options for regional collaboration on climate action planning based on those discussions. Throughout the process CCWG members have acted as representatives for their councils to ensure the necessary input and support is obtained as the plan is created.

6.4 **Health and Safety**

There are health and safety risks arising from the subject matter of this report. The World Health Organisation considers climate change to be the single biggest health threat facing humanity today.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's current Significance and Engagement Policy. A proposed amendment to the Policy approved by the Council for release for public consultation at a workshop on 11 July 2023 would however make it significant in the future if adopted.

Council's involvement with the CCPP is consistent with the purpose of the Council's Climate Change Policy "to ensure the Waimakariri District Council is well prepared to proactively lead, in partnership with communities, organisations and businesses within and outside of the District, a response to climate change challenges that is appropriate, timely, cost-effective and equitable".

It is also consistent with Objective 4 of the Policy "to work collaboratively with the community and other organisations to adaptively plan for, and increase resilience to, climate change effects on the District's social, cultural, environmental and economic wellbeing."

7.2. **Authorising Legislation**

The Local Government Act 2002 requires territorial authorities to take climate change into account through section 3 (d) which "provides for local authorities to play a broad role in promoting the social, economic, environmental, and cultural well-being of their communities, taking a sustainable development approach". Section 10 (1) (b) requires Council to take into account the well-being of future generations.

Council is also required to have particular regard to the effects of climate change under Section 7 (i) of the Resource Management Act 1991 (RMA). This function primarily relates to land use planning.

7.3. **Consistency with Community Outcomes**

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

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

- Climate change considerations are incorporated into all infrastructure decision-making processes.
- Infrastructure services are managed in a way that reduces emissions over time.

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change
- Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner

There is a healthy and sustainable environment for all

- Low carbon, climate-resilient development in the district is promoted to be compatible with a 1.5°C national and global carbon budget

There are wide ranging opportunities for people to contribute to the decision making that affects our District

- Opportunities for collaborations and partnerships are actively pursued.

7.4. **Authorising Delegations**

The Council has the discretion to receive/not receive this report.

8.0 Appendix One

Canterbury Climate Partnership Plan - Strategic Framework

Canterbury Mayoral Forum project - led by the Climate Change Working Group and Reference Group, June 2023

CANTERBURY
Mayoral Forum

Vision

Our collective purpose and guiding star for climate action in Canterbury

A thriving, climate resilient, low emissions Canterbury

Principles

The values by which we will approach climate action in Canterbury



Treaty based



Solutions focused



Collaborative



Equitable



Bold



Informed



Intergenerational



Inclusive

Outcomes

The desired future state for Canterbury in a changing climate

A healthy environment

Our communities are equipped to thrive in a healthy environment.

An equitable and inclusive transition

Our communities are empowered through an equitable and inclusive transition to a low emissions and climate resilient future.

Prosperity

Our cultural and economic wellbeing is improved by identifying and taking early opportunities to mitigate and adapt to climate change.

Adapted and resilient communities

Our communities are resilient and can access the knowledge and tools they need to adapt to climate change.

Emissions reduction

Greenhouse gas emissions reductions are achieved in line with our national and international commitments.

Climate action leadership

Canterbury is a leader in climate change mitigation, adaptation and inclusive climate action planning and promotes the four wellbeings.

Strategic Objectives

What we want to achieve through regional joint climate action

OBJECTIVE #1

To work with science, nature and Mātauranga Māori to reduce climate vulnerability and improve resilience.

OBJECTIVE #2

To enable transformational action in an inclusive and equitable way.

OBJECTIVE #3

To maximise co-benefits and identify opportunities for co-funding and financing climate actions.

OBJECTIVE #4

To inform and empower communities to be prepared, improve their resilience and adapt to climate change.

OBJECTIVE #5

To collaborate with communities to use available solutions and encourage behaviour change to achieve a smart, innovative, low emissions future.

OBJECTIVE #6

To ensure climate change is prioritised in all local government decision making processes in Canterbury.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-22-04, DRA-28 / 230824130649

REPORT TO: COUNCIL

DATE OF MEETING: 5 September 2023

AUTHOR(S): Gerard Cleary, General Manager Utilities & Roading
Kalley Simpson, 3 Waters Manager
Joanne McBride, Roading & Transport Manager

SUBJECT: July 2023 Flood Response – Emergency and Immediate Works Expenditure

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to:
- 1.1.1 Provide an overview of the July 2023 flood events and associated response works which are either in progress or planned.
 - 1.1.2 Seek approval of unbudgeted expenditure of \$4.04 million to respond to and recover Council's infrastructure services impacted by the flooding.
 - 1.1.3 Seek approval to establish an Infrastructure Resilience team, consisting of permanent staff, to manage the response and recovery from this current event and future events.
- 1.2 The rainfall events which occurred over the 22-24 July 2022, required a substantial response from our maintenance contractors and there has been some damage to Roading and 3 Waters infrastructure in the district. Additionally, there has been a large number of drainage related service requests that need to be worked through, which may result in additional improvement works being required.
- 1.3 About 20 roads were closed or had access restricted around the district, leaving some areas of the community isolated both during and post flood event. Surface flooding was logged at another 120 locations around the district, with signage being deployed to the worst affected areas and arterial roads. Washouts, road damage and scour around bridges was experienced at various locations around the network. Lees Valley Road has two new slips where the road has dropped out.
- 1.4 Work has been underway since the flood event to identify all issues in the network and restore infrastructure. This has included repairing underground services, roads, bridges, culverts, slips and washouts from overland flow. In some areas, the work required to repair infrastructure is reasonably substantial and as such is ongoing.
- 1.5 The key focus areas that experience extensive flooding that will require more detailed assessment and investigation include:
- **Cam River / Ruataniwha** – breakout flow occurred from the main channel upstream of Bramleys Road causing road and property flooding.

- **Tuahiwi** – experienced extensive flooding from the Tuahiwi Stream / Waituere.
 - **Waikuku Beach** – the Taranaki Stream back up behind the floodgates causing road, property and garage flooding.
- 1.6 All of the 335 service requests related to the July 2023 storm event have been collated, triaged and categorised. This work has identified that there is a total of 72 investigations and 123 maintenance tasks that need to be undertaken to address the issues raised in the service requests. The investigation work comprises of 41 new investigations and 26 existing investigations, which have been or are still being assessed following more recent flooding events. It is noted that this number may go up or down as investigations are split into two separate issues, or alternatively combined.
- 1.7 A Flood Team has been established, predominantly comprising of external resources but with support from internal resources where there is existing project work underway related to the issue. This team is currently involved in prioritising and assigning resources to the investigation work and has also begun acting on the most urgent ones where immediate works are required. The tracking system, used for the previous Flood Team investigation work, will again be used to ensure that each investigation is tracked through until completion.
- 1.8 The Flood Team will be overseen by a Flood Recovery Project Control Group (PCG), comprised of relevant managers from the Utilities & Roading department. The PCG will be updating the tracking spreadsheet weekly, providing an update memo via email to Councillors and Community Board members fortnightly, and reporting formally to the Utilities and Roading Committee monthly.
- 1.9 Current staffing levels and maintenance allowances in our budgets are not adequate to respond to and recover from this storm event and the impact on the District. The increased weather patterns and storm events is having a significant impact on our assets and our ability to maintain the same level of service and provide a response to the increase in service requests.
- 1.10 It is recommended that a permanent Infrastructure Resilience team is established, rather than relying on external consultants to undertake this work. Having a permanent team of full time Council employees will provide additional support to respond to events, the ability to commence the recovery works immediately, without the delay of securing external assistance, and resources to implement ongoing upgrades to build resilience and prepare for future events.
- 1.11 The cost of establishing an Infrastructure Resilience team is estimated to be approximately \$480,000 per annum, which would initially be funded from part of the funding allocated to the Flood Team, with ongoing funding included in the draft budgets for Council to consider as part of the deliberations on the Long Term Plan. It is likely that approximately 50% of the \$480,000 will be capital and 50% operational expenditure.

Attachments:

Attachment i – List of Investigations

Attachment ii – July 2023 Flood Event Powerpoint – Council Workshop

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230824130649;
- (b) **Approves** the unbudgeted expenditure of up to \$4.04 million in the current (2023 / 2024) financial year for emergency and immediate works responding to and recovering from the flooding;

- (c) **Notes** that a total of 72 investigations and 123 maintenance tasks have currently been identified for action;
- (d) **Notes** that staff have established a Flood Team and Flood Recovery Project Control Group to oversee delivery of these investigations and maintenance tasks;
- (e) **Notes** that staff have secured additional external resources to assist with the delivery of these investigations, through to the end of December 2023;
- (f) **Notes** that even with these additional resources, it is likely to be a 6-12 month delivery period, but that staff will prioritise the investigations based on scale, effect and community interest;
- (g) **Approves** the establishment of a permanent Infrastructure Resilience team, consisting of full time staff; to be initially funded from the allocated budget for the Flood Team included under Recommendation (b) above.
- (h) **Notes** that the ongoing funding of the Infrastructure Resilience team will be included in the draft budgets for Council to consider as part of the deliberations on the Long Term Plan;
- (i) **Notes** that staff will bring a further report to the October Council meeting to give an update and refined cost estimate and rating implications;
- (j) **Notes** that if the unbudgeted expenditure, not covered by Waka Kotahi co-funding, were to be loan funded on a District wide basis over a 10 year period this would increase rates by approximately \$15 (including GST) per ratepayer;
- (k) **Notes** that staff will work with Waka Kotahi, insurers and other external parties to seek funding for the works where available;
- (l) **Notes** that staff will be preparing a fortnightly emailed update to Councillors and Community Boards, and a more detailed monthly report to the Utilities and Roading Committee on progress on these projects and will be preparing an updated communications strategy for public information;
- (m) **Circulates** this report to all Community Boards for information.

3. **BACKGROUND**

- 3.1 The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.
- 3.2 The event was estimated to be more than a 50 year event for Woodend, yet less than a 10 year event for Summerhill and Oxford (refer table 1 below). Woodend also experienced a period heavy rainfall in the early hours of Sunday morning 23 July 2023, which saw 70.2mm of rainfall occur over a 6 hour period – estimated to be in the order of a 70 year event.

Table 1 – Rainfall figures for the 22-24 July 2023 event

Site	Total Rainfall	Return Period	Critical Duration	Rainfall For Critical Duration
Kaiapoi	118.4mm	27 years, 4 months	24 hours	102.6mm
Woodend	151.8mm	68 years, 7 months	24 hours	127.0mm
Rangiora	122.4mm	18 years, 11 months	24 hours	103.2mm
Mandeville	105mm	15 years	24 hours	91.4mm
Summerhill	110mm	8 years 1 month	24 hours	89.2mm
Oxford	103.8mm	7 years, 4 months	24 hours	85.8mm

- 3.3 The event required a substantial response from our maintenance contractors, with sucker trucks being deployed to Kaiapoi, Kairaki, Woodend Beach, Woodend and Waikuku Beach, and temporary pumps being deployed to Kaiapoi, Waikuku Beach and West Eyreton. There has been some damage to Roding and 3 Waters infrastructure in the district (as outlined in the following sections below). Additionally there has been a large number of flooding related service requests that need to be worked through, which may result in additional improvement works being required.
- 3.4 A total of 335 service requests related to the July 2023 storm event were received. All service requests have been acknowledged and have been collated, triaged and categorised. This work has identified that there is a total of 72 investigations and 123 maintenance tasks that need to be undertaken to address the issues raised in the service requests (refer Table 2 below). There are also 38 service requests predominantly related to private drainage issues where advice is required to be provided to the customer.

Table 2 – Classification of Drainage Service Requests

Classification		No. SR	Investigations	Maintenance Tasks
Investigations	Flood Team	68	28	-
	Historical	63	31	-
	New	16	13	-
Maintenance		159	-	123
Customer Advised		38	-	-
TOTAL		335	72	123

- 3.5 The investigation work comprises of 41 investigations, both new and historical which have not been investigated a part of the more recent flooding events, and 26 existing Flood Team investigations, which have been or are still being assessed following more recent flooding events. It is noted that this number may go up or down as investigations are split into two separate issues, or alternatively combined. related to the flooding in July.
- 3.6 **Roding**
- 3.7 The key impacts and ongoing issues to the Roding network generally fall into following categories:

- Surface Flooding, Signage and Closures – Different impacts have been experienced across the District for each flood event, either being more area impacts or widespread flooding across District. Traffic management resources were activated and signs / cones were implemented to help manage widespread flooding impacts on a large number of roads through all the events.
- Slips – A very wet district has resulted in slips occurring in areas such as the two locations along Lees Valley Road. These are being assessed and addressed when identified. In additional minor drop outs have occurred and are being addressed.
- Sealed road potholes – Saturated pavements are resulting in potholes continue to form wherever seal waterproofing is compromised. Failures are being managed by patching, until wider area repairs are programmed and can be completed.
- Unsealed Roads Aggregate Loss and Scouring – The unsealed Network has been heavily impacted by the July 2023 flood event, particularly with scour damage, aggregate loss and fines being washed out of the running course. Corde have two graders deployed on the network to start addressing the issues. A large programme of retalling has been identified, and this is on top of an already significant annual maintenance metalling programme.
- Rivers, Bridges and Culverts – There has been riverbank erosion occur in a number of areas around the district, and this includes scour at bridge abutments and piers. Debris needs to be removed from the upstream side of a number of bridges. Culvert scour repairs have been undertaken or are programmed. Blocked culverts have been

cleared. Further work needs to be carried out where significant scour of waterways has occurred alongside roads.

- River Fords – The river fords have remained closed as repairs and gravel management works are still underway to return them to a condition that they can be safely opened.

3.8 The total cost of our Roading response is still to be quantified but is estimated to be in the order of \$1.5 to \$2 million.

3.9 **Urban Stormwater**

3.10 A temporary pump was deployed to Swindells Road, Waikuku Beach, in advance of the event, which managed the stormwater well from this localised catchment. During the event additional pumps were deployed on the Sunday to:

- Waikuku Beach Campground, Waikuku Beach
- Cam Road, Kaiapoi
- Cridland Street West, Kaiapoi
- Alexandra Lane, Kaiapoi
- Beach Road, Kaiapoi
- Washington Place, West Eyreton

3.11 A large pump was deployed on the Monday to the Taranaki Stream floodgate as flow from behind the stopbank was not discharged due to a combination of high river and tide levels. Additional support was also obtained from Ongrade to assist with checking grills, sumps and flaggates during the event as maintenance staff were stretched. The total additional unbudgeted cost for the urban stormwater response to date is \$60,000.

3.12 The flooding that occurred in various locations of Waikuku Beach on the Monday was caused by high levels and backflow from the Taranaki Stream. Drone footage and anecdotal reports from local residents suggest that the extent of flooding was worse than any other flooding events over the last 10 years. This is a key focus area that will require more detailed assessment to determine the cause of the higher-than-expected flooding.

3.13 Immediate works are currently underway in Broadway Ave, Waikuku Beach. Additional immediate works are required at 10 Beach Crescent and Rotten Row in Waikuku Beach.

3.14 The total cost of our further immediate urban stormwater works is still to be quantified but is estimated to be in the order of \$120,000. It is noted that CCTV inspection work is yet to be scoped, but could be in the order of an additional \$50,000 based on the work undertaken for the previous flooding events. This brings the total stormwater estimate to \$230,000.

3.15 **Rural Land Drainage**

3.16 The drains in the rural drainage areas were overloaded and out of bank flow occurred at a number of locations across the district. In particular, extensive flooding occurred on the Cam River, Tuahiwi Stream and Taranaki Stream catchments. These are the key focus areas that will require more detailed assessment and investigation.

3.17 The upper Cam River / Ruataniwha, above Bramleys Road, experienced break out flow on the true right bank immediately upstream of the Bramleys Road bridge and also further up the catchment on the true left bank, which caused extensive flooding over Bramleys Road and properties north of the Cam River / Ruataniwha. It has been identified that heavy maintenance and localised stopbank improvement works are required as immediate works to improve the upper Cam River / Ruataniwha system.

3.18 The Tuahiwi area, particularly along Te Pouapatuki Road, Greens Road and Church Bush Road, experienced extensive flooding from the Tuahiwi Stream / Waituere. A detailed site investigation is required to establish the extent of maintenance works required on the main

channel of the Tuahiwi Stream / Waituere. Additionally an assessment of the capacity of the diversion channel from Greens Road to the Cam River / Ruataniwha is required to ensure it is working as intended.

- 3.19 The lower Taranaki Stream caused flooding in Waikuku Beach on the Monday after the rainfall had ceased. As mentioned above, this was believed to be due to high river and tide levels in the Ashley River preventing out flow from the Taranaki Stream, however more detailed assessment is required to determine the cause of flooding as the extent of flooding was higher-than-expected for the rainfall experienced. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.
- 3.20 In terms of wider scale options for the Taranaki Stream, the option of a pump at the Taranaki Stream outlet to the Ashley River will be considered as part of the investigation work. Given the lack of a gravity outlet during times when there is a high river or tide level in the Ashley this leaves Waikuku Beach vulnerable to significant flooding and no viable alternative other than pumping. The large pumps that were deployed after the recent event showed that this was a very effective method. The potential options could be proactive deployment of large capacity temporary pumps or a permanent pump at the Taranaki Floodgates similar to the one recently constructed at the McIntosh Floodgate east of Kaiapoi.
- 3.21 There is also a need to undertake immediate works at the following rural locations:
- Main North Road, Kaiapoi
 - Tram Road, Clarkville
 - Edmunds Road, Clarkville
 - Revells Road, Tuahiwi
 - Greens Road, Tuahiwi
 - Woodfields Road, Cust
 - South Eyre Road, Eyrewell
 - Washington Place, West Eyreton
 - Lower Sefton Road, Ashley
 - Upper Sefton Road, Ashley
- 3.22 The total cost of our rural drainage response is estimated to be \$800,000. In addition, there are numerous areas where drain maintenance work has been identified in areas outside of Drainage Rating Areas, which will be funded from an overspend of existing operational budgets under the District Drainage account.
- 3.23 **Rivers**
- 3.24 The works undertaken on the Okuku River by Environment Canterbury, which was partially funded by WDC, performed well during the July 2023 event.
- 3.25 The lower section of the Cam River, below Bramleys Road, which Environment Canterbury is responsible for, requires maintenance. Environment Canterbury have advised that this will be undertaken in November / December 2023, along with the stopbank raising work adjacent to Tuahiwi Road. This work will also be coordinated with the maintenance of the upper section of the Cam River.
- 3.26 Environment Canterbury have advised that they are currently updating the Scheme Plans for the Cam River and Cust River. This works includes re-survey of the rivers (at the previous survey cross sections) to ascertain changes in both bed and bank level, and updating the hydrology and hydraulic modelling. The potential upgrading options will include:
- Build up stopbanks in isolated areas same level to return to original design capacity
 - Raise stopbanks to a higher level, providing a higher design capacity.

- 3.27 Currently the scope of the Cam River scheme plan extends to Bramleys Road, but Council staff have requested that this be extended to upstream of Bramleys Road (to at least Marsh Road). This will likely require additional funding from Council for the extent of the scheme plan to be revised. Environment Canterbury currently expect that the scheme plan will be updated by the end of this calendar year and be available early 2024.
- 3.28 There is also work underway to install new river level gauges on Kairaki Creek at Beach Road, Kairaki, Cam River at Sidey Quay, Kaiapoi and Eyre River, potentially at the Harewood Road bridge.
- 3.29 There is a need to undertake immediate works at the following locations on the Cam River:
- Bramleys Road, Tuahiwi - bund / stopbank work
 - Upper Cam River - channel maintenance work
- 3.30 The total cost of immediate works on rivers is estimated to be \$250,000.
- 3.31 **Wastewater**
- 3.32 The wastewater reticulation system was overloaded during the event, particularly in the coastal areas, however the rainfall was an “above design” event for the wastewater system. Sucker trucks were deployed to the following locations to keep the level in sewer system down:
- Ohoka Road, Kaiapoi
 - Cridland Street West, Kaiapoi
 - Alexandra Lane, Kaiapoi
 - Sneyd Street, Kaiapoi
 - Kairaki PS, Kairaki/Pines
 - Pankhurst PS, Woodend
 - Stalkers Road, Woodend Beach
 - Kings Ave, Waikuku Beach
- 3.33 The Ohoka Road area remains an area that requires further investigation, although the Ranui Mews pensioner housing onsite sewer system performed well with the installation of new vents. The Cridland Street West area is also an area of ongoing investigation, with both short term and longer term upgrading options being considered for both the stormwater and wastewater system. Upgrading works have been proposed at the Kairaki, Stalkers Road and Kings Ave sites, which experienced issues again, these works are being implemented this financial year from existing budgets. The isolated issues at Alexandra Lane, Sneyd Street and Pankhurst Road will be investigated by the Flood Team to see if any upgrades are required.
- 3.34 There were some residual problems with inflow and infiltration overwhelming the Mandeville and Tuahiwi sewer system. The high rainfall and high groundwater resulted in significant quantities of water entering private septic tanks that connect to the Council's STEP sewerage system, as well as private pressure sewer chambers that connect to the Council's pressure sewer system. This resulted in loss of service for a few properties. It is likely that further works to raise septic tank turrets and potentially works to private sewer systems to reduce inflow and infiltration will be required in these areas.
- 3.35 The total volume of rainfall impacted the Rangiora WWTP, Woodend WWTP and Oxford WWTP ponds and there was overflow from these ponds to the surrounding land and into the waterway at the Rangiora WWTP. Environment Canterbury were advised and additional information on the estimated spill volumes has been provided. A summary memo will be provided through to Environment Canterbury and reported through to the Utilities & Roading Committee on the overflows from the WWTPs during this event.
- 3.36 The total cost of our wastewater response to date is estimated to be \$80,000 and will be funded from an overspend of existing operational budgets. The total cost of further immediate works on wastewater system is estimated to be \$30,000. In addition it is noted

that CCTV inspection work is yet to be scoped, but could be in the order of \$50,000. This brings the total estimate for wastewater to \$160,000.

3.37 **Flood Team and Flood Recovery PCG**

- 3.38 Council received a total of 335 service requests related to the 22-24 July 2023 storm event. Typically Council receives about 900 drainage related service requests a year, so the scale of service request received related to this event is substantial and effectively is approximately 40% of what we typically receive in a year that have been lodged in less than a week.
- 3.39 Each of these service requests have been responded to by a call back to acknowledge that we have received their request, however we will need to undertake further maintenance checks and / or investigations prior to responding to the customer with the outcome or next steps.
- 3.40 All of the service requests have been triaged and there are 72 investigations and 123 maintenance tasks that need to be undertaken (as set out above).
- 3.41 A Flood Team has been established, predominantly comprising of external resources but with support from internal resources where there is existing project work underway related to the issue. This team comprises of a team lead, two engineers to undertake investigations and two engineers to undertake maintenance checks. These resources have been secured, subject to approval of funding, through to the end of December 2024, however, it is likely given the scale of investigation work required, that it will take more than 6-month to complete the investigation work.
- 3.42 The Flood Team is currently involved in prioritising and assigning resources to the investigation work and has also begun acting on the most urgent ones where immediate works are required. Investigations are being prioritised based on scale, effect and community impact. The programming and coordination of maintenance checks and CCTV inspections is also currently underway.
- 3.43 The tracking system, used for the previous Flood Team investigation work, will again be used to ensure that each investigation is tracked through until completion and a follow up call with the outcome of the investigation is provided back to all customers.
- 3.44 The Flood Team will be overseen by a Flood Recovery Project Control Group (PCG), comprised of relevant managers from the Utilities & Roading department. The PCG will be updating the tracking spreadsheet weekly, providing an update memo via email to Councillors and Community Board members fortnightly, and reporting formally to the Utilities and Roading Committee monthly.
- 3.45 The total cost of external consultant support for the Flood Team is estimated to be \$600,000, which is unbudgeted expenditure. The intent is to use this funding in the immediate to short term to engage consultants. However as soon as permanent staff can be recruited these will replace consultants who will be stood down as they are replaced. The \$600,000 is to cover the consultants and permanent staff costs up until the end of June 2024.

4. **ISSUES AND OPTIONS**

- 4.1. Due to the nature of these events, there is limited ability to be able to plan in advance for infrastructure that may need to be replaced or repaired. As such staff often need to make informed decisions in a very short timeframe regarding reinstatement of infrastructure but are aware of the need to make sound decisions regarding the best whole of life costs for either repairing or reinstating these assets.
- 4.2. When we experience larger rainfall and flooding events in the district, we need to increase our resources using external consultants to assess and respond to service requests in a timely manner.

- 4.3. The alternative would be to establish permanent Infrastructure Resilience team to support the response to events, coordinate the recovery works and implement resilience into future upgrades.

3.46 **Infrastructure Resilience Team**

- 4.4. The increased weather patterns and storm events are having a significant impact on our assets and our ability to maintain the same level of service and provide a response to the increase in service requests.

- 4.5. Over the past 10 years we have experienced at least seven storm events that have required a significant response:

- June 2014
- July 2017
- February 2018
- June 2019
- May 2021
- July 2022
- July 2023

- 4.6. With climate change and increase expectations in terms of level of service the frequency of these events and the level of response required is only expected to increase. Current staffing levels and maintenance allowances in our budgets are not adequate to respond to and recover from this storm event and the impact on the District.

- 4.7. Rather than relying on external consultants to undertake this work, it is recommended that a permanent Infrastructure Resilience team is established. Having a permanent team of full time Council employees will provide additional support to respond to events, the ability to commence the recovery works immediately without the delay of securing external assistance, and resources to implement ongoing upgrades to build resilience and prepare for future events.

- 4.8. Based on previous events a core team comprising of a team lead, two engineers and an administration support person would cater for most storm events, yet be scalable with support from external consultants in more significant events. The team would not solely be focussed on storm events, but would take the lead in coordinating the recovery to any event that impacts Council's 3 Waters and Roading infrastructure. When not working on response or recovery work, the team could focus on resilience improvement projects and assist with the delivery of the core capital works programme.

- 4.9. The cost of establishing an Infrastructure Resilience team is estimated to be approximately \$480,000 per annual, which is less than Council has paid for external consultants to undertaken flood recovery works over the last 3 years (refer Table 3 below).

Table 3 – External Consultant Spend on Flood Recovery Work

Year	Indicative Consultant Spend
2021/22	\$180,000
2022/23	\$485,000
2023/24*	\$600,000

* Predicted spend based on current estimates for investigation work

- 4.10. The funding requested in this report for the Flood Team could be used to recruit staff for the Infrastructure Resilience team. The ongoing funding of this team will be included in the draft Long Term Plan budgets for Council to consider as part of the deliberations on the Long Term Plan.

4.11. **Future Recovery Works**

- 4.12. This report covers the response to the recent high rainfall and flooding in July 2023 and the immediate recovery work identified for the current financial year. The future recovery works to implement improvements identified as part of the proposed investigation work will be subject to a future report ahead of the Long Term Plan process.
- 4.13. The longer term improvements works to address the implications of increased weather patterns, climate change and associated impact on our services, including resourcing and financial implications, will be an issue that will need to be address as part of the next Long Term Plan.

Implications for Community Wellbeing

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

Safe and reliable Roding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate wastewater and drainage services to provide a safe environment for all and Roding infrastructure is required to provide safe egress and enable residents to access goods and services within the community.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as it relates to impacts on drainage systems, waterways and rivers, as well as staff transportation routes. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with MKT.

This event has had a particularly significant impact on areas that are important to Ngāi Tūāhuriri. The three key areas are Tuahiwi Stream, Cam River (Ruataniwha) and Waikuku Beach (Taranaki Stream).

5.2. **Groups and Organisations**

Some of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from Ecan and WDC are working to proactively coordinate where necessary.

There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

Each area impacted by this event will require engagement with residents and the local community. Communication with the residents and the wider community is an important part of the scope of this work. Staff will work with our comms team and elected members as appropriate to ensure ongoing and proactive communication.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are financial implications of this report. The estimated costs of the clean-up from this flood event, and initial works underway or planned for the immediate future is in the order of \$4.04 million (refer table below) and the full costs are not likely to be clear for another 4 to 8 weeks. Further detailed information on costs and any details as they relate

to budgets will be covered in a funding report to be presented to Council at the October 2023 meeting. This current report seeks approval for the expenditure of this \$4.04 million.

Table 4 – Estimate of Unbudgeted Expenditure

Area	Total	Indicative Breakdown	
	Estimate	Response	Immediate Recovery Works
Roading	\$2,000,000	\$200,000	\$1,800,000
Stormwater	\$230,000	\$60,000	\$170,000
Land Drainage	\$800,000	\$0	\$800,000
Rivers	\$250,000	\$0	\$250,000
Wastewater	\$160,000	\$80,000	\$80,000
Flood Response PCG	\$600,000	\$0	\$600,000
TOTAL	\$4,040,000	\$340,000	\$3,700,000

Approximately \$340,000 has been spent on the response from existing budgets, covering deployment of sucker trucks, temporary pumps, flood signage and management of fords and road closures. A further \$3.7 million has been identified that needs to be undertaken as immediate recovery works this financial year.

The funding report, to go to Council in October 2023, will include information such as whether each component of expenditure should be expensed or capitalised and the overall rating impact. If all of this unbudgeted expenditure were to be loan funded on a District wide basis over a 10 year period this would increase rates by approximately \$15 (including GST) per ratepayer, assuming that Waka Kotahi co-funding is obtained for the Roothing related works.

Roothing assets are not insured however Emergency Flood events do attract Waka Kotahi co-funding. Work category 141 enables funding from the National Land Transport Fund (NLTF) in response to a defined, major, short-duration natural event (a qualifying event) that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event and results in unforeseen, significant expenditure.

Events that qualify for NLTF funding as emergency works will:

- be of unusually large magnitude or severity for the particular area in which they occur (as a guide, they would be expected to have an annual return period greater than 1 in 10 years)
- originate from natural, short duration triggering events, including very high intensity rainfall, severe wind, severe drought in government declared drought areas or seismic events
- have reduced, or will reduce within a 12-month period, levels of transport service significantly below those that existed prior to the event
- involve a total cost of \$100,000 or more per event per approved organisation or Waka Kotahi NZ Transport Agency (state highways) region
- be clearly defined, named and described, with a separate funding application required for each event.

The usual funding assistance rate (FAR) that applies to emergency works for qualifying events within each financial year is:

- the approved organisation's normal FAR. This covers cumulative claims for total costs of emergency works **up to 10%** of the approved organisation's total cost of its maintenance programme for the year (as approved when the National Land Transport Programme (NLTP) was adopted), or
- the approved organisation's normal FAR plus 20% to a maximum of 95%. This is for the part of the cumulative claims of total costs of emergency works that **exceeds 10%** of the approved organisation's total cost of its approved maintenance programme for the year.

Initial discussions on the claim have been undertaken with the Waka Kotahi Investment Advisor to advise that an application will be made under the Emergency Works Funding Activity.

The Council has allocated \$1.05m of the Government's 'Better Off' funding for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways. Currently not all of this fund has been fully allocated so potentially some of this funding could be used for capacity improvements identified as part of the Flood Team investigation work. This will be addressed in the subsequent report on funding to the Council October meeting.

6.2. **Sustainability and Climate Change Impacts**

The frequency and severity of flood events is likely to increase due to the impacts of climate change.

6.3. **Risk Management**

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

A risk-based approach has needed to be adopted around the management of repairs to infrastructure damage. The best whole of life cost needs to be considered when agreeing the extent of repair and there is a residual risk of ongoing repairs being required due to further rainfall events.

6.4. **Health and Safety**

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

Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is likely to be a matter of significance in terms of the Council's Significance and Engagement Policy. Due to the emergency nature of the work it is not possible to consult with the Community, however the investigations will result in projects and work programmes that will be the subject of consultation in future Annual and Long Term Plans.

7.2. **Authorising Legislation**

The Land Transport Management Act is the relevant legislation in relation to Roading activities.

7.3. **Consistency with Community Outcomes**

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

This report considers the following outcomes:

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- 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.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

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

- Harm to the environment from sewage and stormwater discharges is minimised
- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard
- Waste recycling and re-use of solid waste is encouraged, and residues are managed so that they minimise harm to the environment

7.4. Authorising Delegations

Council has the authority to receive this report.

Relevant staff have delegation to authorise unbudgeted emergency works where needed. These delegations have been exercised during these the response to, recovery from and immediate works in association with these flood events. Future reports will seek approval for unbudgeted expenditure.

List of Investigations - July 2023 Flood Event

No.	Name	ID
1	Lower Sefton Road, Ashley	23I-44
2	Cones Road / Fawcetts Road, Ashley	H16
3	Edmunds Road, Clarkville	23I-04
4	Jeffs Drain Road, Clarkville	23I-08
5	Greigs Road, Clarkville	23I-22
6	Burgesses and Tram Road, Clarkville	H41
7	Sladdens Farm Road, Coopers Creek	23I-34
8	Poyntzs Road, Cust	23I-03
9	Woodfields Road (Site 2), Cust	23I-10
10	Terrace Road, Cust	23I-13
11	Woodfields Road (Site 3), Cust	23I-23
12	Cust Road, Cust	FT49
13	Earlys Road / Cust Road, Cust	FT50
14	Woodfields Road (Site 1), Cust	H14
15	North Eyre Road, Eyreton	23I-07
16	South Eyre Road, Eyrewell	23I-43
17	Swannanoa Road, Fernside	23I-15
18	Island Road, Kaiapoi	23I-21
19	Ohoka Road, Kaiapoi	23I-29
20	Old North Road (Site 1), Kaiapoi	23I-33
21	Old North Road (Site 2), Kaiapoi	23I-35
22	Evans Place, Kaiapoi	23I-36
23	Otaki Street, Kaiapoi	23I-37
24	Alpine Lane, Kaiapoi	23I-38
25	Cam Road, Kaiapoi	23I-39
26	Beach Road, Kaiapoi	FT04
27	Main North Road, Kaiapoi	FT10
28	Cridland Street West, Kaiapoi	FT17
29	Belcher Street, Kaiapoi	H08
30	Fairweather Crescent / Kiln Place, Kaiapoi	N08
31	Loburn Terrace Road (Site 1), Loburn	23I-12
32	Loburn Terrace Road (Site 2), Loburn	23I-16
33	Tram Road / Whites Road, Mandeville	23I-09
34	Siena Place, Mandeville	23I-17
35	Wetherfield Lane, Mandeville	H24
36	Resurgence Flow, Mandeville	H30
37	Raddens Road, Ohoka	23I-06
38	Threlkelds Road, Ohoka	23I-11
39	Wilson Drive, Ohoka	FT42
40	High Street, Oxford	FT37
41	Pegasus Main Street, Pegasus	FT31
42	South Brook / Marsh Road, Rangiora	23I-01

43	Newnham Street, Rangiora	23I-05
44	Charles Street, Rangiora	23I-27
45	Rowse Street, Rangiora	23I-30
46	Belmont Ave, Rangiora	H21
47	Upper Sefton Road, Sefton	23I-32
48	Browns Road, Swannanoa	23I-28
49	Cam River, Tuahiwi	23I-24
50	Revells Road, Tuahiwi	23I-42
51	Greens Road, Tuahiwi	H18
52	Church Bush Road, Tuahiwi	N19
53	Bramleys Road, Tuahiwi	N30
54	Main North Road SH1, Waikuku	FT44
55	MacDonalds Lane, Waikuku	FT45
56	Waikuku Beach Road / Leggits Road, Waikuku Beach	23I-14
57	Collins Drive, Waikuku Beach	23I-18
58	Park Terrace, Waikuku Beach	23I-19
59	Taranaki Stream, Waikuku Beach	23I-20
60	Reserve Road, Waikuku Beach	23I-25
61	Queens Ave / Collins Dr, Waikuku Beach	23I-26
62	Kings PS, Waikuku Beach	23I-40
63	Broadway Avenue, Waikuku Beach	FT24
64	Reserve Road / Kiwi Ave / Cross St, Waikuku Beach	FT25
65	Beach Crescent, Waikuku Beach	N13
66	Northside Drive, Waikuku Beach	N18
67	Queens Ave, Waikuku Beach	N32
68	Washington Place, West Eyreton	H32
69	Pascoe Drive, Woodend	23I-02
70	Eders Road / Parsonage Road, Woodend	23I-31
71	Pankhurst PS, Woodend	23I-41
72	Stalkers Road, Woodend Beach	FT46



July 2023 Flood Event

Council Workshop

15 August 2023



Agenda

- Event – Rainfall & Groundwater
- Initial Response
- Service Requests
- Further Investigations
- Next Steps
- Public Communications



Waikuku Beach

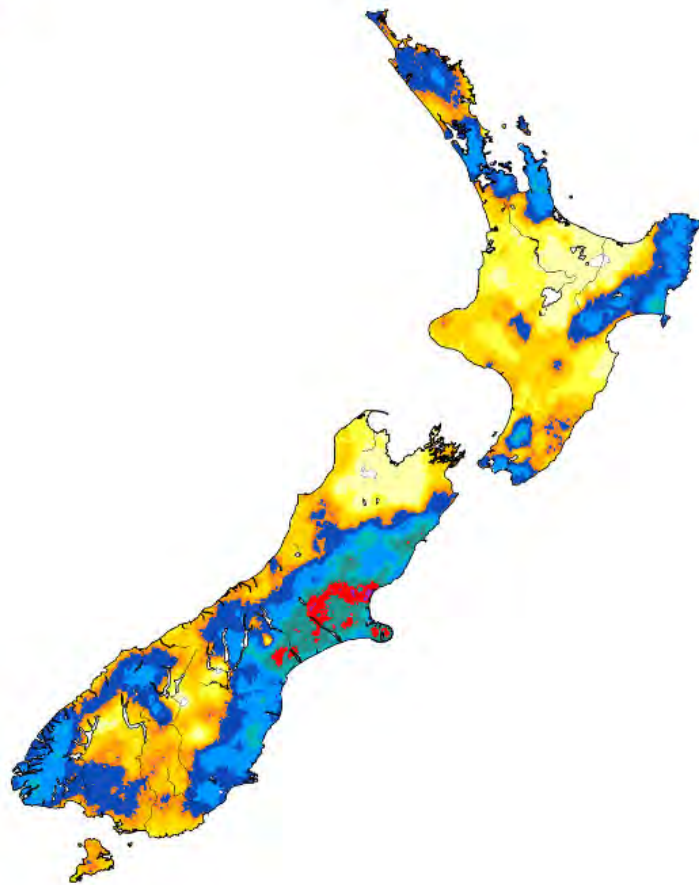
July 2023 Rainfall Event

Site	Total Rainfall	Return Period	Critical Duration	Rainfall For Critical Duration
Kaiapoi	118.4mm	27 years, 4 months	24 hours	102.6mm
Woodend	151.8mm	72 years, 6 months	6 hours	70.2mm
Rangiora	122.4mm	18 years, 11 months	24 hours	103.2mm
Mandeville	105mm	15 years	24 hours	91.4mm
Summerhill	110mm	8 years 1 month	24 hours	89.2mm
Oxford	103.8mm	7 years, 4 months	24 hours	85.8mm

- Woodend experienced the most amount of rainfall > 50 year event over 6 hours
- More rainfall than each of the July 2022 events individually but not cumulatively
- Inland rainfall totals were less than coastal areas

Site	Monthly Total	
	July 2022	July 2023
Oxford	204.8 mm	146.8 mm
Rangiora	234.2 mm	167.2 mm
Kaiapoi	258 mm	168.8 mm

July Rainfall



Rainfall



Wet for eastern and southern South Island, otherwise mostly dry.

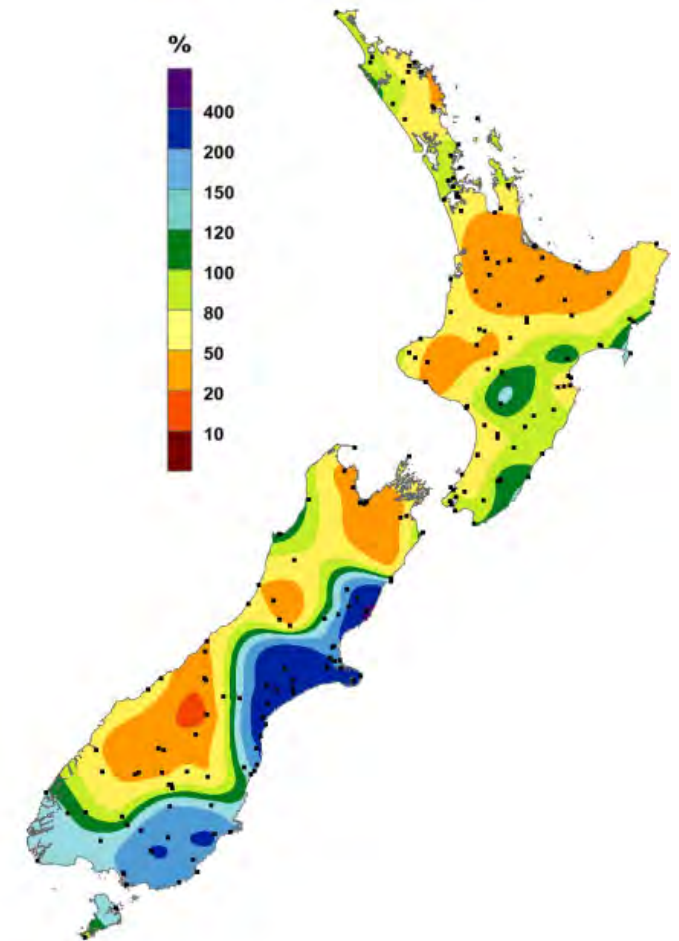


Near-record high rainfall totals were observed in parts of eastern Canterbury, and Southland. Below or well below normal rainfall for many remaining parts of the country

Copyright MetService New Zealand Ltd 2023

Leaflet

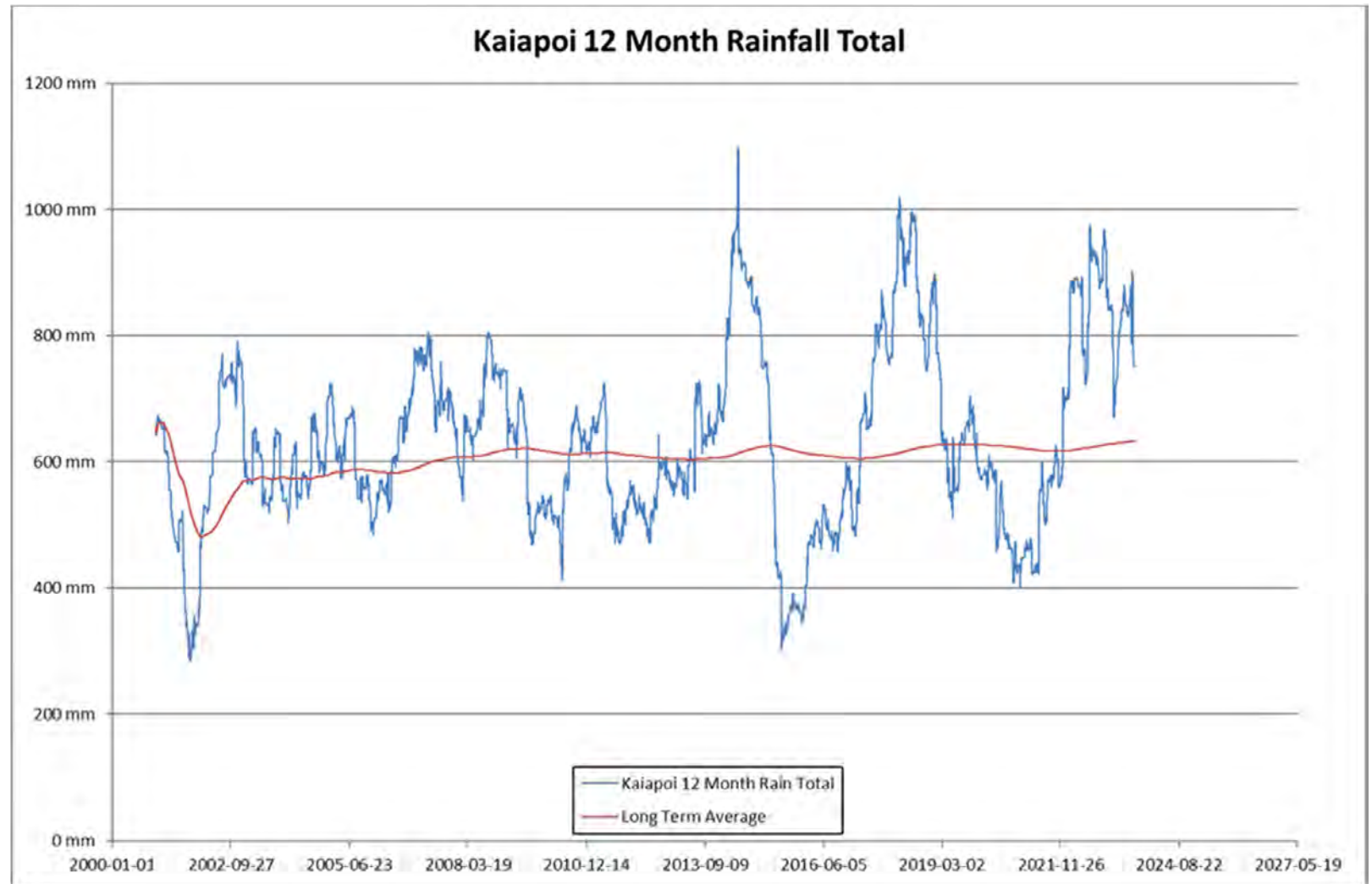
0 5 10 15 20 25 30 50 75 100 150 200



July rainfall

Expressed as a percentage of the 1991-2020 normal.

Annual Rainfall




Comparison to other Events

Event	Total Rainfall	Area of Highest Rainfall	Indicative Return Period	Critical Duration
June 2014	100-180mm	Rangiora	50+ years	48 hours
July 2017	55-92mm	Woodend	5 years	6 hours
February 2018	52-102mm	Rangiora	50 years	12 hours
June 2019	80-115*mm	Kaiapoi	30 years	24 hours
May 2021	128-227mm	Oxford	100 years	48 hours
July 2022	50-120mm	Woodend	30 years	24 hours
July 2023	104-152mm	Woodend	50+ years	6 hours

- District has experienced numerous significant storm events over the past 10 years
- Each have been different and impacted different areas and systems

July 2023 Rainfall Summary

Summary

- 23 July 2023 rainfall was a significant event for the District
 - Coastal areas were impacted more
 - Annual rainfall remains high – saturated catchments
 - Groundwater levels high – resurgence channels flowing
- 

Initial Response

- 20 roads and fords closed
- Signage was focused around the worst affected areas and arterial roads
- Portable pumps were deployed to 8 various locations, including a large pump to Taranaki Stream floodgate
- Sucker trucks deployed to Kaiapoi, Kairaki, Woodend Beach and Waikuku Beach



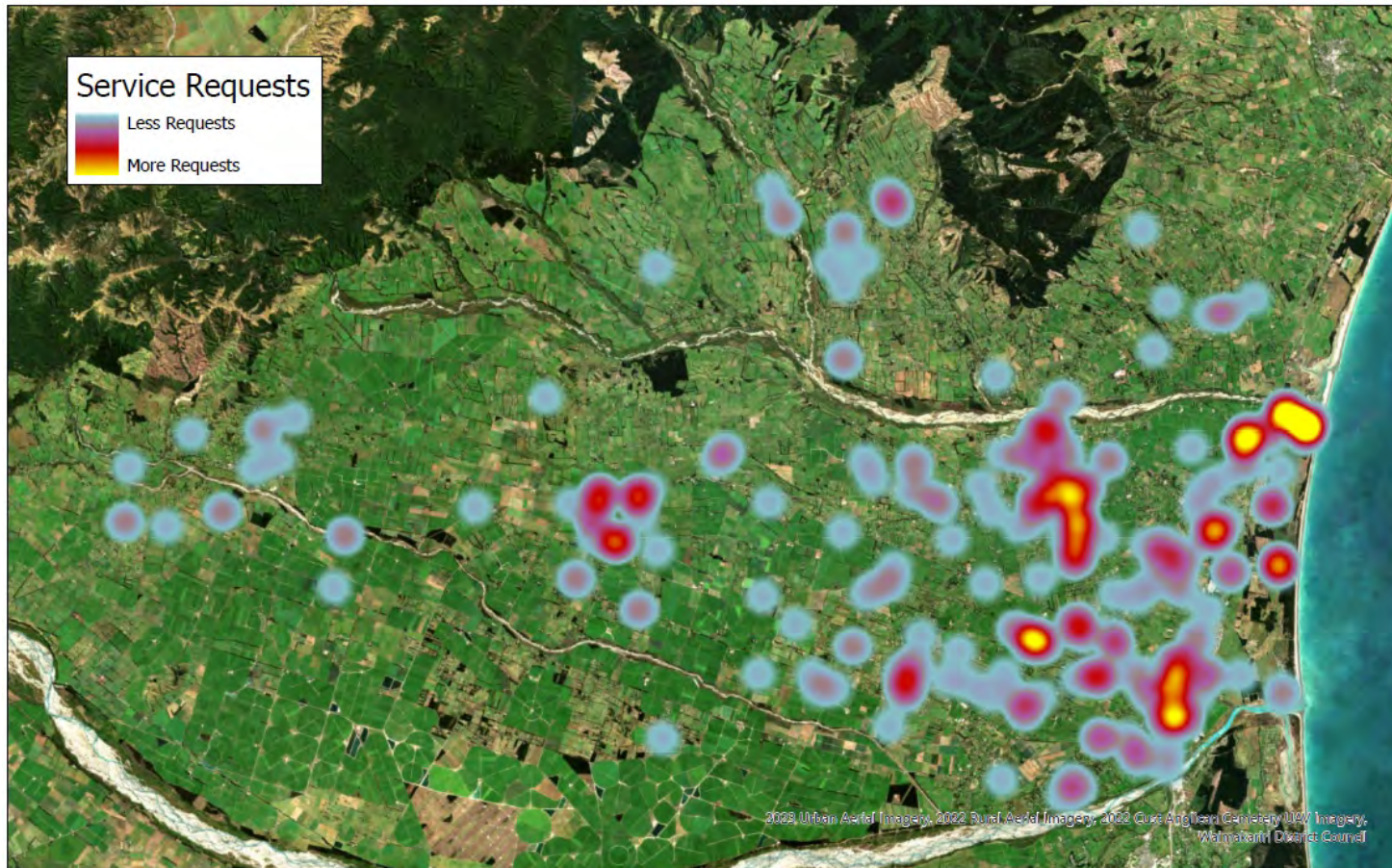
Service Requests

- Drainage related service requests received - **269**
- Additionally, there were 28 sewer, 22 civil defence, and 16 roading service requests related to the event
- Total number of service requests related to the July 2023 event – **335**
- **All have been called back to acknowledge their request**

Flooding Location	Number
House	3
Under House	7
Garage / Shed / Barn	26
Property	186
Road	106
No Flooding	7
TOTAL	335



Service Request Heat Map



Area	Count.
Ashley	5
Bennetts	1
Burnt Hill	1
Clarkville	13
Coopers Creek	1
Cust	28
Eyreton	3
Eyrewell	4
Fernside	5
Flaxton	5
Horrellville	1
Kaiapoi	42
Kairaki	2
Loburn	5
Loburn North	5
Mandeville North	6
Ohoka	25
Okuku	6
Oxford	13
Pegasus	5
Rangiora	48
Sefton	7
Springbank	2
Summerhill	1
Swannanoa	10
Tuahiwi	11
Waikuku	14
Waikuku Beach	20
Waimakariri District	19
West Eyreton	2
Woodend	18
Woodend Beach	7
Total	335

Initial Assessment

- **Triage and classification of all service requests related to the event**
 - Maintenance
 - Investigation
 - Advise customer
- **Grouping of investigations:**
 - Existing Investigation
 - Historical Investigation
 - New Investigation
- **Prioritisation**
- **Programming – 6 months**

Classification	Number
Maintenance Tasks	132
Investigations	
Existing	43
Historical	22
New	8
Advise Customer	31
TOTAL	236

Priority	Scale
1 – House, Urgent Works	Small
2 – Property	Medium
3 – Road	Large

Key Focus Areas

- Tuahiwi:
 - Te Pouapatuki Road
 - Greens Road
 - Church Bush Road
- Cam River
 - Bramleys Road
 - Revells Road
- Waikuku Beach
 - Taranaki Stream
 - Waikuku Beach Road / Leggits Road
 - Collins Drive
 - Reserve Road, Kiwi Ave, Cross St
 - Queens Ave / Collins Dr
 - Broadway Avenue
 - Northside Drive
 - Beach Cres
 - Kings Ave WWPS



Key Focus Areas

- **Roading:**
 - Washouts / road damage / scour around bridges at various locations around the network
 - Reinstating access for residents and making washouts / scoured areas safe (e.g., Island Rd, View Hill)
 - Lees Valley Road has two new slips where the road has dropped out. The road remains closed.
 - One small slip will require some minor treatment with geotextiles / shaping to stabilise
 - Second larger slip has reduced the road width and will require a retaining structure to be installed
 - Preparing an Emergency Works claim to Waka Kotahi for financial assistance
 - Very early estimates \$1.5M to \$2M (to be confirmed)




Priority 1 - Investigations


Name	# SR	New / Historical
Main North Road, Kaiapoi	1	Historical - Investigation
Edmunds Road, Clarkville	2	Historical - Maintenance
Jeffs Drain Road, Clarkville	2	New
Burgesses and Tram Road, Clarkville	4	Historical - investigation
Stalkers Road, Woodend Beach	1	Historical - Investigation
Taranaki Stream, Waikuku Beach	5	Historical
Main North Road SH1, Waikuku	1	Historical - Investigation
Northside Drive, Waikuku Beach	1	Historical - Investigation
Queens Ave, Waikuku Beach	1	Historical - Investigation
Pegasus Main Street, Pegasus	4	Historical - Investigation
Cam River, Tuahiwi	1	New
Greens Road, Tuahiwi	4	Historical - Maintenance
Church Bush Road, Tuahiwi	1	Historical - investigation
Bramleys Road, Tuahiwi	2	Historical - investigation
South Brook / Marsh Road, Rangiora	4	Historical - Maintenance
Rowse Street, Rangiora	1	New
Wilson Drive, Ohoka	3	Historical - Investigation
Resurgence Flow, Mandeville	6	Historical - Investigation
Cones Road / Fawcetts Road, Ashley	2	Historical - Investigation
Upper Sefton Road, Sefton	2	Historical - Investigation
Loburn Terrace Road (Site 1), Loburn	3	Historical - Maintenance
Loburn Terrace Road (Site 2), Loburn	1	Historical - Maintenance
Cust Road, Cust	5	Historical - Investigation
Woodfields Road (Site 1), Cust	7	Historical - Investigation
North Eyre Road, Eyreton	1	Historical
Washington Place, West Eyreton	3	Historical - investigation
High Street, Oxford	1	Historical - Investigation

- Currently 60 Priority 1 Investigations:
 - House / Building Flooding
 - Urgent / Immediate Works
- Likely to increase
 - Still becoming aware of issues
- Generally historical (areas that flooded in recent flood events).
- 3 New Investigations
 - Jeffs Drain Road
 - Cam River, Tuahiwi
 - Rowse Street, Rangiora

What Went Well

- **Kaiapoi stormwater new pumps operated well**
 - Feldwick Drive, Bracebridge Street, Meadow Street, Kalmia Place
 - Akaroa Street, Broom Street, Otaki Street
 - **Ranui Mews wastewater** - No known issues
 - **Many of the works since the 2014 and subsequent floods operated as expected, e.g. Mandeville, Pentecost Road, King Street / White Street area**
 - **Subdivision SW attenuation systems functioned as expected**
 - **Staff and contractor field teams** - proactive deployment before, during and after the event
- 

Next Steps

- Complete **post event de-brief** with maintenance contractors
 - Complete classifying, grouping and **prioritising** 335 service requests
 - Establish Flood Team (External consultants + 3 Waters & Roading staff, admin, support from PDU) to undertake **follow-up investigations**
 - Report to Council in September **request additional budget** for both investigation and upgrading works and signal LTP funding
 - **Programme** being developed and progress update will be reported to U&R in September
 - Complete **inspections** of Roading network and determine extent of repair work required
 - Establish whether this qualifies as an emergency event under Waka Kotahi **funding** rules
 - Engage with Environment Canterbury on river **improvement works**
 - **Review** works programme since 2014 including, delivery and effectiveness of interventions.
- 

Public Communications

- **Website will be updated and kept up to date**
- **Communications strategy to be developed / updated:**
 - General
 - Area specific
- **Individual service request submitters will be contacted for updates and to close out once complete**



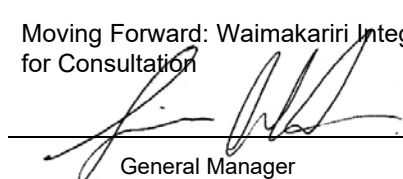
Future Response and Recovery Capacity

- **A significant event has occurred almost every year over the last decade**
- **These result in significant service requests (200 plus) - approx. 30% of a year worth of service requests from one event**
- **Significant surge in maintenance works and investigations required - approx. 6 months worth of work**
- **Community engagement**
- **New capital works – both urgent / immediate works and long term works**
- **Each time WDC needs to bring in consultant resources**
- **Consider permanent in-house Infrastructure Resilience Team**

Events
June 2014
July 2017
February 2018
June 2019
May 2021
July 2022
July 2023

Questions ...



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** BAC-03-115 / 230817126045**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Heike Downie, Senior Advisor – Strategy & Programme, on behalf of the Integrated Transport Strategy Project Control Group (PCG)**SUBJECT:** Moving Forward: Waimakariri Integrated Transport Strategy 2035+ – Draft for Consultation**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive

1. SUMMARY

- 1.1. On behalf of the Integrated Transport Strategy Project Control Group (PCG), this report presents the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* (draft ITS) document for Council approval to release for public consultation in September to October. The draft ITS is a culmination of considerable early stakeholder engagement including with elected members, environment scanning, and technical analysis undertaken over the last approximately 12 months.
- 1.2. The draft ITS (Attachment i) outlines the drivers for preparing a strategy, the relevant policy context, what we've heard from our community and stakeholders to date, our current situation, key transport challenges we face, our approach and responses to our challenges and drivers (Key Moves, principles and commitments), and how we will apply our Strategy. It is accompanied by a *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, Summary* (draft ITS Summary) (Attachment ii).
- 1.3. A series of high-level actions is included in Appendix A of the draft ITS (Attachment i), which are envisaged to be 'live' and subject to ongoing review to reflect growth and change. These will collectively drive the realisation of the proposed Key Moves and ultimately see the draft Strategy's vision come to fruition: *It is safe, easy and sustainable to journey to where we want to go.*
- 1.4. The draft ITS's Key Moves are:
- Create a well-connected multi-modal District
 - Integrate land use and transport to underpin higher density living in urban areas
 - Design the transport network for the efficient movement of freight
 - Deliver a safe transport system for everyone
 - Achieve travel behaviour change
- 1.5. It is important to note that the directions signalled in the draft ITS are consistent with feedback and support we have gained through early stakeholder engagement undertaken, as well as with national and (sub-)regional policy direction. In developing the draft ITS, the PCG has considered previous community feedback gained on a range of other projects related to transport initiatives as well as growth plans, together with input gained through workshops and special meetings held with stakeholders including Community Boards, promotions associations, freight operators, Waka Kotahi NZ Transport Agency, Environment Canterbury, Christchurch City Council, Greater Christchurch Partnership, Federated Farmers, Spokes Canterbury, Waimakariri Youth Council, Waimakariri Access Group, Age Friendly Advisory Group, and District schools' principals group.

- 1.6. A dedicated Stakeholder Working Group was established, which included membership of most of the aforementioned groups as well as Council's Portfolio Holders for Climate Change and Sustainability, District Planning, Roading, Transport, and Business, Promotions and Town Centres. In addition, a number of workshops were held with full Council over the duration of the development of the draft ITS, the most recent of which outlined the strategic context for an ITS, the draft Key Moves and principles, which were supported by Council.
- 1.7. Subject to Council approving that the draft ITS is released for consultation, it is anticipated that submissions are invited between mid-September and early October 2023. Staff will then consider feedback received and prepare a final ITS, to be presented to Council for adoption in February 2024. Prior to that, staff will hold a workshop with Council to discuss changes, if any, required to the final Strategy based on feedback received during consultation on the draft ITS.

Attachments:

- i. Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation (230824130822)
- ii. Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, Summary (230817126146)

2. RECOMMENDATION

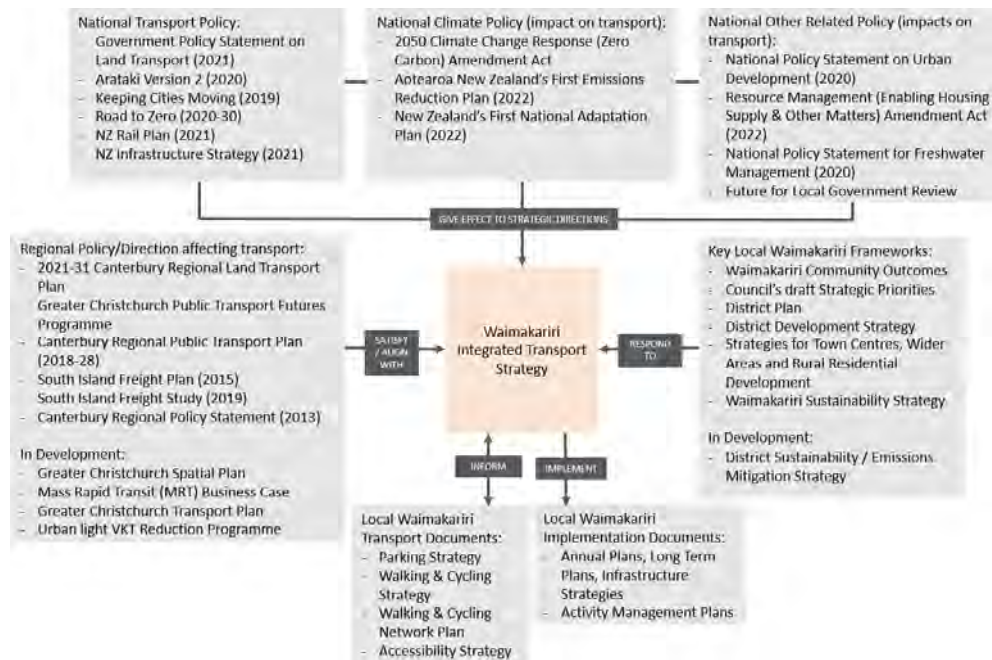
THAT the Council:

- (a) **Receives** Report No. 230817126045.
- (b) **Approves** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* (Attachment i, 230824130822) for public consultation, to occur between mid-September and early October 2023.
- (c) **Approves** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, Summary* (Attachment ii, 230817126146) for public consultation, to occur between mid-September and early October 2023.
- (d) **Nominates** the General Manager, Strategy, Engagement and Economic Development to approve any minor edits to the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* and *Summary* document (Attachments i and ii) (final print ready version) as required prior to public consultation commencing.
- (e) **Notes** that the development of the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* has been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement.
- (f) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation* and *Summary* document have been endorsed by the Integrated Transport Strategy Project Control Group (PCG) on whose behalf this report is written.
- (g) **Notes** that a final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, based on the comments received during consultation as well as further Council engagement planned to be undertaken on final directions in November, will be presented to the Council for adoption in February 2024.
- (h) **Circulates** this report to Community Boards.
- (i) **Notes** that Community Board engagement has informed the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation*, including Community Board membership on the dedicated Stakeholder Working Group established for this project, together with memos circulated and Community Board workshops held, and that Community Boards now have the opportunity to submit on the draft Strategy.

3. **BACKGROUND**

- 3.1. In the 2022/23 Annual Plan, Council committed funding to developing an Integrated Transport Strategy (ITS) for the District, that would consider transport related activities in a holistic, integrated manner and provide a decision-making framework for managing Waimakariri's transport and mobility needs towards 2035 and beyond. Transport is a major contributor to how our District and people function, intersect and connect with each other and the wider region. An ITS has an important role to establish the future direction for investment in the transport system and aligning investment with wider priorities and policy direction. In light of our unique local challenges, as well as more collective wider challenges around climate change, funding pressures and policy drivers around the way we get around, housing and looking after our environment, Council has an opportunity to respond in a way that safeguards the inter-generational wellbeing of our communities.
- 3.2. There is a strong wider strategic framework in place that guides the development of a draft ITS. Figure 1 summarises key central Government documents that provide transport, climate change and other related strategic direction that Council needs to give effect to, which impact in one way or another on the local transport system. A number of (sub-) regional strategies and plans, existing and in development, with which an ITS needs to align, provide context for a Strategy. Waimakariri's Community Outcomes and Council's draft Strategic Priorities provide critical strategic frameworks an ITS needs to respond to. Spatial growth-related strategies and those addressing sustainability / climate change provide locally specific context, to which an ITS also responds. Existing District transport related strategies help to inform the scope of an ITS, and in turn, an adopted ITS will inform the review of those documents. Implementation of an ITS will largely occur through projects committed through Long Term Plans (LTP) and Annual Plans (AP), as well as through external funding sources sought out.

Figure 1: ITS place within wider strategic context



- 3.3. Chapter 1 in Attachment i provides more details on the strategic context for an ITS. In summary, particularly critical strategic frameworks are:
1. the Aotearoa New Zealand's First Emissions Reduction Plan 2022 (ERP), which sets out strategies, policies and actions to achieve the requirements of the Climate Change Response Act. Among other things, the ERP sets targets for Local Authorities to reduce the total distance travelled by light vehicles on the transport network by 20% by 2035, and reduce emissions from freight transport by 35% by 2035.

2. the National Policy Statement on Urban Development 2020 (NPS-UD) provides a focus on intensifying urban growth in areas with good access to public transport and infrastructure, enabling greater housing density. The NPS-UD also removes requirements on developers to provide carparking.
 3. the Greater Christchurch Partnership's Urban Growth Programme, which includes the draft Greater Christchurch Spatial Plan, Turn up and go/Mass Rapid Transit (MRT) Business Case work, and Greater Christchurch Transport Plan, seek to provide directions for sub-regional settlement patterns including the roles of centres, and for delivering an equitable, healthy, and safe transport system.
- 3.4. In summary, national, regional and local policy direction, which helped to inform our draft ITS, signals that collectively we need to:
1. Achieve modal shift by increasing the uptake of alternative modes, such as walking, cycling and public transport, reducing our reliance on single occupant private motor vehicles
 2. Help reduce our transport related emissions
 3. Improve the integration of land use and transport planning so people can walk, bike, bus or drive as most appropriate for their needs
 4. Deliver a safe and resilient transport network, where all people can get to where they want to go, without the risk of death or serious injury
 5. Support the freight industry to ensure the movement of goods is as efficient, effective, resilient, and safe as possible.
- 3.5. However, one size does not fit all. A key consideration for Waimakariri District is addressing the different transport and mobility needs of both rural and urban communities. For residents in towns, it is more practical to improve access to and provision for walking, cycling and public transport, whilst also making it easier for those who need to drive. Rural communities are more reliant on vehicles to meet everyday needs. The draft ITS seeks to balance the needs for mobility, which can be multi-modal in towns, and transport dependency in rural areas where alternatives are harder to realise.
- 3.6. Chapter 1 in Attachment i outlines the drivers for our draft Strategy, which have been workshopped with Council and stakeholders during the development of the document. Key drivers include climate change, a framework for investment, access to central Government funding, our fast-growing community, changing demographics, our settlement and employment pattern, economic prosperity, partner and community expectations, changing technology, and national policy direction.
- 3.7. Over the years, the community has asked for a number of transport related enhancements including that urban areas for shorter trips are improved, that connectivity for all modes of transport (whether walking, cycling, driving, or using public transport) is enhanced, that speed management is implemented, that good higher density development is achieved, that parking is improved, that freight hubs are established, that electric vehicle parking is provided, and that the rail network is made better use of.
- 3.8. Based on our current situation, environment scanning, what we've heard from the community to date, and policy direction, Chapter 3 of Attachment i outlines our key challenges facing our transport system. These provide important context for our approach through the draft Strategy; in summary they are impacts on the environment, land use integration and intensification, safety, travel behaviour, multi-modal connectivity, and freight efficiency.
- 3.9. The process for developing the draft ITS was extensive and involved considerable stakeholder engagement to date. Following a scoping memo prepared and discussed with Management Team, and a Project Plan and Communications and Engagement Plan drafted, a Project Control Group (PCG) was established, and environment scanning was undertaken. Transport consultants Ableys were engaged late last year to assist in the development of an ITS bringing significant technical knowledge. A technical note on

issues, challenges and the strategic context was Abley's first deliverable in February 2023 (in trim 230228026861). February then also saw a briefing held with Council to discuss issues, challenges and opportunities facing our transport system.

- 3.10. A dedicated Stakeholder Working Group was established, and a first half day workshop was held in March to discuss issues and options, a vision for our transport system going forward, as well as opportunities and priorities a Strategy should address (workshop notes in trim 230320037839). Membership on the Stakeholder Working Group was wide, with representation from Community Boards, promotions associations, freight operators, Waka Kotahi NZ Transport Agency, Environment Canterbury, Christchurch City Council, Greater Christchurch Partnership, Federated Farmers, Spokes Canterbury, Waimakariri Youth Council, and Waimakariri Access Group. The Council's Portfolio Holders for Climate Change and Sustainability, District Planning, Roothing, Transport, and Business, Promotions and Town Centres were also members. Separately, staff also reached out to a number of other stakeholders early this year to better understand issues experienced, and opportunities and priorities identified by groups such as Age Friendly Advisory Group, District schools' principals group, and KiwiRail. Community Boards were also given the opportunity to further discuss issues and options for the transport system in April, noting that Community Board Chairpersons were members on the Stakeholder Working Group.
- 3.11. Based on engagement to date, which also included briefings with, and updates to, Management Team, draft strategic directions were formulated and Abley delivered a technical note on proposed Key Moves and structure for an ITS in April (in trim 230406049238). Draft Key Moves were then workshopped with the Stakeholder Working Group at its second half day session in May (workshop notes in trim 230522074249). This provided an opportunity to sense-check the developing strategic direction that would underpin a draft ITS, as well as discuss proposed high-level actions to implement a Strategy following adoption. Both Stakeholder Working Group sessions were well attended, and the directions proposed in the draft ITS are consistent with feedback and support gained at these and during other early stakeholder engagement discussions undertaken.
- 3.12. Two workshops on strategic directions were held with Council, in June and July. At the July workshop, Councillors supported the proposed Key Moves and principles that would underpin a draft ITS. Based on these, a draft ITS document was prepared, as well as a Summary (Attachments i and ii) and staff prepared for public consultation.
- 3.13. Regular discussions have also occurred between the ITS project team and colleagues preparing the Roothing Activity Management Plan (AMP) to ensure that messages are shared, the document hierarchy is clear, and emerging directions from the ITS are available to assist with informing AMP narrative.

4. **ISSUES AND OPTIONS**

- 4.1. The draft ITS (Attachment i) is organised into five chapters. Chapter 1 outlines why the Strategy is needed, the vision – *It is safe, easy and sustainable to journey to where we want to go*, the policy context, the drivers for the Strategy, what we've heard from the community to date, and our contributing stakeholders. Chapter 2 discusses our current situation, and summarises our population and land use, road network, cycling network, walking network, public transport network, rail network, and how we travel. Chapter 3 outlines key transport challenges.
- 4.2. Chapter 4 then details our approach and responses to meeting the transport challenges facing the District. Five Key Moves are proposed, accompanied by principles and 'what will we do'. The Key Moves and principles, which are consistent with those discussed with Council at the July workshop, are:
 1. Create a well-connected multi-modal District
 - ✓ People should have a choice when it comes to how they travel.
 - ✓ The transport network should allow for people using any transport mode to move to and from, within, and between our urban areas.

- ✓ Providing for alternative modes will give our residents choice and provide a way to reduce vehicle kilometres travelled and related emissions to align with our sustainability commitments.
2. Integrate land use and transport to underpin higher density living in urban areas
 - ✓ The design and delivery of a transport network that supports our growth objectives including improving:
 - ✓ sustainability,
 - ✓ resilience,
 - ✓ neighbourhood cohesion and character,
 - ✓ housing choice.
 - ✓ Encourage higher-density development and intensification in areas close to key transit corridors that can support alternative modes
 3. Design the transport network for the efficient movement of freight
 - ✓ Freight efficiency is essential for our farms, businesses and town centres which are important contributors to the District's economic prosperity.
 - ✓ Efficient routes for freight will support our town centres and improve safety and effectiveness of our corridors for all modes of transport
 - ✓ Our freight requirements cannot be met solely via rail. The primary road network can be promoted for freight transportation while reducing the use of local roads.
 - ✓ We will support and enable freight and logistics efficiency to assist the shift toward decarbonisation, which also delivers economic outcomes.
 4. Deliver a safe transport system for everyone
 - ✓ We will partner with Government to implement adopted road safety strategies so that no one should be killed or seriously injured on our roads
 - ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
 - ✓ Driver education will also be supported
 5. Achieve travel behaviour change
 - ✓ We will work towards ensuring all people can use their preferred mode of transport.
 - ✓ We will balance between investment across all modes, supporting transport choice
 - ✓ We will reduce light vehicle kilometres travelled and the associated emissions to align with our sustainability goals
- 4.3. The remaining parts of the draft ITS relate to how the Strategy will be applied and provide links to further information. The draft ITS signals wider outcomes that implementation of an adopted ITS will ultimately hope to influence, noting many other external factors are at play. These are outcomes such as an increase in public transport use, increase in people using active modes and a reduction in private vehicle use (and transport carbon emissions), a reduction in deaths and serious injuries on our roads, more reliable private and freight journeys, better integration of transport with housing and key activity centres, and higher community satisfaction with our transport network.
 - 4.4. Appendix A of the draft ITS lists a range of high-level implementation actions that will collectively drive the realisation of the Key Moves. These are envisaged to be 'live' and subject to ongoing review to reflect growth and change. Some actions can be undertaken by Council, while others require the buy-in, partnership and support of other stakeholders, or require additional funding.
 - 4.5. Implementation of an eventually adopted ITS requires a programme approach and integration with a number of other key mechanisms, programmes and projects.

1. For some directions committed once adopted, the ITS will be able to provide a clear direction (for example, review of the Parking Strategy to create a Parking Management Plan; development of an Intensification Plan).
 2. For others, the ITS will demonstrate alignment and acknowledge that decisions are made in the context of separate strategic frameworks (for example, continued collaboration with sub-regional partners on the confirmation and application of Significance Criteria to provide a decision-making framework for responding to demands for new greenfield areas).
 3. The District Plan, Walking and Cycling Network Plan, Greater Christchurch Spatial Plan and Transport Plan, Town Centre Strategies, Development Agreements, Activity Management Plan, and Outline Development Plans are examples of other work programmes that become key ITS implementation mechanisms.
 4. Equally the ITS will likely signal some new projects, for which business cases will need to be developed and appropriate funding (including potential external funding sources) identified. It is anticipated that staff will seek that the 2024/34 Long Term Plan contains some funding 'placeholders' for any specific ITS implementation projects, as relevant. As part of that work, projects will likely be categorised into an A, B and C list of priority and budget together with delivery timeframes assigned accordingly so Council is able to consider any budget requests appropriately. This is a similar approach taken in previous years for Town Centre Strategy implementation and currently for the Waimakariri Economic Development Strategy.
- 4.6. Subject to Council approving the draft ITS for community consultation, the key next project steps are as follows:
- Early September 2023: The draft ITS will be shared with members of the Stakeholder Working Group and groups will be encouraged to prepare a submission.
 - Mid-September 2023: Community consultation on draft ITS opens for three weeks and relevant communication tools are deployed (awareness and information via Council's website, engagement platform, social media, print, digital screens, Bang The Table)
 - Mid to late October 2023: Submissions to draft ITS are analysed and any additional stakeholder/expert views are sought, if necessary
 - 14 November 2023: Council briefing to provide update on consultation feedback and discuss directions for final ITS document
 - November to December 2023: Final ITS document is prepared
 - 6 February 2024: Final ITS is presented to Council for adoption

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report, as it outlines directions contained in a draft ITS which impact on community wellbeing by way of providing a decision-making framework for transport services and infrastructure.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report, as it outlines content of a draft ITS document, the directions within which impact on community wellbeing by way of providing a decision-making framework for transport services and infrastructure. It should be noted that engagement with mana whenua via Mahaanui Kurataiao Ltd (MKL) was sought at the outset of the project last year. MKL declined involvement in the project at that stage, noting they are engaged at the Greater Christchurch Partnership level. However, following a recent meeting between Council and Ngāi Tūāhuriri Runanga, it was signalled that engagement with MKL on the project is appropriate in order to demonstrate the relationship between the draft ITS and transport related project occurring at the Greater Christchurch Partnership level. Engagement has been sought since, but at the time of writing this report, no response has

yet been received. Council is very open to discuss this project further with Ngāi Tūāhuriri Runanga and MKL should the opportunity arise.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, as it outlines content of a draft ITS that will be released for public consultation, the directions within which impact on community wellbeing by way of providing a decision-making framework for transport services and infrastructure. Targeted early stakeholder engagement has taken place this year, and feedback gained has directly inputted in the identification and formation of key issues, challenges, and opportunities facing our transport system, and in the development of the Key Moves, principles, commitments and high-level actions discussed in this report and contained in Attachment i and ii.

In addition to individual meetings held with several key stakeholder groups (including the Waimakariri Access Group, Age-Friendly Advisory Group, Youth Council, District school principals and Community Boards), a Stakeholder Working Group was established early in the project to provide input into the development of a draft Strategy. The Stakeholder Working Group includes representation from Council, Community Boards, Promotions Associations, Greater Christchurch Partnership, Waka Kotahi, Environment Canterbury, Christchurch City Council, freight operators, Federated Farmers, Youth Council, Waimakariri Access Group and Spokes. Two half-day workshops were held with the Stakeholder Working Group this year.

Concerns, views and ideas provided by stakeholders are summarised in relevant sections in Attachments i and ii, as well as discussed in summary in sections 3 and 4 of this report.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Following approval by Council, wide public consultation on the draft ITS document will be undertaken from September to October. Stakeholders will be alerted that the draft ITS has been released for public consultation and will be encouraged to prepare a submission. Communications tools to raise awareness of the project will be utilised including information on Council's channels (website, engagement platform, social media, print, digital screens, Bang the Table etc). A feedback form has been created, which will be widely available and is also contained at the back of Attachment ii.

In addition, previous relevant transport related consultation feedback from a number of projects has been reviewed and considered in the early stages of this project, in order to identify existing views from the wider community. Projects from which previous community feedback was considered include, but are not limited to: Greater Christchurch 2050 – Residents Survey, Waimakariri Community Survey and Customer Satisfaction Survey, Walking and Cycling Network Plan, Waimakariri District Development Strategy, Parking Strategy. In summary, such information has highlighted transport related concerns including:

- Lack of modal choice – public transport, walking and cycling need to be easier and affordable
- Traffic congestion and parking, particularly in main eastern towns
- Carbon emissions must be minimised
- Road safety needs to be improved by, for example, reducing speed

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. Whilst this report seeks approval of a draft ITS to be released for public consultation, an eventually adopted ITS requires funding to implement. The draft ITS proposes a list of high-level implementation actions contained in Appendix A of Attachment i. While many actions link to existing workstreams operating within existing budgets, and others would be met by external funding sources, some 'new' actions or projects will require new funding.

As discussed in 4.5 above, implementation of an eventually adopted ITS requires a programme approach and integration with a number of other key mechanisms, programmes and projects. It is anticipated that staff will seek that the 2024/34 Long Term Plan contains some funding 'placeholders' for any specific ITS implementation projects - work to identify those is occurring now. As part of that work, projects will likely be categorised into an A, B and C list of priority and budget together with delivery timeframes assigned accordingly so Council is able to consider any budget requests appropriately. This is a similar approach taken in previous years for Town Centre Strategy implementation and currently for the Waimakariri Economic Development Strategy.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts as several of the Key Moves seek to support and enable mode shift to create a well-connected District through infrastructure, integrate land use and transport planning, and achieve behaviour change, which all ultimately seek to reduce our communities' reliance on cars and thus contribute to VKT reduction targets. Key drivers for the development of an ITS detailed in Attachment i include that change is needed to address and mitigate the transport sector's impacts on climate change.

6.3 **Risk Management**

There are some risks arising from the adoption/implementation of the recommendations in this report, in that the draft ITS (Attachment i) contains high-level implementation actions in Appendix A, which are currently unbudgeted and the full cost of delivering the vision, Key Moves and actions contained in the draft ITS is undetermined. As reflected in 6.1 though, many actions link to existing workstreams operating within existing budgets, and others could be met by external funding sources. However, the categorisation of actions into an A, B and C priority alongside associated costings in preparation for the 2024/34 Long Term Plan process means Council can advance projects in accordance with any wider financial considerations.

It should also be noted that an adopted ITS provides a sound platform for Council to seek external funding for specific projects that align with particularly national policy direction in the transport space. There is a greater risk that funding applications will be unsuccessful in the absence of an adopted ITS.

There is a risk that current national/regional policy and legislation (influencing the strategic directions underpinning the draft ITS) are superseded by new directions. The directions contained in the draft ITS have been developed to be sufficiently high-level so as to be flexible and relevant in the face of potential political change. At the same time, the ITS is envisaged to be a 'living document' where the key directions are reviewed and updated to be able to reflect external movements.

6.3 **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

A number of legislative documents are relevant in this matter including, but not limited to: Land Transport Management Act, Local Government Act, Government Policy Statement on Land Transport, Aotearoa New Zealand's First Emissions Reduction Plan, National Policy Statement on Urban Development.

7.3. **Consistency with Community Outcomes**

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.
- Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

There is a healthy and sustainable environment for all

- People are actively encouraged to participate in improving the health and sustainability of our environment

Transport is accessible, convenient, reliable and sustainable

- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

7.4. **Authorising Delegations**

Council has the designated authority to approve and adopt new Council strategies.

MOVING FORWARD: WAIMAKARIRI INTEGRATED TRANSPORT STRATEGY 2035+

DRAFT FOR CONSULTATION



Mayoral Foreword

I am excited to present this new plan for the future of transport in Waimakariri.

It's called *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, and it's a milestone in planning for the future of our transport system over the next decade and beyond.

This document is for the community to comment on – your thoughts will help to form our final strategy.

Transport is important to everyone. It's a major contributor to how our people function, interact and connect with each other and the wider region.

We are working with our Greater Christchurch partners, including Waka Kotahi NZ Transport Agency, neighbouring Councils, Environment Canterbury, mana whenua and Te Whatu Ora – Waitaha, to ensure our plans all interact and talk to one another.

However, we have local challenges and opportunities that only we are responsible for, and it's critical that we plan ahead of time in light of these.

Today as a community we face pressures of funding constraints, climate change, and policy changing the way we live and look after our environment. In these challenges we have an opportunity to respond in a way that safeguards our communities.

Waimakariri is one of the fastest growing districts in the country. We want to make sure our District continues to be a place where people want to be and one where "It is safe, easy and sustainable to journey to where we want to go".

Having a great, responsive, safe, and sustainable transport system will play an important part in underpinning this.

We must get the balance right, and a challenge for us is addressing the many different and often competing demands on our transport system.

In writing this draft, we have thought about our residents who live in towns as well as our rural communities. We have also considered our town centres, businesses and industries.

This draft strategy proposes some Key Moves we believe can make positive changes to our transport system moving forward.

These look to create a well-connected multi-modal district, integrate planning so the transport network is used most effectively, ensure freight movements are efficient, deliver a safe system for everyone, and encourage travel behaviour change.

In shaping this draft strategy, we listened to our community and stakeholders, who shared their views during early engagement. We are thankful for those contributions to get us to this point. This draft strategy is also underpinned by expert advice and technical information.

Now we want to know if we have got it right and hope you will share your views with us.

We look forward to your feedback.



DAN GORDON
MAYOR OF WAIMAKARIRI DISTRICT

Contents

EXECUTIVE SUMMARY	1
<hr/>	
1. INTRODUCTION	2
1.1 Why is this strategy needed.....	2
1.2 Vision.....	2
1.3 The policy context.....	4
1.4 The drivers of our strategy.....	6
1.5 What has our community told us?.....	7
1.6 Contributing Stakeholders.....	8
2. CURRENT SITUATION	9
2.1 Our population and land use.....	9
2.2 Our road network.....	9
2.3 Our cycling network.....	11
2.4 Our walking network.....	11
2.5 Our public transport network.....	13
2.6 Our rail network.....	14
2.7 How we travel.....	14
3. KEY TRANSPORT CHALLENGES	15
<hr/>	
4. OUR APPROACH	17
4.1 Create a well-connected multi-modal district.....	18
4.2 Integrate land use and transport to underpin higher density living in urban areas.....	19
4.3 Design transport for the efficient movement of freight.....	20
4.4 Deliver a safe transport system for everyone.....	21
4.5 Achieve travel behaviour change.....	22
5. STRATEGY APPLICATION	23
5.1 Opportunities for change.....	23
5.2 Influencing outcomes.....	23
LINKS TO FURTHER INFORMATION	24
<hr/>	
APPENDIX A: IMPLEMENTATION ACTIONS	26
Key Move 1.....	26
Key Move 2.....	27
Key Move 3.....	27
Key Move 4.....	28
Key Move 5.....	28

Executive Summary

The Waimakariri District offers an enviable lifestyle – with economic, social, and recreational attractions in and surrounding our District, our community is growing rapidly. In fact, Waimakariri is one of the fastest growing districts in New Zealand. However, rapid growth does have the potential to bring some negative transportation outcomes if it's not planned for well, such as congestion and road safety concerns. We are creating an integrated vision through this draft *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* to respond to these and other challenges, and drivers for change.

This is a strategic document which sets out how we will manage our transport and mobility needs towards 2035 and beyond. As a Local Authority we plan, manage, and operate our transportation system within a strategic framework including legislation, policies and plans – at national and (sub) regional level.

We need to give effect to these documents and think about what they mean for us in Waimakariri. In drafting our strategy, we have considered frameworks such as the Government Policy Statement on Land Transport 2021/22-2030/31, Aotearoa New Zealand's First Emissions Reduction Plan (2022), National Policy Statement on Urban Development (NPS-UD) (2020), as well as a number of regional and local policy documents including land use and transport frameworks that are being developed by the Greater Christchurch Partnership.

We need to do better at achieving modal shift by increasing the uptake of walking, cycling and using public transport; helping reduce transport related emissions; improving the integration of land use and transport planning; delivering a safe and resilient transport network; and supporting our freight industry to ensure the movement of goods is as efficient, effective, resilient and safe as possible.

Over the years, our community has asked for a number of transport related enhancements. In developing this draft strategy, we have reached out to many stakeholders who have provided insight into the challenges and opportunities facing our transport system, and have shaped the directions underpinning our draft strategy.

In thinking about some of the key challenges facing our transport network, such as impacts on the environment, land use integration and intensification, safety, travel behaviour, multi-modal connectivity and freight efficiency, we have formulated five Key Moves, underpinned by our principles and what we can do to make positive changes to our transport system moving forward. To achieve our vision *It is safe, easy and sustainable to journey to where we want to go*, we will commit to:

1. Creating a well-connected multi-modal district to support modal choice
2. Integrating land use and transport to underpin higher-density living in urban areas
3. Designing the transport network for the efficient movement of freight to ensure the impacts of growth in the district will not hinder the district's freight needs
4. Delivering a safe transport system for everyone
5. Achieving travel behaviour change by supporting our residents to walk, cycle and use public transport more.

1. Introduction

1.1 Why this strategy is needed

The Waimakariri District is one of the best places to live in New Zealand. With economic, social, and recreational attractions within and surrounding our district, our community is growing rapidly. This growth provides better facilities and employment opportunities, but also has the potential to bring negative transportation outcomes if not planned for well, such as increasing traffic congestion and road safety concerns.

To respond to these challenges, we have committed to delivering the Waimakariri Integrated Transport Strategy. This is a strategic planning document which sets out how we will manage our transport and mobility needs towards 2035 and beyond. This document is a draft strategy, and we want to hear what our communities and stakeholders think about it before we develop a final strategy, adopt it, and use it to guide our decision-making.

1.2 Vision

It is safe, easy and sustainable to journey to where we want to go

Meeting the needs of urban and rural Waimakariri

A key challenge for us is addressing the many different and often competing demands on our transport system. For residents in our towns, there is a real desire to improve access to and provision for walking, cycling and public transport, while also making it easier for those who need to drive. Finding the right balance is fundamental to maintaining and improving the great quality of life in our urban areas.

We are aware of the challenges we are facing for meeting the transport needs in rural Waimakariri. How do we ensure our primary industries, whether that is farming, forestry or quarrying, can get their products to their markets, reliably and efficiently? How do we make our rural roads safe for the increasing number of people who want to walk and cycle around the district? How do we ensure that the transport network is resilient to increasing demands and extreme weather events that can impact on infrastructure?

This strategy focuses on improving transportation outcomes for both urban and rural areas, acknowledging that whilst providing for more sustainable modes is easier in our urban environs, rural areas are more difficult to service and are more reliant on vehicles to meet everyday needs.

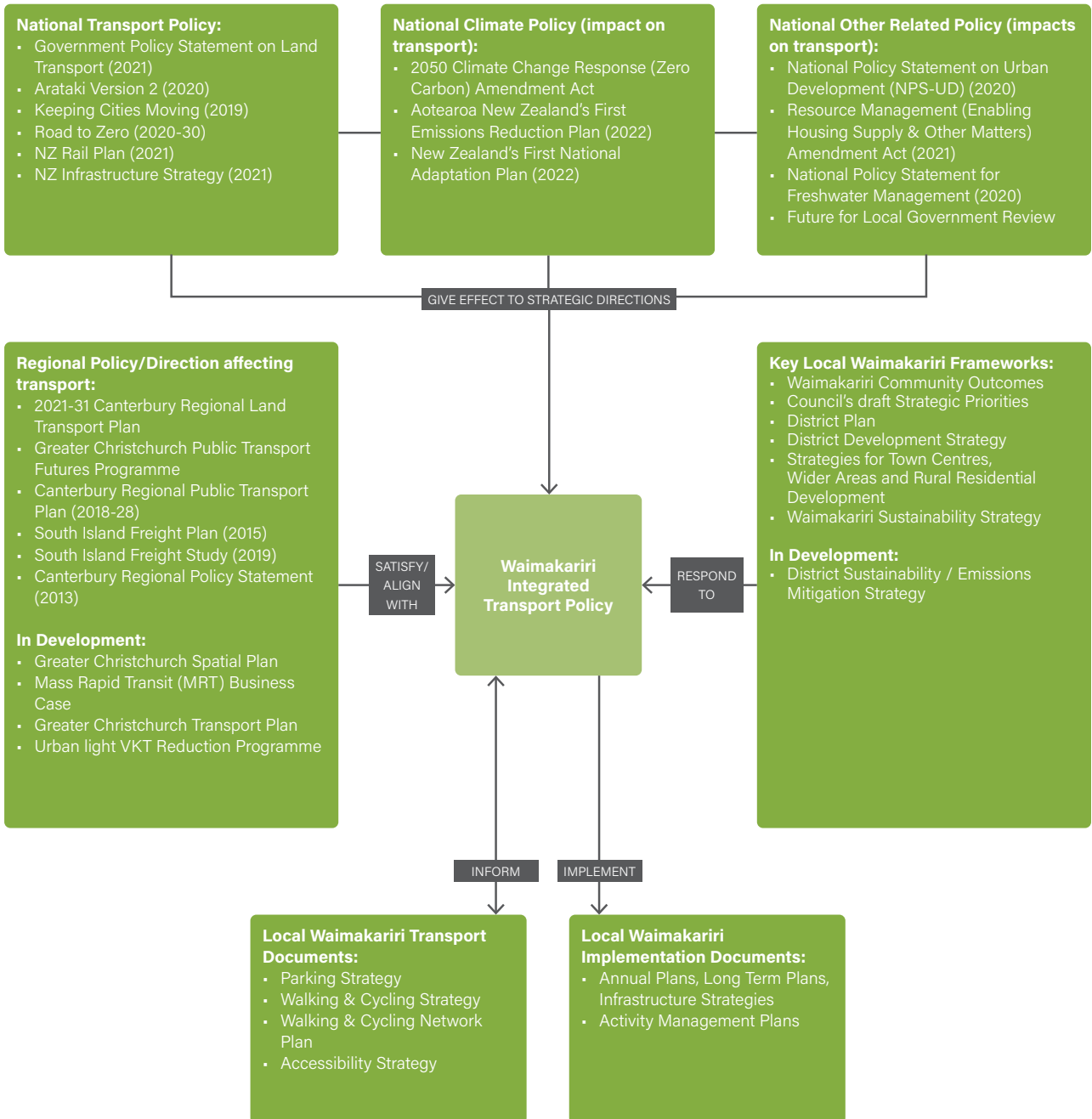


Fig.1 Policy Context

1.3 The policy context

As a Local Authority we plan, manage, and operate our transportation system within a wider strategic framework including legislation, policies and plans. These may be focused at a national level or a (sub-)regional level. We need to give effect to these higher order strategic documents and think about what they mean for us at a local level, through our own local policies, plans and strategies. In developing this document, we have considered these frameworks which set the wider policy context for our draft Integrated Transport Strategy.

National Context

Some of the key documents we have particularly considered whilst developing this draft strategy include:

Government Policy Statement on Land Transport 2021/22-2030/31 (GPS).

The GPS sets out the Government's priorities for land transport, and the corresponding investment approach for the next 10 years. The GPS seeks to deliver a transport system that improves wellbeing and liveability by contributing to the following five key outcomes established by the Ministry of Transport's Transport Outcomes Framework:

- **Inclusive Access** – enabling all people to participate in society through access to social and economic opportunities, such as work, education, and health care
- **Economic prosperity** – supporting economic activity via local, regional, and international connections, with efficient movements of people and products
- **Healthy and safe people** – Protecting people from transport-related injuries and harmful pollution, and making active travel and attractive option
- **Environmental sustainability** – Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality
- **Resilience and Security** – Minimising and managing the risks from natural and human-made hazards, anticipating, and adapting to emerging threats and recovering effectively from disruptive events.

The GPS includes four strategic priorities that guide investment over the 2021-31 period as follows:

- **Safety** – Developing a transport system where no-one is killed or seriously injured
- **Better Travel Options** – Providing people with better transport options to access social and economic opportunities
- **Climate Change** – Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access
- **Improving Freight Connections** – Improving freight connections for economic development.

Aotearoa New Zealand's First Emissions Reduction Plan (2022)

The Emissions Reduction Plan sets out the strategies, policies, and actions to achieve the requirements of the Climate Change Response Act.

The plan includes three focus areas to guide the approach to reducing transport emissions:

- Reduce reliance on cars and support people to walk, cycle and use public transport
- Rapidly adopt low emissions vehicles
- Begin work now to decarbonise heavy transport and freight.

There are several transport targets set to achieve a reduction in transport emissions of 41% by 2035 when compared to 2019 levels. In the context of this draft Integrated Transport Strategy the targets set for Local Authorities including us are to:

- reduce the total distance travelled by light vehicles on the transport network by 20% by 2035
- reduce emissions from freight transport by 35% by 2035.

National Policy Statement on Urban Development (NPS-UD) 2020

The purpose of the National Policy Statement on Urban Development (NPS-UD) is to ensure that our towns and cities are well-functioning urban environments that will meet the changing needs our diverse communities. This provides a focus on intensifying urban growth on areas with good access to public transport and infrastructure, enabling greater housing density than what was generally allowed for before.

Requirements on developers to provide carparking have also been removed, changing the way in which Local Authorities look to manage parking in our urban centres going forward.

Regional and Local Context

There are several regional level plans and policies which give effect to national policy direction, most notably the Canterbury Regional Land Transport Plan 2021-31, Canterbury Public Transport Plan 2018-28, and Draft South Island Freight Plan.

These documents set out priorities and actions, and direct investment in the transportation system for the corresponding ten-year period.

In turn, local policies and plans give effect to the regional and national policy direction. Local plans and policies include the Waimakariri District Plan which provides objectives, policies, and rules to achieve sustainable growth and development in the district. The Long Term Plan 2021-31 sets out our intentions for the next 10 years including infrastructure and financial strategies outlining our commitment to investment including in the transport network.

We are also working with Christchurch City Council, Selwyn District Council, Environment Canterbury, Waka Kotahi NZ Transport Agency, Te Whatu Ora Waitahi, and mana whenua as part of the Greater Christchurch Partnership. This partnership helps us address the larger, (sub)regional challenges that come from looking after a wider area together such as whether mass rapid transport can be delivered. This Partnership is developing frameworks such as the Greater Christchurch Spatial Plan and Greater Christchurch Transport Plan which provide directions for sub-regional settlement patterns including the roles of centres, and for delivering an equitable, healthy, and safe transport system.

Summary

In summary, the national, regional, and local policy direction, which helps to inform our draft Integrated Transport Strategy, signals that collectively we need to:

1. Achieve modal shift by increasing the uptake of alternative modes, such as walking, cycling and public transport, reducing our reliance on single occupant private motor vehicles
2. Help reduce our transport related emissions
3. Improve the integration of land use and transport planning so people can walk, bike, bus or drive as most appropriate for their needs
4. Deliver a safe and resilient transport network, where all people can get to where they want to go, without the risk of death or serious injury
5. Support our freight industry to ensure the movement of goods is as efficient, effective, resilient, and safe as possible.

1.4 The drivers of our strategy

- **Climate change** - The backdrop of climate change and the transportation sector's contribution to emissions is well established. The Emissions Reduction Plan puts an onus on Councils to reduce emissions and the vehicle kilometres travelled (VKT) on our transport network. A strategic response is required to meet the targets established in the Emissions Reduction Plan.
- **Framework for investment** - Our strategy has an important role to establish the future direction for investment in the transportation system and aligning investment with wider priorities and policy direction.
- **Access to central Government funding** - There are opportunities to seek central Government funding where investment aligns with national policy direction. Investment in the transportation sector does not need to be solely funded through rates. A well-considered and robust plan puts us in the best position to access future funding streams.
- **Fast-growing community** - We are one of the fastest growing districts in the country, with our population projected to reach near 100,000 by 2051. Growth will increase the number of journeys made across the district and into Christchurch City, putting increased pressure on the transport system. As a Tier One Council under the NPS-UD we must plan for growth, enable more intensification and integrate our transportation infrastructure to service our growing district.
- **Changing demographics** - While we are a growing district, we also have an aging population. This changes how we plan for our future including making sure we plan for sustainable growth and meet the mobility needs of all residents.
- **Settlement and employment pattern** - Our community includes both urban and rural settlements, and many of our residents commute to outside of Waimakariri for work. Our strategy needs to respond to and recognise our wide range of transportation needs to connect us to where we need to go.
- **Economic prosperity** - Planning our transportation system to enable our businesses to efficiently move freight and provide services is fundamental to the successful development of our strategy.
- **Partner and community expectations** - We have engaged with our Greater Christchurch partners and other stakeholders in our community and listened to public feedback in the development of this strategy, so that we clearly understand our aspirations and needs.
- **Changing technology** - Technological advances in the transportation sector provide us with new modes of travel and opportunities to decarbonise. This includes opportunities to be less reliance on travel to meet our needs through remote working or online shopping.
- **National Policy Direction** - The national policy landscape is ever-changing, and we are responsible for aligning and updating our local plans and policies to give effect to changes. Our strategy must be adaptable and flexible in its approach.

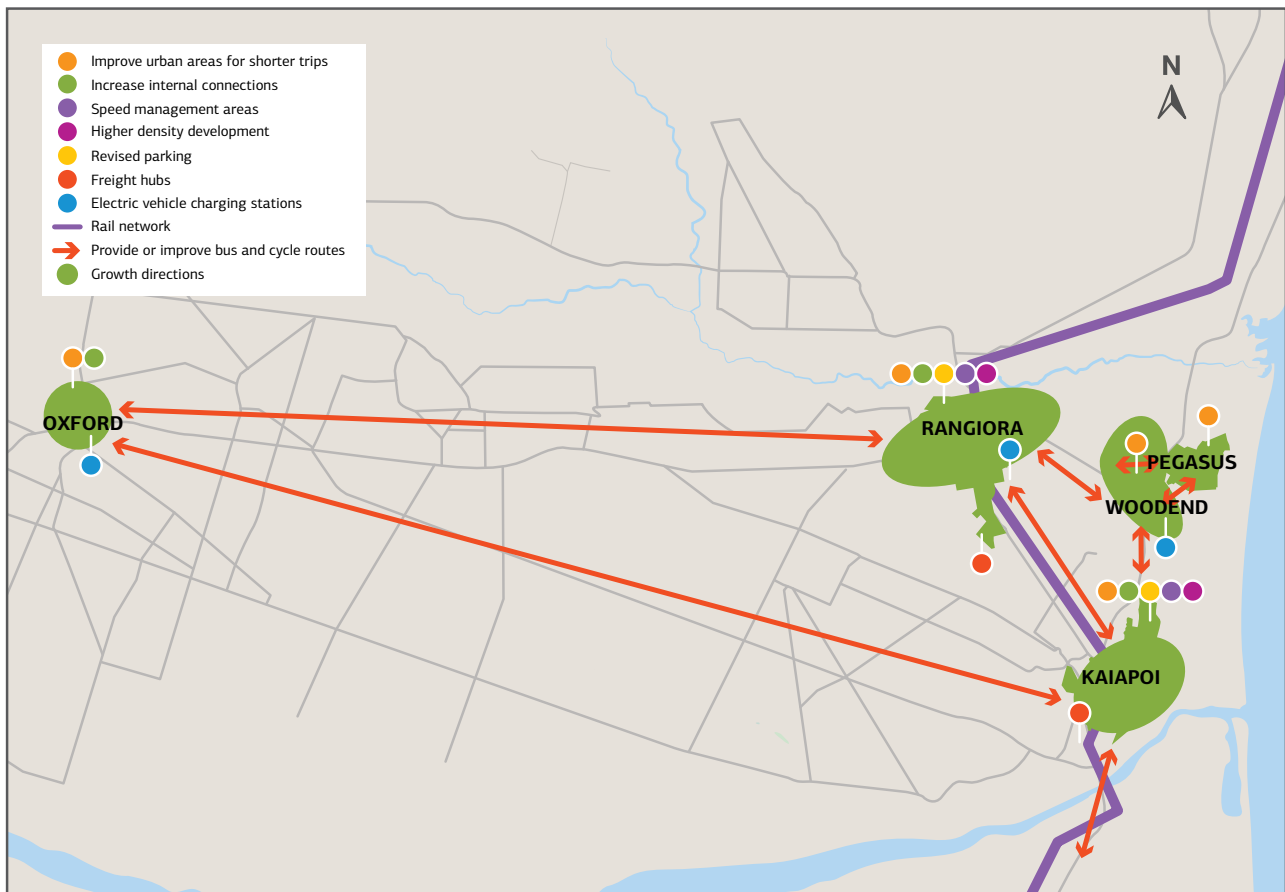


Fig.2 Community feedback for desired transport improvements

1.5 What has our community told us?

We have been reviewing feedback we've received on several projects over the years from our residents, businesses, community groups and other stakeholders. Our community has consistently asked for several key transport related enhancements including that we need to improve urban areas for shorter trips, improve connectivity by all modes of transport (whether we are walking, cycling, driving, or using public transport), implement speed management, achieve higher density development, improve parking, establish freight hubs, provide electric vehicle parking and make better use of the rail network. Figure 2 shows the locations this type of feedback relates to.

Similarly, the Greater Christchurch 2050 Residents Survey undertaken in 2020 found that:

- 62% of our residents are concerned about traffic congestion
- 47% of our residents want public transport, walking and cycling to be easy and affordable
- 40% of our residents want it to be easy to get around
- 25% of our residents want carbon emissions to be minimised.

Waimakariri residents' feedback aligns with much of the national and regional policy direction summarised above.

1.6 Contributing Stakeholders

In developing this draft strategy, we have reached out to many of our key stakeholders, and specifically engaged with:

- Elected members of Waimakariri District Council
- Kaiapoi - Tuahiwi Community Board
- Rangiora - Ashley Community Board
- Woodend - Sefton Community Board
- Oxford-Ohoka Community Board
- Kaiapoi Promotions Association
- NZ Heavy Haulage Association
- Road Transport Association
- NZ Trucking Association
- Oxford Promotions Action Committee
- Waka Kotahi NZ Transport Agency
- Christchurch City Council
- Environment Canterbury
- Federated Farmers
- Spokes Canterbury
- Waimakariri Youth Council
- Waimakariri Access Group
- Age Friendly Advisory Group
- Greater Christchurch Partnership
- District schools' principals group

To provide insight into the challenges and opportunities facing our District's transport system, and to then shape the strategic directions underpinning our draft Integrated Transport Strategy, we held workshops with a dedicated Stakeholder Working Group. We also reached out and spoke to several other stakeholders early on. Collectively, the voices heard through early engagement have had momentous impact on the directions signalled in this document.

2. Current situation

2.1 Our population and land use

The Waimakariri District has grown from a population of approximately 50,000 people in 2013 to an estimated population of 67,900 in 2023 and is forecast to continue to be one of the fastest growing districts in New Zealand. By 2051, our District is expected to be home to close to 100,000 residents.

According to the 2018 census, 62% of our District's population lives in the urban towns of Rangiora, Kaiapoi, Woodend, and Oxford, so there is a substantial rural population. Three wards make up the Waimakariri District, and the highest proportion of our population lives in the Rangiora-Ashley Ward (42%) followed by in the Kaiapoi-Woodend Ward (38%). Around 20% of our residents live in the Oxford-Ohoka Ward.

As at the 2018 Census, around 57% of our residents also worked within the district, while another 28% worked in Christchurch City. Rangiora and Kaiapoi are our two largest employment centres. The construction industry generates the highest proportion of the district's GDP (11%) as well as being the largest employer with 18% of the number of jobs in the district. The Agriculture, Forestry, and Fishing sector makes the second largest contribution to GDP at 9%.

2.2 Our road network

The Waimakariri District Council is the road controlling authority for over 950km of sealed roads and over 550km of unsealed roads. These roads connect the places where we live, work, and play and provide links to the state highway network which is managed by Waka Kotahi NZ Transport Agency. State Highway 1 runs through Kaiapoi, Woodend and Waikuku, connecting Waimakariri District to Christchurch City and the rest of the South Island, and State Highway 71 is the primary link between Rangiora and State Highway 1.

The amount of vehicular travel on our network is growing as we (and the rest of New Zealand) grows. In 2011/12 there were 467 million vehicle kilometres travelled (mVKT) per annum on our state highways and local roads within the district which has grown by nearly 40% to 650 million kilometres in the ten years to 2021/22. This compares to a nationwide increase of 16% mVKT over the same period.

In the 10 years from 2013 to 2022, there have been 2351 reported crashes in the Waimakariri District, including 40 fatalities and 229 serious injuries. Around one in five of the crashes which resulted in a fatal or serious injury are centred around our urban towns where traffic volumes are highest, however 79% of the fatal and serious injuries occurred on rural roads in the district where traffic speeds are higher. Despite efforts to make our roads safer, the amount of road trauma in our District year on year has not reduced.

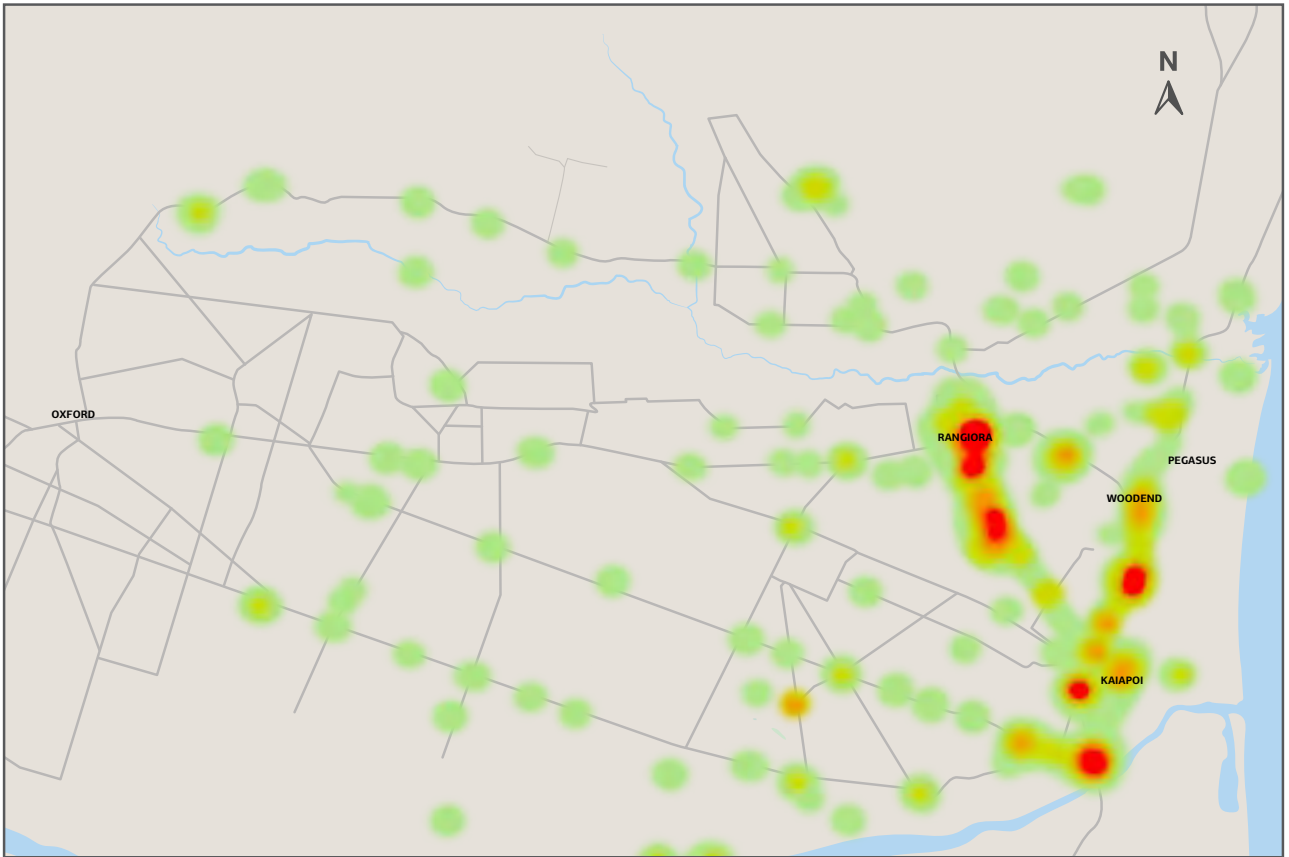


Fig.3 Heatmap of fatal and serious crashes 2013-2022

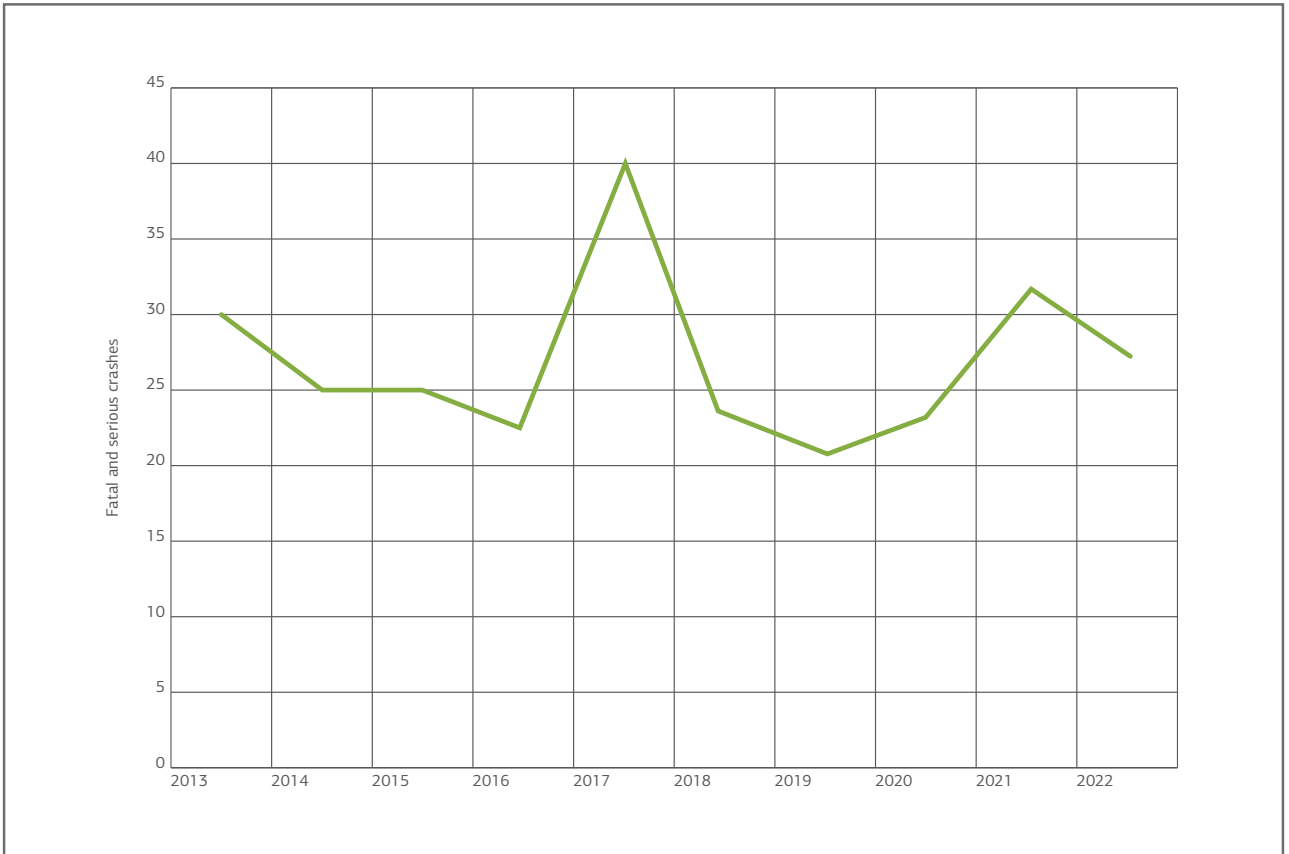


Fig.4 Fatal and serious crashes in the Waimakariri District

2.3 Our cycling network

Our cycling network consists of on-road cycle lanes and off-road cycle trails. There are approximately 81 km of dedicated cycle facilities, including the Passchendaale Memorial Path and the Civic Connector. The Belfast to Kaiapoi Cycleway connects the district to Christchurch City through a path alongside the Northern Corridor Motorway. These facilities provide some connectivity between and within the main towns and centres in the district, however there are still many gaps in the current network of cycle facilities, notably between Kaiapoi and Woodend, as well as to the north and west of the district. The Waimakariri Walking and Cycling Network Plan was adopted in 2022 and proposes to close many of these gaps and provide for a better-connected district.

The Waimakariri Walking and Cycling Network Plan separates cycle facilities into grades to meet the needs of cyclists of all abilities.

2.4 Our walking network

Many of the cycle facilities between towns are designed for the shared usage of pedestrians and cyclists, including the Passchendaale Memorial Path, Rangiora to Woodend path, and the Jill Creamer walk. These facilities provide some connectivity, however, there is a disconnect between Kaiapoi and Woodend for these active modes.

Under the Waimakariri District Plan, almost all roads are required to have footpaths installed on each side of the road corridor, and cul-de-sacs and local residential roads must have at least one footpath. However, it is also important to provide for safe crossing opportunities, particularly in areas with high walking demand such as schools and retail centres.

Grade/ Cyclist confidence	Description of facility
Grade 1 – Family/Low Confidence	Highest level of comfort – appropriate for novice users
	Little conflict with motor vehicles
	Critical links between main towns
Grade 2 – Medium Confidence	Users may be riding on the road adjacent to live traffic with more protection measures (separated cycle paths, neighbourhood greenways)
	More conflicts with motor vehicles than a Grade 1 facility
Grade 3 – High Confidence	Suitable for users who are confident to ride alongside traffic (on-road cycle lanes)

Fig.5 Walking and cycling infrastructure grades

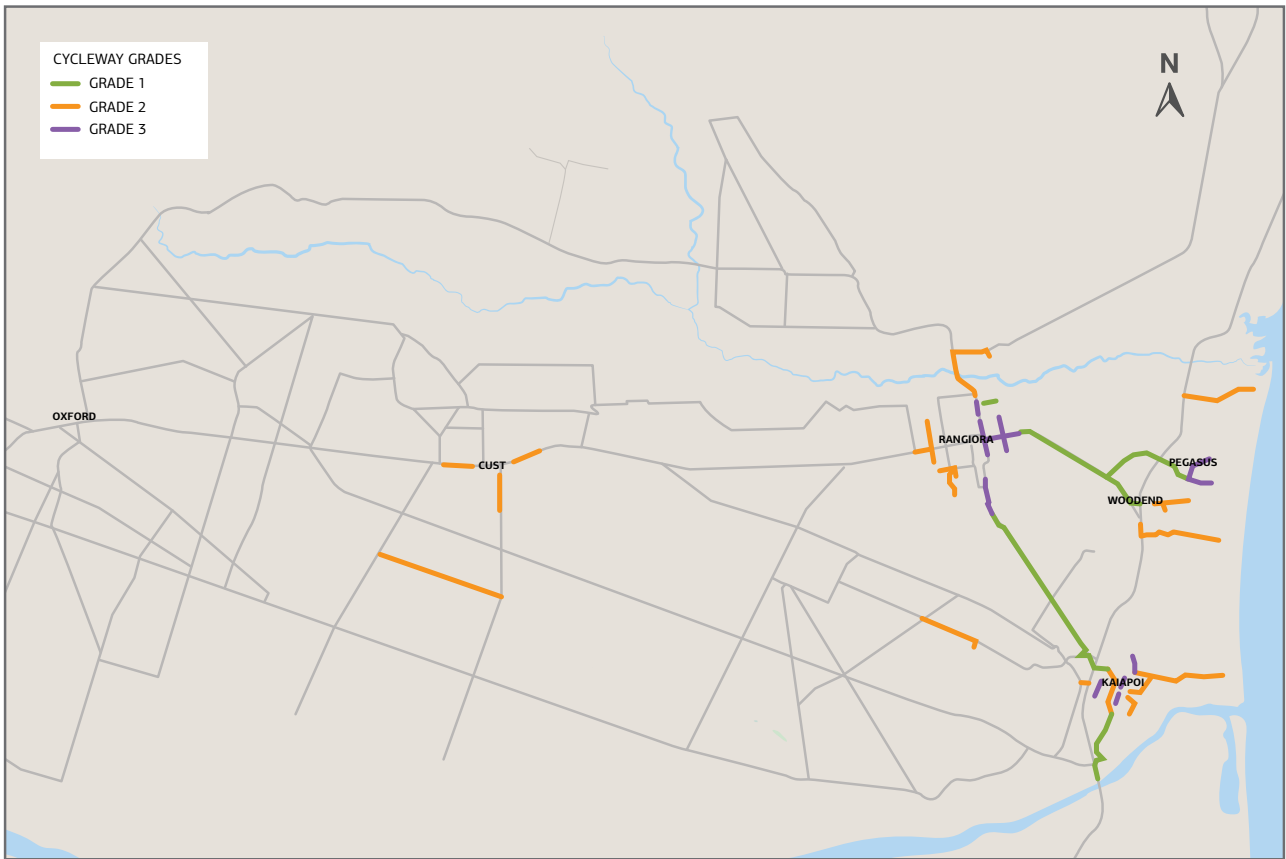


Fig. 6 Existing network from the Walking and Cycling Network Plan

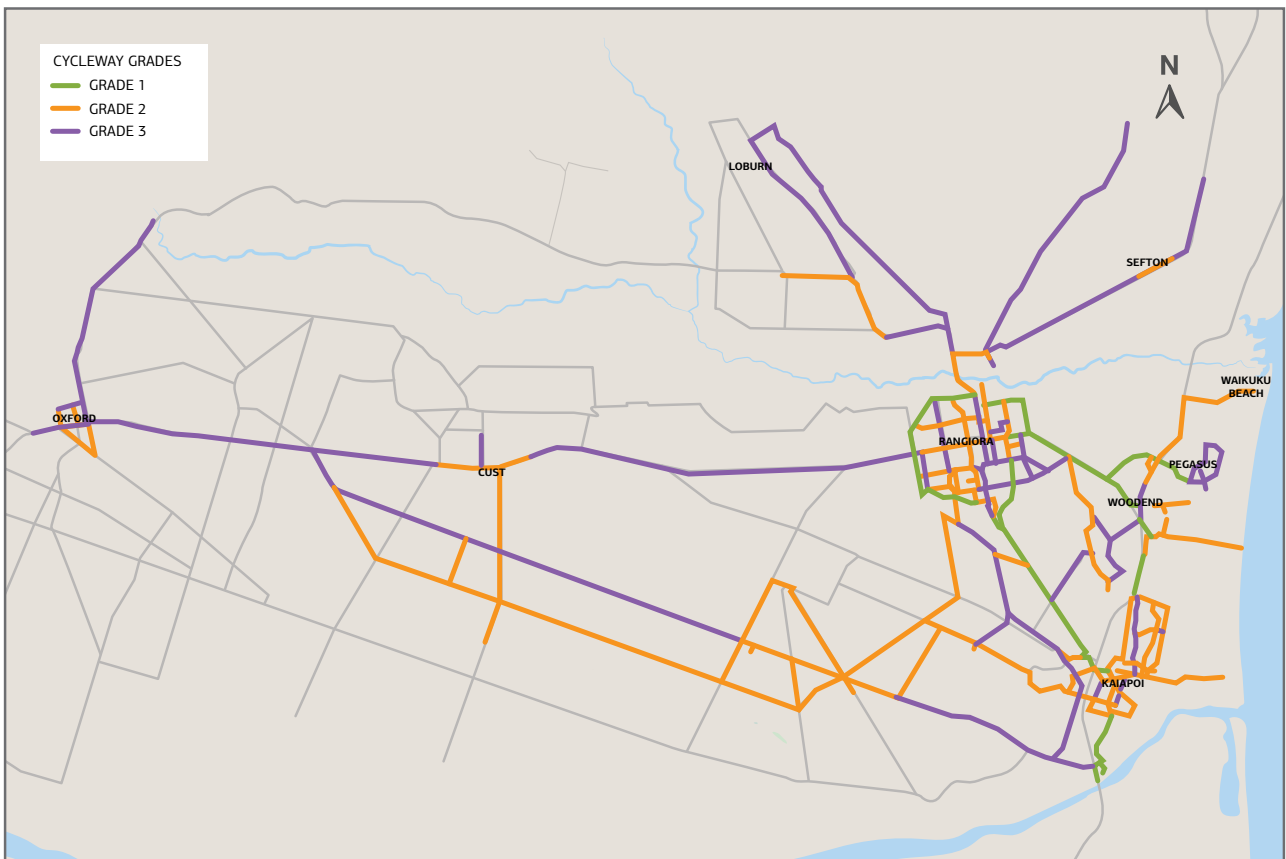


Fig.7 Existing and proposed network from the Walking and Cycling Network Plan

2.5 Our public transport network

The Metro public transport network is managed by Environment Canterbury and connects the district with Christchurch City, while it also provides some connectivity between our urban areas. Five services currently connect the district to Christchurch City and park-and-ride facilities are available in both Rangiora and Kaiapoi. The North Canterbury Community Vehicle Trust provides transport for the aged and disabled.

Smaller settlements such as Oxford, Fernside and Swannanoa are not serviced by the Metro bus network. Residents of these communities have little choice in how they travel to access the wider district and Christchurch City. This lack of service to these smaller settlements further encourages car usage in the district.

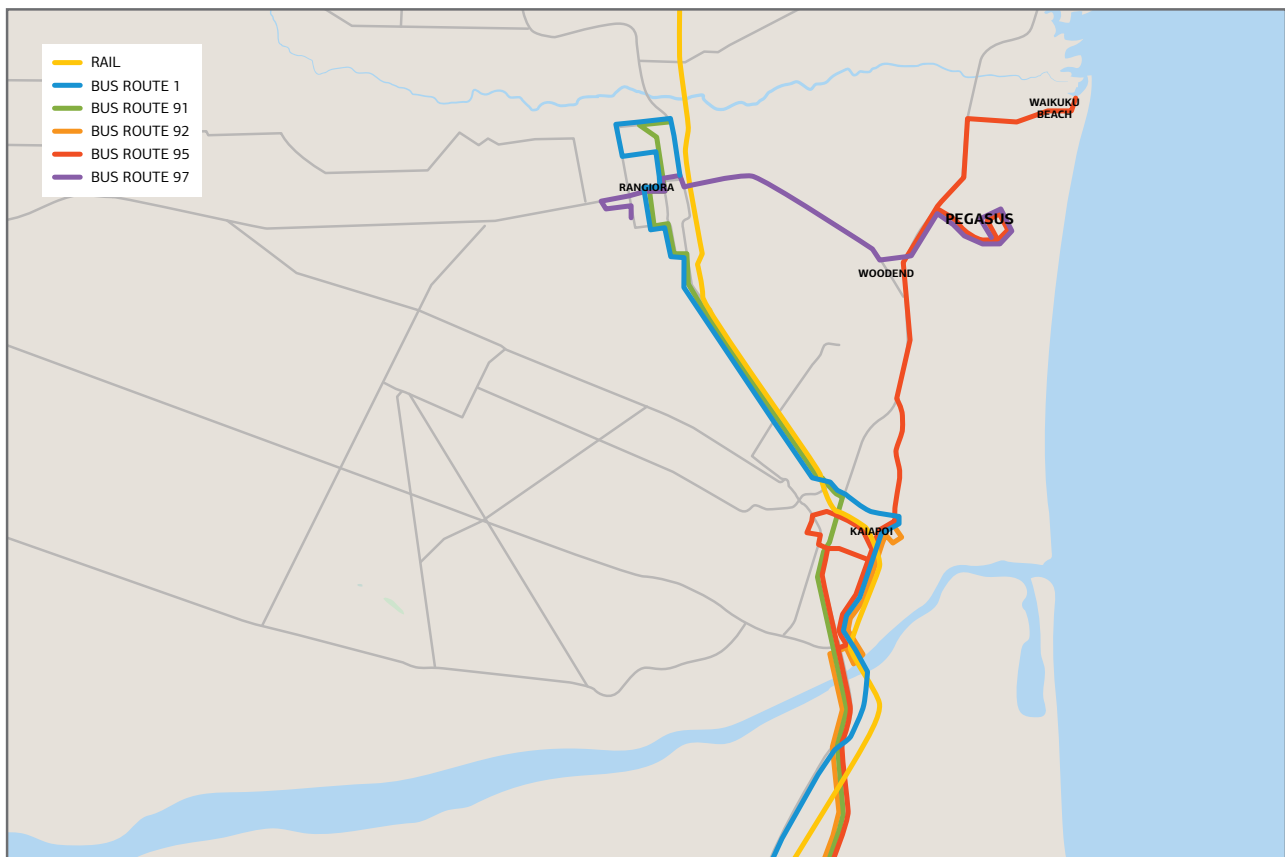


Fig.8 Public Transport network

2.6 Our rail network

Rangiora and Kaiapoi are located on the Main Trunk Line. The last Rangiora to Christchurch train service operated in 1976 – currently no commuter service exists. The rail line therefore is primarily used to shift freight and not people. The sole passenger service is the Coastal Pacific tourist train which operates in the summer period only between Picton and Christchurch. There are no rail-based freight handling facilities within the district; all freight movements are made by road to the nearest freight hub which are in Lyttleton, Middleton or Rolleston.

Studies undertaken as part of the Greater Christchurch Public Transport Futures business case show that due to existing freight movements and overall track capacity, double tracking (i.e., the introduction of additional railway line alongside the current single track from Christchurch to Rangiora) would be required to establish a feasible passenger rail service and would require significant investment.

2.7 How we travel

The choice in how we travel around the district, and further afield is referred to as our transport modal choice. Journeys on our roading, public transport, cycling, walking, and rail networks are recorded through Census data by Statistics New Zealand for travel to workplaces and education institutions.

As at the 2018 Census, over 80% of our residents' journeys to workplaces were made by car, with only 4.5% of journeys undertaken by public transport, walking and cycling. Our journeys to workplaces by car are well above the national average of 73% whilst our journeys using sustainable transport (public transport, walking and cycling) is below the national average of 14%. Car-based travel to our schools and tertiary institutes are also higher than national averages at the expense of sustainable travel choices.

Mode	Journey to work (%)	Journey to education (%)
Car	81.0%	56.3%
Bus	1.0%	18.2%
Walk/Jog	2.5%	14.7%
Bicycle	1.0%	3.3%
Work (or study) from home	13.7%	6.3%
Other	0.9%	1.1%

Fig.9 Waimakariri District transport modal choice for journeys to work and education

3. Key transport challenges

We have listened to our community and worked with our stakeholders to identify the key challenges facing our District's transport system. There are several strategic challenges we need to respond to as we move towards improving our transport system and the effect it has on our people and environment. These are:



Impacts on the environment

Transport emissions have a negative impact on the environment and are a significant contributor to climate change, which puts our land, infrastructure and communities at risk. We need to make changes in the way we travel if we are to meet emission reduction targets. Climate change could also have serious implications for Waimakariri and threaten the resilience of our transport network. Regional efforts are underway to create a Canterbury Climate Change Partnership Plan, and the Council is strengthening its knowledge base through climate stocktakes, risk assessments and emissions modelling. We will also develop strategies around resilience, sustainability and emissions reductions.

Many of the directions and actions in this draft strategy help to reduce the impact on the environment caused by the way we travel.



Land use integration and intensification

The 2020 National Policy Statement on Urban Development (NPS-UD) sets out the Government's direction for increasing housing density in urban areas. There is no requirement for off-street parking to be provided for these developments under the NPS-UD. Therefore, we need to plan for the impact higher density housing may have to ensure appropriate levels of service are maintained on our transport networks and parking assets are not stretched. We also face challenges with greenfield developments as they can lack multi-modal connectivity both internally and to other urban centres.



Safety

No one should be killed or seriously injured on our roads. The community has told us that speed and safety is a concern, particularly due to the competing needs of different modes of transport. Do our high pedestrian environments have safe and appropriate speeds and infrastructure suitably designed to ensure their safety? Are our rural crossroad intersections appropriately designed to reduce the risk and severity of a high-speed collision? What safety improvements can we carry out at schools to encourage children to walk or cycle to school? These are road safety challenges that our District is facing.



Travel behaviour

With a growing urban population, Waimakariri is experiencing congestion on parts of the network during peak commuting periods that can be frustrating for road users. There are concerns that the parking supply does not meet community needs in town centres. Historically, the response has been to invest in infrastructure to address these issues at significant cost. There has been feedback from the community and stakeholders that Council should be doing more to support a change in travel behaviour to address the parking and congestion issues in our urban centres.



Multi-modal connectivity

Our District has grown around car travel and there is a lack of intra-district connectivity using alternative modes of transport. The focus on public transport investment sits primarily with connecting the district to Christchurch as a key employment centre, however many Waimakariri residents also work within the district. The cycling network is not suitable for less confident cyclists due to safety concerns and there are gaps in provision for cyclists and pedestrians within and between our urban centres. Many users do not currently have the choice to travel by public transport, walking and cycling, and enabling multi-modal connectivity will enhance travel choice for our residents and support community resilience.



Freight efficiency

The efficient movement of freight is essential to the wellbeing of our local businesses and economy. Our transport network must be designed to meet the needs of the freight community, motorists, public transport users, pedestrians, and cyclists of all ages. Stakeholders have raised concerns about freight being held up in commuter traffic and conflicting with other modes of transport. As Waimakariri does not have a major rail hub, freight is carried by trucks and there are no readily available opportunities to shift to the rail network. The challenge for our District is to improve the efficiency, resilience and reliability of freight transportation while also reducing the conflicts between heavy vehicles and other road users.

4. Our Approach

We have undertaken technical assessments and worked with our stakeholders to develop five responses to meet the transport challenges facing our District. These are the key transport moves that will help us to achieve the vision for integrated transport in the Waimakariri District: **It is safe, easy and sustainable to journey to where we want to go.**

The key moves provide a framework for Council decision making that will ultimately underpin the implementation of this strategy. For each key move, we have outlined its context, what we've heard from our communities so far, and what we will do to drive change. More specific high-level implementation actions are then set out in Appendix A, which is envisaged to be a 'live' component of this strategy.



1.

CREATE
a well-
connected
multi-modal
district

2.

INTEGRATE
land use and
transport
to underpin
higher density
living in urban
areas

3.

DESIGN
transport
network for
the efficient
movement of
freight

4.

DELIVER
a safe
transport
system for
everyone

5.

ACHIEVE
travel
behaviour
change



1.

CREATE

a well-connected multi-modal district

4.1 Create a well-connected multi-modal district

The Waimakariri District is well connected at present if you have a car, but less so for other means. A well-functioning and inclusive transport system is essential for both our urban and rural communities and people should have a choice when it comes to how they travel.

Our local policy framework is currently not strong enough, nor funded sufficiently, to achieve the objectives of our community and those signalled by wider national and regional policy direction in a timely manner. Additional funding for alternative modes is important if we want to reduce our reliance on private vehicles. Despite great recent initiatives related to alternative mode infrastructure, now, most of our capital expenditure budgets for transport is focused on private vehicles and expenditure on projects to support walking, cycling or public transport make up a small proportion.

As part of the Government's Emissions Reduction Plan, we will also, as a country, need to reduce the kilometres travelled by private vehicles by 20% by 2035 – this proportion will most likely be confirmed at a higher level for the Greater Christchurch sub-region.

Residents have told us that they want public transport, walking and cycling to be easy and affordable, and that our rural residents should also have access to alternative modes. Public transport hubs in town centres, express services to make journey times competitive with the private car, separated walking and cycling facilities to support growth, and car sharing schemes are among the ideas offered to achieving this.

Through enabling greater use of alternative modes, we will be able to help reduce congestion, improve travel times, and reduce our reliance on private vehicles.

What will we do?

- Establish more connections for walking, cycling and public transport – in and between townships and rural areas
- Plan for growth by identifying where existing multi modal connections are, and where we need better connectivity to key destinations
- Partner with Environment Canterbury to improve public transport connectivity, coverage and service as well as explore innovative ways to provide public transport e.g., on-demand services
- Introduce requirements for developers of new residential areas to include good connections to public transport and walking and cycling
- Prioritise, increase funding for, and explore alternative funding opportunities for public transport, walking and cycling projects
- Improve accessibility for all in high pedestrian areas such as around schools and in town centres
- Enhance the resilience of the transport system through supporting multi-modal options to allow for flexibility and continuity if one mode faces difficulties.

Our Key Principles are:

- ✓ People should have a choice when it comes to how they travel
- ✓ The transport network should allow for people using any transport mode to move to and from, within, and between our urban areas
- ✓ Providing for alternative modes will give our residents choice and provide a way to reduce vehicle kilometres travelled and related emissions to align with our sustainability commitments.



2.

INTEGRATE

land use and transport to underpin higher density living in urban areas

4.2 Integrate land use and transport to underpin higher density living in urban areas

Our land uses affect our transport choices, and our transport choices affect our land use. This relationship is well understood and should be mutually supportive. Over time, however, developments that have occurred little by little have at times affected our ability to provide a well-designed transport network that is appropriate for land use and growth.

Recent policy changes at the national level, through the National Policy Statement on Urban Development (NPS-UD), will over time see increased intensity of development in our urban areas which could increase travel demand and congestion on the network, as well as on-street parking demand. Proactively addressing these impacts will be essential to prevent increased travel demand and network congestion.

Resident and developer feedback also highlights the desire to provide a greater mix of housing choice, size, and location. Whilst additional rural-residential and/or large-scale greenfield development has met the market for additional population growth, we need to ensure that opportunities for better integration are safeguarded so that Waimakariri's lifestyle on offer continues to be enviable. Careful planning is required to ensure that our neighbourhoods are not compromised by segregated developments or low standard infill housing, and that development complements existing areas.

We have heard concerns that high-density developments will create accessway issues on our key corridors and see a spill-over of parking demand onto public roads which Council will need to manage, while balancing the road space needs for other modes such as cycling.

Through well considered higher-density development, accommodated in places that can provide multi-modal connections and are close to employment and activity centres, we can reduce travel distances, our reliance on cars and improve overall community cohesion and wellbeing.

Significant work is occurring with regional and sub-regional partner organisations that collectively provides a roadmap for land use and transport development beyond the bounds of Waimakariri. Whilst most such related decisions are made outside of the scope of this strategy, it is important to acknowledge alignment and reinforce critical strategic directions through the actions we can take here.

What will we do?

- Consider transport implications of housing intensification and ensure planned transport infrastructure supports this
- Collaborate with developers to achieve sustainable mobility outcomes and intensification in town centres and existing residential areas that are close to multi-modal transit corridors.
- Continue to collaborate with Greater Christchurch Partnership to ensure alignment and understanding of wider growth patterns and transport planning
- Require plans for parking management as part of urban area intensification and collaborate with developers to provide for travel demand management and multi-modal facilities
- Support greenfield expansion where the development will improve transport outcomes or is enabled by good multi-modal transport linkages
- Develop an intensification plan to influence future intensification in appropriate places that enable a broad spectrum of sustainable transport options to be used
- Better integrate retirement villages into the urban environment to reduce social isolation.

Our Key Principles are:

- ✓ The design and delivery of a transport network that supports our growth objectives including improving:
 - ✓ sustainability
 - ✓ resilience
 - ✓ neighbourhood cohesion and character
 - ✓ housing choice
- ✓ Encourage higher-density development and intensification in areas close to key transit corridors that can support alternative modes.



3.

DESIGN

transport network for the efficient movement of freight

4.3 Design transport network for the efficient movement of freight

The movement of freight plays a critical role in the economic health and vitality of our farms, businesses, and town centres. Enabling this to be done as efficiently as possible is important for lowering costs and improving our District's competitiveness. While desirably this would include shifting as much freight on to our rail corridors as possible, the limited rail network constrains opportunities, particularly due to most freight being 'farm to gate' which requires extensive use of local roads. This means that heavy vehicles will remain the dominant mode into the future.

Freight traffic also ranges from heavy vehicles carrying stock or containers down to smaller vehicles delivering to our businesses and homes. Working out how best to accommodate the different requirements of the freight sector, on our roads and in our towns, is an important part of the delivery of this strategy.

Our stakeholders and the freight sector have shared concern over increasing congestion that is affecting freight delivery efficiency, and that the road network needs to accommodate all users appropriately and efficiently.

What will we do?

- Collaborate with freight providers to better understand freight movements and transfer locations so we can fully consider the impact on the road network
- Investigate a preferred freight network that bypasses Rangiora and Kaiapoi town centres and review the management of freight movements (e.g. safe stopping point locations) with destinations within our townships
- Better connect our industrial areas / freight hubs to the arterial network and look to upgrade strategic freight routes that service rural areas for primary industries
- Collaborate with Greater Christchurch Partnership and Canterbury Mayoral Forum to align a freight strategy across the wider region
- Investigate the opportunities for Council to support decarbonising freight, for example through supporting infrastructure or looking into the demand for integrated transport, logistics and storage hubs to reduce freight movement.

Our Key Principles are:

- ✓ Freight efficiency is essential for our farms, businesses and town centres which are important contributors to the district's economic prosperity
- ✓ Efficient routes for freight will support our town centres and improve safety and effectiveness of our corridors for all modes of transport
- ✓ Our freight requirements cannot be met solely via rail. The primary road network can be promoted for freight transportation while reducing the use of local roads
- ✓ We will support and enable freight and logistics efficiency to assist the shift toward decarbonisation, which also delivers economic outcomes.



4.

DELIVER

a safe transport system for everyone

4.4 Deliver a safe transport system for everyone

No one should be killed or seriously injured on our roads. From Government policy and funding to our residents' groups and schools, everyone agrees on this, and having a safe environment for all by minimising road trauma is an important Community Outcome. However, over the last 10 years, there has been an increase in the number of fatal and serious injury crashes in the district. Within Council, our role is to deliver safe roads and speeds, and we currently have a 30-year priority to make road safety improvements. The community feedback has also told us that there are driving skills, safety, and speed concerns, and that we should look to accelerate our programme of activity, particularly around protecting our more vulnerable road users – pedestrians, cyclists, and those with mobility challenges.

We can do this by improving our roading infrastructure, so that if a driver makes a mistake (we are all human) it does not kill or seriously injure ourselves, our passengers or other road users. We can also do this by reducing our speed to what is safe and appropriate for the roads we are travelling on.

What will we do?

- Ensure a proactive approach to implementing national road safety strategies
- Improve infrastructure for, cyclists, pedestrians, mobility scooter users and others to increase the attractiveness of active transport
- Improve pedestrian and cyclist safety to schools, and work with schools to encourage walking and cycling
- Be prepared for improvements required as demand for active transport increases.
- Continue to review speed limits and implement changes to ensure they are safe and appropriate, prioritising areas where the greatest safety benefit can be realised.
- Identify and prioritise road safety improvements at key locations for all transport modes.
- Review local road safety initiatives to improve road user education and behaviour.
- Ensure that transportation projects are proactively aligned with Waka Kotahi Safe System Principles.

Our Key Principles are:

- ✓ We will partner with Government to implement adopted road safety strategies so that no one should be killed or seriously injured on our roads
- ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
- ✓ Driver education will also be supported.



5.

ACHIEVE

travel behaviour change

4.5 Achieve travel behaviour change

The private car provides many benefits and we have been delivering improvements to our roads and roading infrastructure for the last 50 years to support car use. This has come at a cost, however, not only is it financially expensive to keep providing and expanding the infrastructure, but the approach has also had a side effect of discouraging people from walking, cycling, and taking public transport. This has been bad for our health, as being active is great for our fitness, but it has also caused poor outcomes for our environment, as tailpipe and greenhouse gas emissions affect our immediate health as well as contribute to climate change. As part of the Government's Emissions Reduction Plan, we will also, as a country, need to reduce the kilometres travelled by private vehicles by 20% by 2035 – this proportion will most likely be confirmed at a higher level for the Greater Christchurch sub-region.

Through Council, we have been supporting travel behaviour change programmes but feedback from our residents and stakeholders is that we need to do more. Travel behaviour is the combination of doing things in different places at different times and how we move from one place to another. Travel behaviour change is then about encouraging people to rethink how and when they travel.

While we will seek to ensure people can always choose their mode of choice - whether that is by private car or alternative modes - increasing congestion and parking pressures means we need to use our transport network better.

Travel behaviour change programmes means educating, informing, and helping our residents and visitors choose the most appropriate mode of travel. From surveys, we know 70% of residents use active modes some of the time, and 11% all the time. Overall, only 1% of our journeys to work are made using public transport (compared to 4.2% of Christchurch's). If we can increase our active and public transport usage rates, we can make a real difference to congestion and help reduce parking pressures, so that whatever mode people choose, they can safely and reliably meet their transport needs.

What will we do?

- Increase investment into education and travel behaviour change
- Investigate alternative funding mechanisms to support transport choice and make alternative modes more attractive
- Support more micro-mobility (e.g., e-bikes, e-scooters etc) services and infrastructure, carbon neutral vehicle infrastructure, and travel behaviour change initiatives
- Provide better internal connections to encourage people to use modes other than private car for short trips
- Work with companies, communities, and schools to implement travel demand management plans
- Work with Environment Canterbury to increase understanding of available transport services and options
- Work with schools to establish multi-modal travel behaviour from a young age
- Ensure Council's Parking Management Strategy optimises parking demand and supply, while continuing to monitor the effectiveness of parking enforcement
- Continue to support the North Canterbury Cycle Sense Programme.

Our Key Principles are:

- ✓ We will work towards ensuring all people can use their preferred mode of transport
- ✓ We will balance between investment across all modes, supporting transport choice
- ✓ We will reduce light vehicle kilometres travelled and the associated emissions to align with our sustainability goals.

5. Strategy Application

This strategy does not seek to specify activities or allocate funding, but rather supports an integrated approach to Council's future investment in our transportation system across the district. The strategy, once adopted, requires effective collaboration within Council as well as with our partner organisations such as the Greater Christchurch Partnership, Environment Canterbury, and Waka Kotahi NZ Transport Agency, and with developers working within the district such as Kāinga Ora, to achieve good transport outcomes with new housing developments.

In implementing this strategy, we will consider the following types of questions to give it effect.

- How does the proposal/investment align with our overarching Integrated Transport Strategy?
- Are there complementary activities that could be proposed to better realise our strategy goals?
- How will the proposal/investment contribute to achieving the Key Moves?
- Does the activity have a negative influence on the direction of the Key Moves and how can that be mitigated?

5.1 Opportunities for change

Significant changes to the urban form and infrastructure can create opportunities for travel behaviour change. For example, the intensification of our urban areas gives us an opportunity to rethink how we travel within our urban centres.

Changes to infrastructure, such as the Greater Christchurch Partnership Mass Rapid Transit project, will also provide an opportunity for more people to choose sustainable modes of transport to travel around the sub-region. There is also the opportunity to enable substantial growth in the Waimakariri town centres through transit-oriented development around potential future high frequency public transport services stations.

5.2 Influencing outcomes

Fundamental to the success of this strategy is influencing important transport related trends that impact on wider outcomes for our community. Our strategy's key moves, principles and actions aim to collectively make a positive contribution to trends moving in the right direction, to ultimately safeguard and enhance wider community and inter-generational wellbeing outcomes. This will help to achieve our strategy's vision.

In the context of evolving policy and the economic environment, we will regularly monitor critical trends so that we will know whether we are collectively heading in the right direction. Key indicators of success that influence wider positive outcomes are:

- Increase in public transport use
- increase in people using active modes (e.g., walking and cycling)
- reduction in private vehicle use
- reduction in transport carbon emissions
- reduction in deaths and serious injuries on our roads
- more reliable journeys
- higher community satisfaction with our transport network including parking provision
- more resilient transport network
- improved reliability of freight journey times
- better integration of transport network with housing and key activity centres (e.g., employment centres), meaning greater access to key destinations.

Links to further information

Background reports

This strategy has been informed by several background reports including technical reports, stakeholder engagement, policy context frameworks, and relevant statistics. These are provided on the Integrated Transport Strategy project webpage (visit waimakariri.govt.nz for details). The following provide links to other relevant documents.

Government Policy Statement on Land Transport 2021

The Government Policy Statement on Land Transport 2021 sets out the Government's priorities for land transport, and the corresponding investment approach for the next 10 years. transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf

Aotearoa New Zealand's First Emissions Reduction Plan (2022)

The Emissions Reduction Plan sets out the strategies, policies, and actions to achieve the requirements of the Climate Change Response Act. environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf

New Zealand's First National Adaptation Plan (2022)

This looks at the impacts of climate change now and into the future and sets out how Aotearoa New Zealand can adapt. environment.govt.nz/publications/aotearoa-new-zealands-first-national-adaptation-plan/

National Policy Statement on Urban Development (NPS-UD) 2020

The purpose of the National Policy Statement on Urban Development (NPS-UD) is to ensure that our towns and cities are well-functioning urban environments that will meet the changing needs our diverse communities. environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/

Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

This document requires Tier 1 Councils to incorporate Medium Density Residential Standards (MDRS) into district Plans. MRDS enable greater density than anticipated in a much greater spatial extent of the district. legislation.govt.nz/act/public/2021/0059/latest/LMS566049.html

Canterbury Regional Land Transport Plan 2021-31

This guides land transport planning and investment within the region and sets out the current state of the region's transport network, priorities for investment, and a 10-year programme. ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-transport-plans/

Canterbury Regional Public Transport Plan (2018-28)

This sets out Environment Canterbury's objectives and policies for delivering public transport in Canterbury. It describes the services proposed to provide in the future to meet the needs of new and existing customers and the policies which those services will operate by.

ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-transport-plans/

Canterbury Regional Policy Statement 2013

The Canterbury Regional Policy Statement 2013 provides an overview of the resource management issues in the Canterbury region, and the objectives, policies, and methods to achieve integrated management of natural and physical resources. The methods include directions for provisions in district and regional plans.

ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-regional-policy-statement/

Greater Christchurch Public Transport Futures (PT Futures) 2020

This outlines a programme of works needed to improve the performance of public transport and deliver the benefits that result from a more efficient network.

ecan.govt.nz/your-region/living-here/transport/public-transport-services/future-public-transport/

Draft Greater Christchurch Spatial Plan

A draft Spatial Plan has been developed by the Greater Christchurch Partnership that reviews the settlement pattern, centre roles, and land use and transport planning for the sub-region to provide a blueprint for how future population and business growth will be accommodated.

greaterchristchurch.org.nz/urbangrowthprogramme/draft-greater-christchurch-spatial-plan/

Waimakariri Long Term Plan 2021-31 and Annual Plan

The Long Term Plan describes Community Outcomes for the district, outlines the activities of the Council, and sets out a long-term focus for the decisions and activities of the Council. The Annual Plan contains proposed changes to the work programme and budgets, and key considerations for the Council to address.

waimakariri.govt.nz/your-council/council-documents/long-term-plan

Waimakariri District Plan

The Waimakariri District Plan manages land use and subdivision activities within the district. The Waimakariri District Plan is currently in review.

waimakariri.govt.nz/property-and-building/planning/district-plan

Waimakariri District Development Strategy – Our District, Our Future – Waimakariri 2048

This document guides the district's anticipated residential and business growth over the next 30 years to ensure growth is well planned, integrated, and sustainable.

waimakariri.govt.nz/_data/assets/pdf_file/0022/33727/180525057771-District-Development-Strategy-DDS-2018-FINAL-Web.pdf

Waimakariri Walking and Cycling Network Plan

This plan identifies the overall district walking and cycling network and includes all current facilities as well as required infrastructure to complete the network plan. It provides treatment options for all routes and is accompanied by a proposed infrastructure prioritisation programme.

waimakariri.govt.nz/_data/assets/pdf_file/0016/136330/Walking-and-Cycling-Network-Plan-Recommended-Network-Plan.pdf

2018 Census of Population and Dwellings

The New Zealand Census of Population and Dwellings is the official count of the people and dwellings in New Zealand. Held every five years, census data helps us understand how, as a country, we are changing over time.

stats.govt.nz/tools/2018-census-place-summaries/waimakariri-district

Appendix A. Implementation Actions

We have developed a range of high-level implementation actions that will collectively drive the realisation of our key moves and ultimately see the vision of this strategy come to fruition. Our strategy sets a framework for the future; it is not a detailed plan. The following set of actions are envisaged to be 'live' and subject to ongoing review to reflect growth and change. We recognise that some of these actions can be undertaken relatively easily by Council, while other projects require the buy-in, partnership and full support of other stakeholders, or require varying amounts of additional funding.

The full cost of implementing the Waimakariri Integrated Transport Strategy is not yet known. Any significant cost for projects to be funded by Council (as opposed to by external funding sources) will be sought through Council's Long Term Plan(s) and/or Annual Plan(s) on which the community has a further opportunity to comment.

Ultimately, the actions proposed in this strategy contribute towards achieving Community Outcomes, which are the aspirations for the district, indicated by the Waimakariri community and articulated in the Council's Long Term Plan.

Key Move 1: Create a well-connected multi-modal district	
Public transport	Collaborate with the Greater Christchurch Partnership to improve existing public transport connections, frequency, and reliability.
	Seek to enhance intra-District bus services that provide better, additional public transport connections to district towns and settlements.
	Seek to expand linkages to neighbouring districts, particularly to other higher destination demand areas such as Christchurch West.
	Identify and protect corridors for the potential long-term opportunity for future high frequency public transport services to Christchurch from key district locations that integrate with a potential Mass Rapid Transport system.
	Explore opportunities and trial other innovative public transport schemes such as mobility as a service, on-demand public transport and vanpools integrated with Environment Canterbury services. This would also have a focus on our rural communities such as Oxford or Cust.
	Investigate bus prioritisation on key routes to reduce journey times
	Review the locations of the existing bus stops, particularly for schools, to improve access
	Continue Council's supporting role in local public transport infrastructure including provision of multi-modal transport hubs, e.g., Park & Ride facilities.
Cycling	Improve internal cycling connections within urban areas by establishing facilities for all ages and abilities.
	Provide cycling connections between urban centres and rural developments
	Require developers to provide cycle connections to surrounding developments and destinations.
	Provide more end of trip and cycle lock up facilities to make cycling more attractive and safer for users of all abilities.
Walking	Consider scope to improve pedestrian amenity and accessibility (e.g., enhancing footpath quality and capacity) in high pedestrian areas such as town centres on a case-by-case basis alongside private redevelopment as opportunities arise.
	Provide more pedestrian linkages in town centres by expanding our lanes network to key destinations in town centres.
	Maintain good walking levels of service on arterial roads to ensure that people accessing destinations on those roads are not negatively affected
	Prioritise the provision of safe walking connections to schools and high pedestrian demand destinations
	Seek to deliver high levels of services and amenity are realised in the delivery of the Waimakariri Walking and Cycling Network Action Plan.
	Require developers to establish footpaths on both sides of the roads for new developments and subdivisions in urban zones.

Key Move 2: Integrate land use and transport to underpin higher density living in urban areas	
Policy	Encourage and investigate incentivising high-density development in existing areas that are close to key transit corridors for alternative modes.
	Subject to action above, apply relevant implementation mechanisms to high-density development in existing areas and Priority Development Areas that are close to key transit corridors for alternative modes.
	Require higher density development in greenfield areas in locations with connections to existing or proposed key transport corridors and public transport routes or are close to town centres.
	Continue to collaborate with sub-regional partners on the development and application of Significance Criteria to provide a decision-making framework for responding to demands for new greenfield areas.
	Incentivise developers to provide for travel demand management and emission reduction at high density developments if no off-street parking is provided, e.g., provide shared EV charging and secure bike storage.
	Ensure our regulatory stance protects and provides good urban spaces, streets, and footpaths, including limiting conflict points between vehicles and pedestrians in public spaces such as on footpaths.
Infrastructure	Undertake transport network capacity assessments to identify where further funding is needed within our network to support growth
	Upgrade our existing network to support growth (e.g., bridges, eastern Rangiora Link Road, and Southbrook)
	Collaborate with developers (private and Government) to provide walking and cycling connections and Park & Ride in high density areas to reduce private vehicle reliance and enable continuity within the transport network.
Cycling	Improve internal cycling connections within urban areas by establishing facilities for all ages and abilities.
	Provide cycling connections between urban centres and rural developments
	Collaborate with developers (private and Government) to provide walking and cycling connections and Park & Ride in high density areas to reduce private vehicle reliance and enable continuity within the transport network.
Guidance	Develop a parking management strategy for town centre and higher-density developments to reduce the adverse effects of residential parking spill over.
	Create and implement transport design guidance, ODPs and structure plans for affordable housing and higher-density developments to ensure there are transport connections for all modes and there are no adverse effects of parking supply shortages.
	Revise the Engineering Code of Practice so roads are designed to accommodate higher density developments where appropriate
	Develop an intensification plan that directs Council's role in encouraging and incentivising high-density development in main towns to influence and plan intensification in appropriate places. This could include consideration of better integration of retirement villages.
	Continue to collaborate with Greater Christchurch Partnership on development and implementation of sub-regional growth and transport planning frameworks, advocating for good multi-modal connectivity.
Key Move 3: Design the transport network for the efficient movement of freight	
Network	Discourage through traffic in Rangiora and Kaiapoi town centres by developing an alternative preferred freight network that bypasses town centres.
	Continue to advocate for the timely delivery of the Woodend bypass
	Review safe stopping point locations and loading zones, especially within town centres.
	Investigate, prioritise, and upgrade our rural roads and bridges on strategic freight routes to support servicing to rural areas for dairy and farming industries as appropriate.
Development	Map current freight movements and transfer locations to better understand impact on transport network
	Include climate change and sustainability considerations (e.g., carbon reduction) in Council's procurement policies related to the delivery of good and services for the Council.
	Favourably consider land use changes/consenting related to EV charging operations and hydrogen infrastructure, particularly for rapid chargers that are required for freight purposes
	Investigate the demand for integrated transport, logistics and storage hubs (an inland port, for example), with proximity to the rail network, to reduce freight movements and support decarbonising freight.

Key Move 4: Deliver a safe transport system for everyone	
Active users	Increase investment in transport infrastructural improvements for cyclists and pedestrians and other micro mobility modes. This will include: <ul style="list-style-type: none"> widening of footpaths in areas with a high pedestrian demand improving road crossing infrastructure to be Safe System aligned funding to accelerate implementation of the Waimakariri District Walking and Cycling Network Plan installing appropriately designed cycling infrastructure that is connected to other parts of the transport network.
	Improve the standard of street lighting and passive surveillance to improve visibility (and perceptions of safety) for active mode and public transport users during hours of darkness.
	Encourage, where the District Plan doesn't already require it, reductions in front fence heights to increase passive surveillance, pedestrian amenity, and child-friendly cycling in our residential areas
	Improve pedestrian and cyclist safety to schools through cycle routes, footpath maintenance and speed limit reductions across all schools in the district.
	Work with schools to develop safe travel initiatives that encourage walking and cycling to school
	Ensure active mode connections to public transport hubs, bus stops and bicycle lock-up facilities are of a high standard and quality to encourage more multimodal trips.
Road network	Accelerate implementation of safe and appropriate speeds in a targeted manner, in areas where the greatest safety benefit can be realised such as outside schools and the wider area.
	Implement safe neighbourhoods where wider network speed reductions are needed.
	Deliver targeted road safety improvements in areas prioritising where the greatest safety benefit can be realised, such as intersection upgrades where crash rates and/or the likelihood of crashes resulting in death or serious injuries are high.
	Undertake driver/ cyclist education campaigns to improve user behaviour and raise road safety awareness e.g., amber, or red-light running campaigns.

Key Move 5: Achieve travel behaviour change	
Infra-structure aligned (with Key Move 1)	Deliver complementary travel behaviour change programmes with infrastructure developments, e.g., encourage wider benefits of car share schemes such as free parking spaces as part of high-density housing developments.
	Rebalance infrastructure investment to support alternative mode requirements including provision of high-quality public transport infrastructure and Park & Ride facilities.
	Develop a target for alternative modes capital funding that will increase over time.
	Enable, encourage and support more micro-mobility services and infrastructure (e.g., electric scooter parking and charging stations) to support mode shift for longer trips.
	Enable, encourage, and support more carbon neutral vehicle infrastructure (e.g., EV charging stations)
Engagement	Undertake research and monitoring to identify the barriers that the community faces moving towards more sustainable travel choices
	Engage with school communities to develop, implement, and monitor school travel plans, to encourage active modes for students and staff.
	Work with organisations and community groups to develop, implement and monitor workplace, and personalised travel plans to reduce single occupancy vehicles. This can include encouraging active mode travel or wellbeing discounts.
	Proactively market new infrastructure for walking and cycling as alternative modes for key journeys.
	Work with Environment Canterbury to develop and promote an app that shows travel choice options, routes, live bus tracking and the number of bike parks available on the bus, to increase users' confidence and certainty. This includes providing Wi-Fi on buses.
Parking	Ensure Council's Parking Management Strategy optimises parking demand and supply aligning with the district's sustainability goals.
	Continue to monitor effectiveness of car parking enforcement to encourage people wishing to stay longer to use alternative modes or park further away to receive the benefits of walking (including proactive warning)
	Investigate incentives Council could provide to encourage travel behaviour change through enabling and supporting initiatives such as car share schemes and car-pooling schemes.

Contact Us

HAVE QUESTIONS?

If you have any questions,
please get in touch.

PHONE

0800 965 468
(0800 WMK GOV)

EMAIL

its@wmk.govt.nz

WEBSITE

waimakariri.govt.nz

SERVICE CENTRES:

Rangiora service centre

Address: 215 High Street, Rangiora
Email: office@wmk.govt.nz
Opening hours: Monday to Friday 8.30am-5pm

Kaiapoi service centre

Email: kaiapoi@wmk.govt.nz

Oxford service centre

Email: oxford@wmk.govt.nz



ABOUT MOVING FORWARD: WAIMAKARIRI'S INTEGRATED TRANSPORT STRATEGY

Draft for Consultation September 2023 Summary Document

The Waimakariri District offers an enviable lifestyle – with economic, social, and recreational attractions in and surrounding our District. In fact, Waimakariri is one of the fastest growing districts in New Zealand.

However, rapid growth does have the potential to bring some negative transport outcomes if it's not planned for well, such as congestion and road safety concerns.

We are creating an integrated vision through this draft Moving Forward: Waimakariri Integrated Transport Strategy to respond to these and other challenges and drivers for change.

This is a strategic document which sets out how we will manage our transport and mobility needs towards 2035 and beyond.

This document is a summary of our draft strategy.

We want to hear your thoughts before we develop a final strategy and use it to guide our decision-making.

Please tell us your thoughts by 1 October 2023. Check out the back page for details.



Complete the survey online
waimakariri.govt.nz/letstalk

MEETING THE NEEDS OF URBAN AND RURAL WAIMAKARIRI

A key challenge is addressing the many different and often competing demands on our transport system.

For residents in our towns, there is a desire to improve opportunities for walking, cycling and using public transport, while also making it easier for those who need to drive. Finding the right balance is important to maintaining and improving the great quality of life in our urban areas.

We are also aware of the challenges we face meeting the transport needs in rural Waimakariri. How do we ensure our primary industries can get their products to their markets, reliably and efficiently? How do we make our rural roads safe for the increasing number of people who want to walk and cycle around the District? How do we ensure that the transport network is resilient to increasing demand and extreme weather?

This strategy focuses on improving transportation for both urban and rural areas, acknowledging that providing sustainable modes of transport is easier in urban areas and that rural areas are more reliant on private vehicles to meet every day needs.

THE POLICY CONTEXT

As a Local Authority we plan, manage, and operate our transportation system within a strategic framework including legislation, policies and plans. These may be at a national or a (sub-)regional level.

We need to give effect to these documents and think about what they mean for us in Waimakariri. We have considered frameworks such as the Government Policy Statement on Land Transport 2021/22-2030/31, Aotearoa New Zealand's First Emissions Reduction Plan (2022), National Policy Statement on Urban Development (2020), as well as a number of regional and local policy frameworks including land use and transport frameworks that are being developed by the Greater Christchurch Partnership in the drafting of this strategy.

In summary, national, regional and local policy signals that we need to:

1. Achieve modal shift (changing from one transport form for another that is more environmentally friendly) by increasing the uptake of walking, cycling and public transport - reducing our reliance on private motor vehicles
2. Help reduce transport related emissions
3. Improve the integration of land use and transport planning so people can walk, bike, bus or drive as most appropriate for their needs
4. Deliver a safe and resilient transport network, where all people can get to where they want to go, without the risk of death or serious injury
5. Support our freight industry to ensure the movement of goods is as efficient, effective, resilient and safe as possible.

WHAT HAS OUR COMMUNITY TOLD US?

Over the years, our community has asked for a number of transport related enhancements including that we improve urban areas for shorter trips, improve connectivity for all modes of transport (whether walking, cycling, driving, or using public transport), reduce speeds, enable higher density development, improve parking, establish freight hubs, provide electric vehicle parking and make better use of the rail network.

In developing this draft strategy, we have reached out to many stakeholders. They've provided insight into the challenges and opportunities facing our transport system, and shaped the directions underpinning our draft strategy. We also held workshops with a working group and reached out and spoke to a number of other stakeholders early on. Collectively, the voices heard through early engagement have shaped this document.



Fig.1 Community feedback for desired transport improvements

KEY TRANSPORT CHALLENGES



IMPACTS ON THE ENVIRONMENT

Transport emissions have a negative impact on the environment and are a significant contributor to climate change, which puts our land, infrastructure and communities at risk. We need to make changes in the way we travel if we are to meet emission reduction targets. Climate change could also have serious implications for Waimakariri and threaten the resilience of our transport network. Many of the directions and actions in this draft strategy help to reduce the impact on the environment caused by the way we travel.



LAND USE INTEGRATION AND INTENSIFICATION

The 2020 National Policy Statement on Urban Development (NPS-UD) aims to increase housing density in urban areas. There is no requirement for off-street parking to be provided for these developments under the NPS-UD. As a Council we need to plan for higher density housing to ensure appropriate levels of service are maintained and parking assets are not stretched. We also face challenges with greenfield developments as they can lack connectivity to other urban centres.



SAFETY

No one should be killed or seriously injured on our roads. The community has told us that speed and safety is a concern, particularly for different modes of transport. Do our high pedestrian environments have safe speeds and infrastructure suitably designed? Are our rural intersections designed to reduce the risk and severity of high-speed collisions? What improvements can we carry out at schools to encourage children to walk or cycle to school? These are some challenges that our District is facing.



TRAVEL BEHAVIOUR

With a growing urban population, Waimakariri is experiencing congestion that can be frustrating for road users. There are concerns that parking does not meet community needs in town centres. Historically, the response has been to invest in infrastructure to address these issues at significant cost. There has been feedback from the community and stakeholders that Council should do more to support a change in travel behaviour to address the parking and congestion.



MULTI-MODAL CONNECTIVITY

It is less easy for people to walk, bike and catch public transport across the District currently than it is to drive a car. Public transport investment aims primarily to connect the District to Christchurch as an employment centre, however many of our residents also work in the District. The cycling network is not suitable for less confident cyclists due to safety concerns and there are gaps in connections for cyclists and pedestrians within and between urban centres. Many users do not currently have the choice to travel by public transport, or walk and cycle. Better connectivity will enhance travel choice for our residents.



FREIGHT EFFICIENCY

The efficient movement of freight is essential for local businesses and the economy. Our transport network must meet the needs of the freight community, motorists, public transport users, pedestrians, and cyclists. Stakeholders have raised concerns about freight being held up in commuter traffic and conflicting with other modes of transport. Freight is primarily carried by trucks and there are no readily available opportunities to shift to rail. The challenge for our District is to improve efficiency, resilience and reliability of freight transportation while also reducing the conflicts between heavy vehicles and other road users.

KEY MOVES



OUR APPROACH

We have developed five responses to meet the transport challenges facing our District. These are the key transport moves that will help us to achieve our vision for integrated transport in Waimakariri:

It is safe, easy and sustainable to journey to where we want to go



1.

CREATE a well-connected multi-modal District

Our Key Principles are:

- ✓ People should have a choice when it comes to how they travel.
- ✓ The transport network should allow for people using any transport mode to move to and from, within, and between our urban areas.
- ✓ Providing for alternative modes will give our residents choice and provide a way to reduce vehicle kilometres travelled and related emissions to align with our sustainability commitments.

What will we do?

- Establish more connections for walking, cycling and public transport – in and between townships and rural areas.
- Plan for growth by identifying where existing multi modal connections are, and where we need better connectivity to key destinations.
- Partner with Environment Canterbury to improve public transport connectivity, coverage and service as well as explore innovative ways to provide public transport e.g., on-demand services
- Introduce requirements for developers of new residential areas to include good connections to public transport and walking and cycling
- Prioritise, increase funding for, and explore alternative funding opportunities for public transport, walking and cycling projects.
- Improve accessibility for all in high pedestrian areas such as around schools and in town centres.
- Enhance the resilience of the transport system through supporting multi-modal options to allow for flexibility and continuity if one mode faces difficulties.

2.

INTEGRATE land use and transport to underpin higher density living in urban areas

Our Key Principles are:

- ✓ The design and delivery of a transport network that supports our growth objectives including improving:
 - ✓ sustainability,
 - ✓ resilience,
 - ✓ neighbourhood cohesion and character,
 - ✓ housing choice.
- ✓ Encourage higher-density development and intensification in areas close to key transit corridors that can support alternative modes

What will we do?

- Consider transport implications of housing intensification and ensure planned transport infrastructure supports this
- Collaborate with developers to achieve sustainable mobility outcomes and intensification in town centres and existing residential areas that are close to multi-modal transit corridors.
- Continue to collaborate with Greater Christchurch Partnership to ensure alignment and understanding of wider growth patterns and transport planning.
- environment to reduce social isolation.
- Require plans for parking management as part of urban area intensification and collaborate with developers to provide for travel demand management and multi-modal facilities.
- Support greenfield expansion where the development will improve transport outcomes or is enabled by good multi-modal transport linkages.
- Develop an intensification plan to influence future intensification in appropriate places that enable a broad spectrum of sustainable transport options to be used.
- Better integrate retirement villages into the urban environment to reduce social isolation.

3.

DESIGN transport network for the efficient movement of freight

Our Key Principles are:

- ✓ Freight efficiency is essential for our farms, businesses and town centres which are important contributors to the District's economic prosperity
- ✓ Efficient routes for freight will support our town centres and improve safety and effectiveness of our corridors for all modes of transport
- ✓ Our freight requirements cannot be met solely via rail. The primary road network can be promoted for freight transportation while reducing the use of local roads
- ✓ We will support and enable freight and logistics efficiency to assist the shift toward decarbonisation, which also delivers economic outcomes.

What will we do?

- Collaborate with freight providers to better understand freight movements and transfer locations so we can fully consider the impact on the road network.
- Investigate a preferred freight network that bypasses Rangiora and Kaiapoi town centres and review the management of freight movements (e.g. safe stopping point locations) with destinations within our townships
- Better connect our industrial areas / freight hubs to the arterial network and look to upgrade strategic freight routes that service rural areas for primary industries.
- Collaborate with Greater Christchurch Partnership and Canterbury Mayoral Forum to align a freight strategy across the wider region.
- Investigate the opportunities for Council to support decarbonising freight, for example through supporting infrastructure or looking into the demand for integrated transport, logistics and storage hubs to reduce freight movement.

4.

DELIVER a safe transport system for everyone

Our Key Principles are:

- ✓ We will partner with Government to implement adopted road safety strategies so that no one should be killed or seriously injured on our roads
- ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
- ✓ Driver education will also be supported.

What will we do?

- Ensure a proactive approach to implementing national road safety strategies.
- Improve infrastructure for, cyclists, pedestrians, mobility scooter users and others to increase the attractiveness of active transport
- Improve pedestrian and cyclist safety to schools, and work with schools to encourage walking and cycling.
- Be prepared for improvements required as demand for active transport increases.
- Continue to review speed limits and implement changes to ensure they are safe and appropriate, prioritising areas where the greatest safety benefit can be realised.
- Identify and prioritise road safety improvements at key locations for all transport modes.
- Review local road safety initiatives to improve road user education and behaviour.
- Ensure that transportation projects are proactively aligned with Waka Kotahi Safe System Principles.

5.

ACHIEVE travel behaviour change

Our Key Principles are:

- ✓ We will work towards ensuring all people can use their preferred mode of transport
- ✓ We will balance between investment across all modes, supporting transport choice
- ✓ We will reduce light vehicle kilometres travelled and the associated emissions to align with our the sustainability goals.

What will we do?

- Increase investment into education and travel behaviour change
- Investigate alternative funding mechanisms to support transport choice and make alternative modes more attractive.
- Support more micro-mobility (e.g., e-bikes, e-scooters etc) services and infrastructure, carbon neutral vehicle infrastructure, and travel behaviour change initiatives.
- Provide better internal connections to encourage people to use modes other than private car for short trips.
- Work with companies, communities, and schools to implement travel demand management plans.
- Work with Environment Canterbury to increase understanding of available transport services and options.
- Work with schools to establish multi-modal travel behaviour from a young age.
- Ensure Council's Parking Management Strategy optimises parking demand and supply, while continuing to monitor the effectiveness of parking enforcement.
- Continue to support the North Canterbury Cycle Sense Programme.



HOW DO WE MAKE IT HAPPEN?

This strategy does not specify activities or allocate funding, but supports an integrated approach to Council's future investment in our transportation system.

It requires collaboration with partner organisations such as the Greater Christchurch Partnership, Environment Canterbury and Waka Kotahi NZ Transport Agency, and with developers working within the District to achieve good transport outcomes.

We have outlined some high-level actions that would help to turn our Key Moves into reality. These are detailed further in the full draft strategy. Funding for any projects given the green light will be sought through future processes (e.g. external funding sources, Council's Long Term Plan(s) and/or Annual Plan(s)).

Our key moves, principles and actions aim to collectively make a positive contribution to wider transport trends moving in the right direction. Indicators of success that benefit wellbeing outcomes are:

- increase in public transport use
- increase in people using active modes (e.g., walking and cycling)
- reduction in private vehicle use
- reduction in transport carbon emissions
- reduction in deaths and serious injuries on our roads
- more reliable journeys
- higher community satisfaction with our transport system including parking provision
- more resilient transport network
- improved reliability of freight journey times
- better integration of transport network with housing and key activities centres, meaning greater access to key destinations.

Once consultation on the draft strategy has closed, we will consider all feedback and work towards developing a final version, which will be presented to Council for adoption in early 2024.



MOVING FORWARD: WAIMAKARIRI'S INTEGRATED TRANSPORT STRATEGY FEEDBACK FORM

These are the five responses we have identified to meet the transport challenges facing our District. Thinking about some of the challenges, principles and actions outlined in the draft Waimakariri Integrated Transport Strategy, please tell us what you think about ideas proposed in each Key Move:

1. CREATE a well-connected multi-modal District Yes No

Do you support better connections for all transport types across Waimakariri?

Any other comments? _____

2. INTEGRATE land use and transport to support higher density living in urban areas Yes No

Should we encourage higher-density development in areas close to transit corridors that support people to travel using alternative modes of transport (walking, cycling etc) rather than via private vehicle?

Any other comments? _____

3. DESIGN transport network for the efficient movement of freight Yes No

Do you support better connections for our freight movements and the upgrading of routes that ensure freight movement is efficient and sustainable?

Any other comments? _____

4. DELIVER a safe transport system for everyone Yes No

Should the transport network be designed to ensure every user is safe – regardless of transport mode?

Any other comments? _____

5. ACHIEVE behaviour change Yes No

Should the Council allocate resources to encourage transport behavior change?

Any other comments? _____



Freepost Authority Number 1667



Let's Talk - Moving Forward: Waimakariri's Integrated Transport Strategy
 Waimakariri District Council
 Private Bag 1005
 Rangiora 7440

Fold along line

Please seal with tape.

Fold along line

We'd love to hear your thoughts...

Name:

Email/Phone:

Comments: (Please feel free to add further pages inside if you wish)

Large empty rectangular box for comments.

Your details: Your feedback is public information. We will require your contact details as part of our submission - it also means we can keep you updated throughout the project. Your feedback, name and address are given to the Community Board/Council to help them make their decision. Feedback, with screen name and email only, go online when the decision meeting agenda is available on our website. If requested, your feedback, with name and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987. View the Waimakariri District Council's Privacy Statement. <https://letstalk.waimakariri.govt.nz/privacy>. If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on 0800 965 468.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** CPR-08-023 / 230804119044**REPORT TO:** COUNCIL**DATE OF MEETING:** Tuesday 5 September 2023**AUTHOR(S):** Duncan Roxborough, Implementation Project Manager, District Regeneration**SUBJECT:** Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group**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 election of Councillors onto the proposed Project Steering Group for the Rangiora Civic Precinct & Library Extensions 2023 business case project.
- 1.2. The aim of the project is to confirm the Rangiora Civic Precinct Development high level scope, timing, and cost estimates; to enable a submission to the 2024/34 Long Term Plan.

Attachments:

- i. Draft Terms of Reference (Trim: 230726113583).
- ii. Report to Council January 2021 (Trim 210119006610)

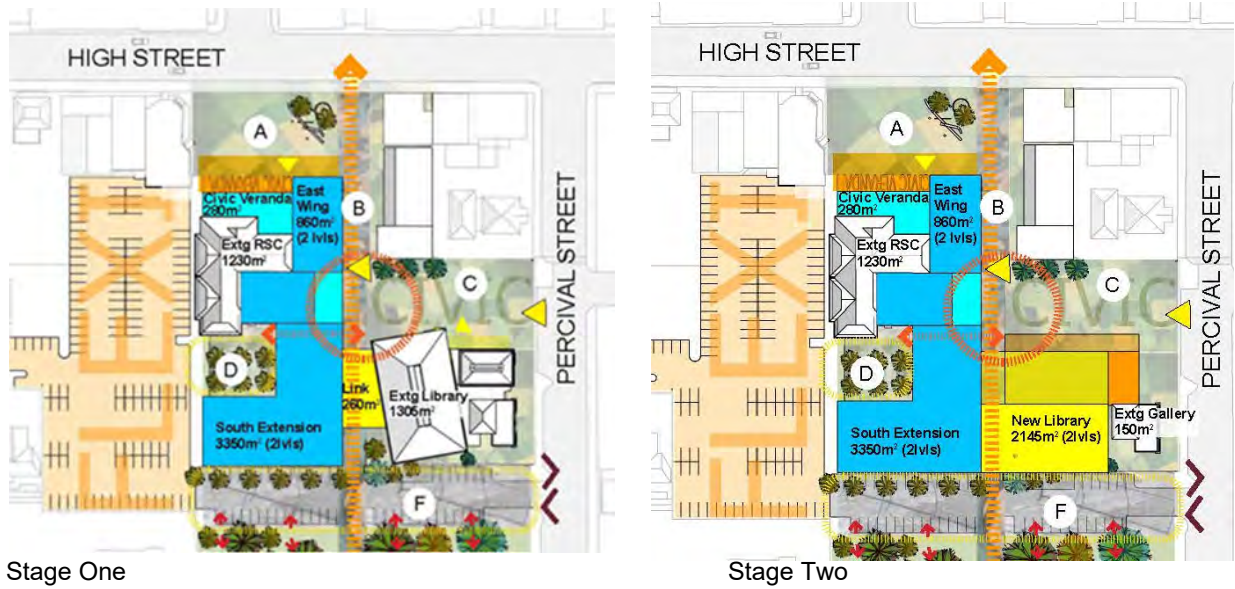
2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230804119044.
- (b) **Approves** the appointment of Councillors _____, _____, _____ and _____ to the Rangiora Civic Precinct and Library Extensions Project Steering Group.
- (c) **Notes** Mayor Gordon and the Chief Executive are members on an ex-officio basis.
- (d) **Notes** the balance of the Project Steering Group is made up with staff and General Managers per the draft Terms of Reference (Trim 230726113583).
- (e) **Circulates** this report to the Rangiora-Ashley Community Board.

3. BACKGROUND

- 3.1. In the years prior to 2021 work has been undertaken on high level planning and scoping for the redevelopment of the Rangiora Civic Precinct – including the following key elements (among others):
- a) Changes to Rangiora Service Centre and staff accommodation
- b) Extensions and upgrade to Trevor Inch Memorial Library
- c) Civic space and general amenity improvements

- 3.2. The key objectives of the project are included in the attached draft Terms of Reference, and previous progress report to Council in January 2021 (Trim: 210119006610).
- 3.3. Previous work has included site options assessments, development scenarios, and shortlisting of preferred high level concept masterplan. Athfield Architects Ltd were engaged as urban design advisors in 2020 following a competitive bid process. The previous process outlined the following preferred masterplan option:



- 3.4. Since the previous exercise, the following key items of work have been undertaken or in progress, related to the civic precinct and library:
- Rangiora Service Centre Strengthening and Refurbishment
 - Other changes to general staff accommodation
 - Interim changes/upgrades within the library – shelving etc
 - Regulatory reforms ongoing, eg:
 - Water Services Reform
 - RMA Reform
 - Future for Local Government Review
 - Impacts from Covid pandemic – including changes to staff working patterns/arrangements
- 3.5. As part of the Water Service Reforms process, Council was able to secure 'Better-off Funding' from central government. The Civic Precinct project was one of the projects included in the programme which received funding. The Civic Precinct project has \$200,000 of 'Tranche 1' funding, which is to be used on revisiting the masterplan and business case. This part of the Better off funding is to be spent by June 2024.

4. **ISSUES AND OPTIONS**

- 4.1. The next phase of the project will revisit the key underlying design assumptions and constraints, including office staff numbers and library floor area requirements, and re-test concept development scenarios to re-confirm a preferred concept masterplan (including timings/staging) to take to the 2024/34 Long Term Plan.

- 4.2. It is necessary to re-establish this term a Project Steering Group for this next phase of the project, and considered essential to have Council elected representative membership on the Project Steering Group. The current draft terms of reference have suggested elected members to sit on the Steering group based on the key portfolios that are most involved/affected by the Civic Precinct project concept stage.
- 4.3. The proposed membership is therefore:
- Elected Members:
 - Mayor Dan Gordon (ex-officio)
 - Deputy Mayor Neville Atkinson (Property portfolio holder)
 - Cr Al Blackie (Greenspace portfolio holder)
 - Cr Robbie Brine (Community Facilities portfolio holder)
 - Cr Brent Cairns (Town Centres portfolio holder)
 - Cr Nicki Mealings (Sustainability portfolio holder)
 - Cr Joan Ward (Audit, Risk, Customer Services)
 - Chief Executive (ex-officio)
 - Management Team
 - General Manager Community & Recreation
 - General Manager Business & Strategy
- 4.4. The members to be appointed to the Project Steering Group require confirmation by the Council.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report, as it only involves election of members onto the Project Steering Group. Mana whenua will be involved in stages of the project design.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, as it mainly only involves election of members onto the Project Steering Group.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report.

This Better off funding budget is included in the Annual Plan/Long Term Plan.

The 2021/31 Long Term plan includes the following provisions:

- i. Office Accommodation remains scheduled for FY2028/29 – 2029/30 (\$22 million)
- ii. Rangiora Library Extension FY2027/28 – 2028/29 (\$8.3 million)

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do potentially have sustainability and/or climate change impacts. The proposed inclusion of the Sustainability portfolio holder will ensure sustainability views are considered in the concept design.

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.3 **Health and Safety**

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

- Local Government Act 2022

7.3. **Consistency with Community Outcomes**

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

- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated
- People have wide-ranging opportunities for learning and being informed.

7.4. **Authorising Delegations**

The recommendations within this report are in line with Council delegations.

TERMS OF REFERENCE

Rangiora Civic Precinct (Business Case phase)

Project Steering Group

1. Purpose

To oversee the delivery of the business case phase for the Rangiora Civic Precinct project; by providing project governance and decision making, and support and direction to the Technical Working Group and wider project team.

The Business case phase purpose is to revisit project criteria and assumptions, review concept options and re-scope the project, identify preferred concept and make submission to 2024-34 Long Term Plan process. The business case phase of the project is funded from Better-off Funding received from government.

2. Membership

- Elected Members:
 - Mayor Dan Gordon (ex-officio)
 - Deputy Mayor Neville Atkinson (Property portfolio holder)
 - Cr Al Blackie (Greenspace portfolio holder)
 - Cr Robbie Brine (Community Facilities portfolio holder)
 - Cr Brent Cairns (Town Centres portfolio holder)
 - Cr Nicki Mealings (Sustainability portfolio holder)
 - Cr Joan Ward (Audit, Risk, Customer Services)
- Chief Executive (ex-officio)
- Management Team
 - General Manager Community & Recreation
 - General Manager Business & Strategy

3. Staff and Consultant Support

- Rangiora Civic Precinct Project Manager
- Urban Design and Architectural Consultant (as required)
- Members from Technical Advisory Group (if requested)

4. Administrative Support

- Executive Assistant to the General Manager Community & Recreation.

5. Quorum

Any five members, including three elected members.

6. Objectives

- 6.1 To assist the Technical Advisory Group (TAG) and the Project Manager to deliver the business case phase of the Rangiora Civic Precinct project, as required by the Council and Central Government.
- 6.2 In particular to:
 - 6.2.1 Establish and monitor appropriate reporting and technical standards

TERMS OF REFERENCE

Rangiora Civic Precinct (Business Case phase)

Project Steering Group

- 6.2.2 Advise on key matters affecting the project design criteria (key inputs) – such as organisation size projections, in light of current reforms (e.g. Future of Local Government, Affordable Water Services, RMA reforms and the like)
- 6.2.3 Confirm shortlisted options for reassessment
- 6.2.4 Advise and confirm whether a site location reassessment or revisitation of the Indicative Business Case (Rangiora Service Centre) is to be conducted.
- 6.2.5 Advise and decide on relative importance and weightings of the key project objectives and outcomes sought, to enable multi-criteria analysis to be performed on shortlisted design options
- 6.2.6 Decide on updated design criteria and principles to be adopted, based on recommendations by the Technical Advisory Group
- 6.2.7 Approve procurement process and final engagement of external design professional for this phase of the project.
- 6.2.8 Provide guidance on likely community or Council views
- 6.2.9 High level reviews of reports and other documents
- 6.2.10 Confirm preferred option and make recommendation to take to Long Term Plan process
- 6.3 To ensure that the funding is spent in an efficient and economic manner
- 6.4 To ensure accurate and timely reporting as required to the Council and the relevant Community Boards or other key stakeholder groups
- 6.5 To ensure that the project milestones are achieved to the agreed timeline
- 6.6 To ensure that Central Government objectives and directives around use of Better-Off funding, are met or appropriately considered.
- 6.7 To provide a completed solution that:
 - Meets the project objectives and outcomes
 - Achieves the necessary compliance with relevant legislation and good practice

7. Outcomes

- 7.1 The solution is:
 - 7.1.1 Fit for purpose, and meets the end objectives as established by the Project Steering Group
 - 7.1.2 Integrated with the existing spaces and buildings, where appropriate
 - 7.1.3 Within budget (business case phase)
 - 7.1.4 Within the agreed timeframes (report submitted to LTP process Nov 2023)
 - 7.1.5 Enables good decision making by Council through the forthcoming Long Term Plan process
 - 7.1.6 Is forward looking and future focussed and will meet the needs of the organisation and the district for the next 50 years.
- 7.2 The process followed is sound and robust, given the accelerated timeframes.
- 7.3 Compliance with relevant Legislation is achieved.

TERMS OF REFERENCE

Rangiora Civic Precinct (Business Case phase)

Project Steering Group

7.4 Central Government, the Council and the Community Board have received all required reports at the agreed time, and they feel engaged and well informed.

7.5 Support provided to community engagement and any special consultation as part of the Long Term Plan process.

8. Delegation

8.1 The Project Steering Group cannot commit the Council to budget or expenditure over and above the current business case phase funding - but will make recommendation to Council for future project budgeting purposes

8.2 Delegation for decision making around expenditure of the \$200,000 business case phase project budget, including consultant engagement.

9. Decision Making

9.1 Decisions will be reached by consensus or majority vote.

10. Legal Responsibilities

10.1 In working together to achieve the objectives of the project, the Council and the PSG are required to comply with all relevant legislation and regulations.

These include, but are not limited to:

- The Health and Safety at Work Act
- Local Government Act
- Resource Management Act
- LGOIMA
- Building Act
- District Plan Rules

11. Administration

11.1 The PSG meeting will be formally minuted.

11.2 The allied Technical Advisory Group (TAG) has a dedicated Terms of Reference which is aligned to the objectives and outcomes of the Project Steering Group

12. Meeting Frequency

12.1 The PSG shall meet monthly or when requested to for urgent matters.

13. Duration



TRIM: 230726113583
Version: 1.0
Adopted: [tbc]
Page: 4 of 4

TERMS OF REFERENCE

Rangiora Civic Precinct (Business Case phase)

Project Steering Group

- 13.1 The PSG will function until completion of the project, which is likely to be the end of the 2023/24 financial year, when the Long Term Plan 2024-34 is adopted. In any case the Project Steering Group will cease at the end of the electoral term.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CPR-08-023-03.03 / 210119006610

REPORT TO: Council

DATE OF MEETING: 26 January 2021

FROM: Chris Brown, Manager, Community and Recreation
Jeff Millward, Manager, Finance and Business Support

SUBJECT: Rangiora Civic Precinct – Long Term Plan

SUMMARY

- 1.1. This report provides an overview on development of the Rangiora Civic Precinct masterplan, and makes recommendations for budget allowance in the Long Term Plan for both the Rangiora Library Extension and Office Accommodation.
- 1.2. The project has completed an initial design development phase and tested a wide range of potential scenarios for the spatial configuration of extensions to both the library and office accommodation within the Civic Precinct.
- 1.3. The Project Steering Group has endorsed the general bulk and location of the main office extension and library expansion: being located to the south of the existing building, however there remains material uncertainties which means that staff consider it unwise to advance the project further until these are clarified.
- 1.4. Options to extend the existing library building separate to the office extension have been explored. This would however limit efficiencies of resources and reduce opportunities for the civic building extension in the future. Combining both projects is more cost effective and achieves a better use of existing civic precinct space. Both projects need to be done together to allow efficient use of resources, deliver better design outcomes and avoid significant sunk costs.
- 1.5. These uncertainties relate to the future size of the organisation, particularly with the current reform proposals for divestment of the management of three waters. However drivers such as population growth and the expiry of the Farmers lease that Council will need to make decisions on office accommodation before FY2028.
- 1.6. Bearing in mind the affordability constraints on the district, this means that staff recommend that the following provisions are made in the Long Term Plan¹:
 - i. Office Accommodation remains scheduled for FY2028 (\$18 million)
 - ii. Rangiora Library Extension deferred from FY2024 to FY2028 (\$7 million)
- 1.7. A more detailed review of the project and update of cost estimates will be required at the next Long Term Plan when the above uncertainties are more resolved.

¹ Figures quoted are \$2020

RECOMMENDATION

2.1. THAT the Council:

- (a) **Receives** report No. 210119006610
- (b) **Agrees** to following provisions are made in the 2021-2031 Long Term Plan
 - i. Office Accommodation remains scheduled for FY2028 (\$18 million in 2020 dollars and unadjusted for inflation)
 - ii. Rangiora Library Extension deferred from FY2024 to FY2028 (\$7 million in 2020 dollars and unadjusted for inflation)

BACKGROUND

3.1. The Rangiora Town Centre Strategy identifies the Civic Precinct as one of the ten major projects necessary to realise the vision for the town centre and which is described in the draft Rangiora Town Centre Strategy (RTCS) as follows:

- **Revamp the Civic Precinct** which includes the Council Service Centre on High Street, Rangiora Library, green spaces and the public car park. This includes making the buildings fit for purpose by refurbishment and extension. There are also opportunities to enhance the public spaces in this precinct, such as the connectivity to Victoria Park and ensuring neighbouring activities, particularly at Percival Street and from the Council carpark create a lively, active edge with the park.

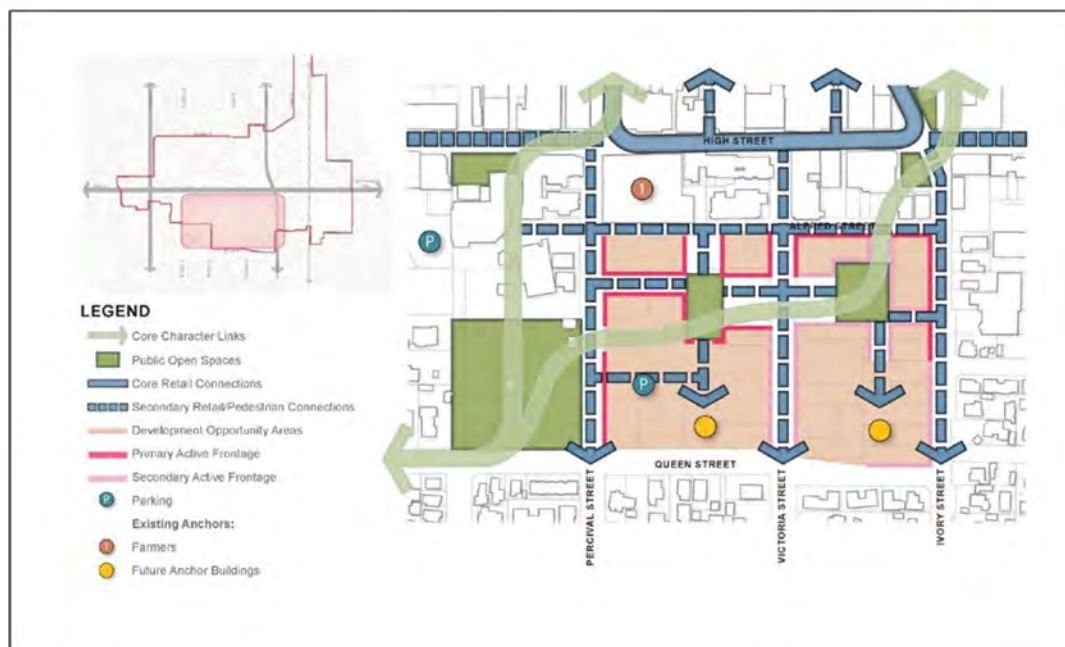


Figure 1: from Rangiora Town Centre Plan

3.2. Acknowledging the planned future extension of the Rangiora Service Centre and Library identified in the Long Term Plan and 30 year Infrastructure Strategy, the Council also resolved as follows:

- (f) **Approves** development and funding of a masterplan and supporting business case for the civic precinct that includes development of the both Library and Rangiora Service Centre extensions and associated carpark areas and landscaping following completion of the Rangiora Town Centre Strategy to support decision making for the Long Term Plan 2021/2031.

- (g) **Approves** the formation of a Steering Group for the Civic Precinct development and requests staff to prepare a draft budget and terms of reference for the Steering Group noting representation of elected member representation on the SG.

ISSUES AND OPTIONS

Design Development

4.1 Following a tender process, Athfields Architects were commissioned to prepare development scenarios and ultimately a masterplan for the Precinct. Following a series of workshops with technical staff and the Project Steering Group, Athfields have developed a range of options to consider.

4.2 The key challenge in determining the bulk and location of the office building is the uncertainty in the future size of the organisation. This means that a range of scenarios and staging options have been considered which trigger additional expansion when and if the size of the organisation reaches the office capacity.

4.3 The other major uncertainty is the plan for the library in the future. The current levels of service for library provision is 60m² per 1000 people. Based on this level of service there is no doubt that an extension to the Rangiora Library is required

4.4 While the population continues to grow the need to extend the library to make sure that it can provide the appropriate services to the districts residents will become even more critical. Library services are changing with the community now seeing libraries more as a community commons rather than just a space for books.

4.5 Libraries provide a much broader amount of services which all connect people and assist in lifelong learning. The library is part of the wider civic precinct and there are benefits in combining the library extension with the accommodation extension. These include efficiencies in resources and better use of the existing civic precinct land. Ultimately this will lead to a better outcome long term for the community.

4.6 In order to bridge the gap and continue to be able to provide up to date library services a number of interim solutions have been identified. Approval for these solutions are included in a separate libraries report but include the following:

- Installation of smart shelving
- Replacement of book shelving
- Reconfiguring the returns area

4.7 A key finding from the design work is that it is not feasible to extend the library separately from the development of office accommodation without incurring significant sunk cost. Some demolition of any library extension would be required to enable the office accommodation to be built, or a whole new library constructed.

4.8 The Project Steering Group has endorsed the scenario which involve building a significant extension to the building to the south of the existing office building with development of the library in two stages as shown in the drawings to the right:



Figure 2: Stage One

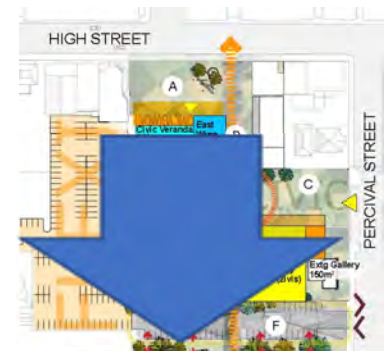


Figure 3: Stage Two

- 4.9 Library in existing building plus ground floor of new extension; and
- 4.10 Build additional office space and a new ground floor library in the place of the existing library.
- 4.11 What we do not know yet
- 4.12 Although the work to date takes the Council a significant step towards determining the future shape of the Precinct, there remain several areas of uncertainty that means that a clear direction cannot be confirmed at this stage:
- 4.13 The size of the organisation and therefore requirements for office space
- 4.14 The form, size and function of the library, and hence final floor areas required; and
- 4.15 The robustness of the cost estimates.
- 4.16 However drivers such as population growth and the expiry of the Farmers lease that Council will need to make decisions on office accommodation by FY2028. In addition, staff are aware of the affordability constraints on Council and hence the importance of managing the existing assets efficiently. For these reasons, it is proposed for the library extension to be deferred from FY2024 to align with the planned office expansion in 2018/28 LTP.
- 4.17 A more detailed review of the project and update of cost estimates will be required at the next Long Term Plan when the above uncertainties will be more resolved.

COMMUNITY VIEWS

- 5.1 Groups and Organisations
- a. Wider views outside of Council has not been sought at this stage
- 5.2 Wider Community
- a. The views of the wider community has not been sought at this stage.

IMPLICATIONS AND RISKS

- 6.1 Financial Implications
- i. Office Accommodation remains scheduled for FY2028 (\$18 million)
- ii. Rangiora library extension deferred from FY2024 to FY2028 (\$7 million)
- Note: The above figures are in \$2020.
- 6.2 Community Implications
- The long term future of the Civic Precinct is likely to attract interest from the community. It is anticipated that robust stakeholder engagement will need to be a key part of a future stage where the master plan and long term vision is developed.
- 6.3 Risk Management
- The key risk identified to the successful delivery of the project is the challenge in confirming the future scope and scale of the library extension in the context of the District's Library Strategy.

- A further risk is the loss of available lease accommodation should there be further deferral of the project and the Farmers lease expires. Staff will be considering options to mitigate this risk including securing further right of renewals.

6.4 Health and Safety

- There are no health and safety implications in relation to the report.

CONTEXT

7.1. Policy

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

7.2. Legislation

There are no specific legislative references.

7.3. Community Outcomes

This project has the potential to contribute to the following community outcomes at a minimum:

- The accessibility of community and recreation facilities meets the changing needs of our community.
- The centres of our towns are safe, convenient and attractive places to visit and do business
- There are wide-ranging opportunities to participate in arts and cultural activities
- There are wide-ranging opportunities for people of different ages, abilities and cultures to participate in community life and recreational activities.
- There are sufficient and appropriate places where businesses are able to set up in our District.
- Mana whenua are acknowledged and respected.
- There is a wide variety of public places and spaces to meet people's needs.
- Opportunities for collaboration and partnerships are actively pursued

7.4. Delegations

This is a matter that the Council is required to consider.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RGN-02-01 / 230720109833**REPORT TO:** Council**DATE OF MEETING:** Tuesday, 5 September 2023**FROM:** Duncan Roxborough, Implementation Project Manager – District Regeneration**SUBJECT:** District Regeneration – Annual Progress Report to June 2023**SIGNED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

1.1 The purpose of this report is to provide a regular activity summary for the District Regeneration programme, to allow for monitoring of progress. This report covers annual progress to end of June 2023 (end of 2022/23 WDC financial year) and covers the Regeneration activity, and the Kaiapoi Riverbanks Wharf & Marine Precinct activity, both of which are delivered by the District Regeneration unit.

1.2 At present; of the 65 projects in the combined programmes, approximately 80% are fully complete, with others underway. In all; 94% of projects are either completed or underway.

1.3 Total expenditure to date on the District Regeneration activity is approximately \$14.0m, which is behind planned expenditure (at 89% of planned budget to date). The current approved budget is approximately \$18.3M for the full programme including future years (set in 2018 & 2021 Long Term Plans and excluding the Memorial Gardens project). The programme is tracking to be delivered within budget.

Programme Budget	\$18.3
Spend to date	\$14.0
Balance Remaining	\$ 4.3
Forecast yet to spend	\$ 4.3

1.4 Total expenditure to date on the Kaiapoi Riverbanks Wharf and Marine Precinct activity is approximately \$9.8M. The current approved budget is approximately \$10.4M for the multi-year programme, including future years. The multi-year programme is tracking to be delivered on budget, once carryovers and contract retentions are taken into account.

1.5 A number of projects are behind schedule. As a whole, the overall regeneration programme is tracking approximately a year behind schedule in terms of projects status.

1.6 The Waimakariri District Council Regeneration programme has been acknowledged with two national awards this year. The project won its category at both the Recreation Aotearoa annual conference, and the Taituara annual awards event.

Attachments:

- i. Projects summary sheet

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** report No. 230720109833.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.
- (c) **Circulates** this report to all Boards.

3. **BACKGROUND**

- 3.1 The District Regeneration programme covers the Implementation of the land uses and activities identified within the Waimakariri Residential Red Zone Recovery Plan (the 'Recovery Plan'). The District Regeneration unit also oversees the delivery of:
 - Kaiapoi River Wharf and Marine Precinct programme (including Riverbanks)
 - Murphy Park and Rowing Precinct project
- 3.2 The draft Recovery Plan was developed by Waimakariri District Council (WDC) and presented to the Minister supporting Greater Christchurch Regeneration in August 2016, following extensive consultation with the community and strategic partners. The final Recovery Plan was issued by the government in December 2016 and adopted by Council in February 2017. The Waimakariri District Council is the key implementing party for the activities on the land identified to be divested to Council.
- 3.3 A requirement of the Recovery Plan was for WDC to develop an Implementation Plan to outline how and when the land uses and activities from within the plan would be implemented. The Implementation Plan is a key document which contains key planning items and supplementary information, and is referred to throughout this report.
- 3.4 The District Regeneration programme includes coordination with other allied council projects and programmes, such as:
 - Kaiapoi Town Centre Plan & Activation Strategy
 - Town Centre Parking Review, and Park n Ride facility
 - District Plan Review
 - Walking & Cycling Strategy
 - Kaiapoi River Rehabilitation, and Arohatia Te Awa
 - Kaiapoi Stormwater and Flooding Improvements (Shovel-ready programme)

4. ISSUES AND OPTIONS

Programme Summary

4.1. A summary of projects current status and progress for the whole programme is shown in Table 1 and Figure 1 below. This summary includes the Regeneration projects, and the Kaiapoi Riverbanks Wharf & Marine Precinct programme. The ongoing/recurring category includes staged multi-year projects of repetitive nature (e.g. Heritage & Mahinga Kai area, private lease areas, and general programme management).

Table 1: District Regeneration programmes summary of current project progress/status (June 2023)

	Total	Completed	Ongoing/ recurring	On/ahead of programme	Behind programme/ concerns	Not started
Operational Projects	12	10	1	1	0	0
Capital Projects (Regen)	34	26	2	2	1	3
Capital Projects (Marine)	19	16	0	0	2	1
Total	65	52	3	3	3	4
<i>(Last report June 2022)</i>	<i>(66)</i>	<i>(44)</i>	<i>(7)</i>	<i>(5)</i>	<i>(5)</i>	<i>(5)</i>

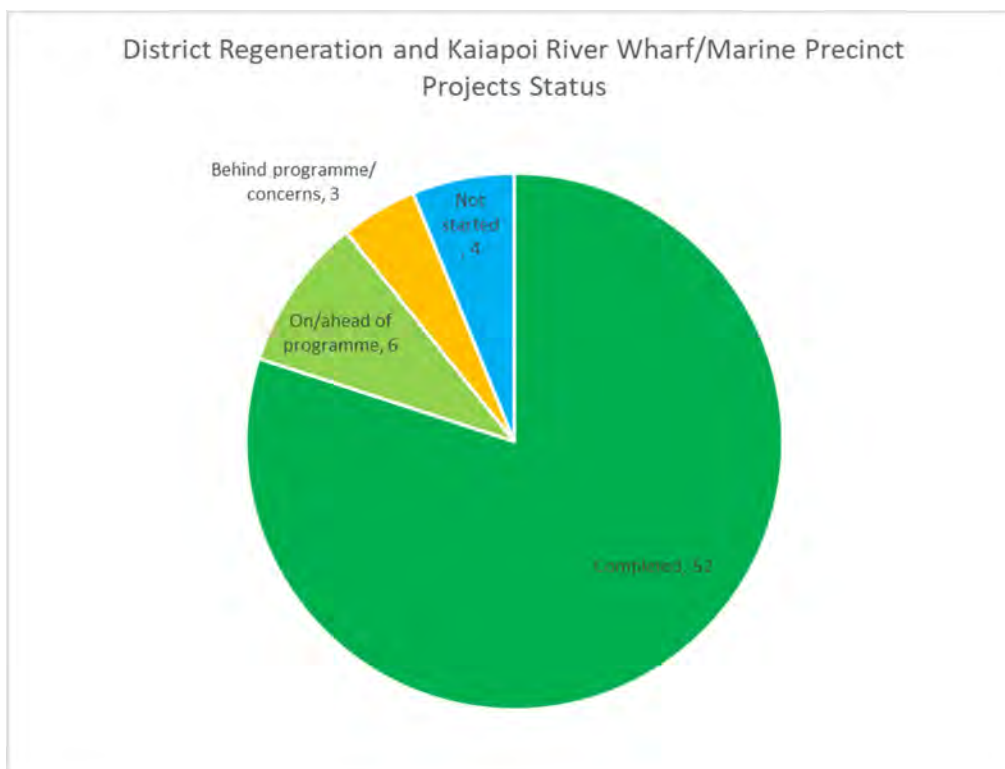


Figure 1: District Regeneration programmes summary of current project progress/status

From these it can be seen that approximately 80% of the projects are fully completed, with approximately 89% complete or on-track (including recurring jobs), and the remainder are yet to start or are behind. Refer to attachment i) for the full project list.

- 4.2. Clarifications and endorsements to the preceding summary table and figures are as follows:
- a) The tables and figures used in this report are for the multi-year programmes, for all years of those programmes. The summary includes projects delivered in previous years, the current year projects, and projects to be done in future years.
 - b) The above summary does not include the Earthquake Infrastructure Recovery Programme projects.
 - c) Mixed use business areas development/activation projects are not included in the summary; the ongoing activation of the Town Centre and mixed use business areas and supervision of the arising development projects are overseen primarily by the Business & Centres Team who report to the Kaiapoi-Tuahiwi Community Board and Council.
- 4.3. The Regeneration website no longer continues to be updated with current project information. In early 2021 the website was revamped to reduce the amount of content and focus on the final projects yet to be completed. This will be further reduced as part of the July 2023 WDC website revamp. Current projects will still have information on the general WDC website. Historic information will be archived.
- 4.4. Ongoing budgetary and rates considerations has also resulted in the deliberate deferment or re-scheduling of a number of capital projects as requested by the Council (including some that were already behind schedule); the main projects deferred in the current and previous years being:
- Corcoran Reserve Viewing Platform
 - Kaiapoi East rural area Recreation and Ecological linkage
 - Riverbanks Walkway near War Memorial reserve

4.5. Key projects **completed** in the last reporting period include:

- 1) Honda Forest (all stages now complete)
- 2) NZMCA Park development on Kaiapoi East MUBA
- 3) Huria Reserve Heritage & Mahinga Kai area – stage 2 planting and stage 2 paths
- 4) Kāikanui Walkway Rec and Eco Linkage (Kaiapoi South rural area linkage)
- 5) Dredging dewatering ponds decommissioning
- 6) Riverbanks boardwalk non-slip treatment

Some of these minor tasks are not considered as projects in the overall summary of project tracking, since they are just scope changes/additions to existing projects.

4.6. Key projects/works currently **under construction** include:

- 7) Kaiapoi Historic Railway Station building relocation (developer-led)

4.7. Key projects/works currently at **procurement stage** include

- 8) Kaiapoi Community Hub & Croquet development (stage 1)
- 9) Interpretive signage (final stage)

4.8. Key projects currently at the **design stage** include:

- 10) nil

4.9. Key projects currently **on hold, delayed, or not yet started**:

- 11) Kaiapoi East Boat Trailer Parking
- 12) Murphy Park
- 13) Watersports/Rowing Precinct
- 14) Corcoran Reserve viewing platform (design stage put on hold)
- 15) Recreation & Ecological Linkages – The Oaks, and Courtenay (behind schedule)
- 16) Recreation & Ecological Linkages – Kaiapoi East (deferred due to WHoW)
- 17) Kaiapoi Riverbanks SW Bridge corner / War Memorial path – Landscaping

4.10. With regard to **MUBA's and other commercial activities**, the Regeneration team and Community & Recreation staff have been collaborating with Business and Centres team on the following key activities:

- 18) Kaiapoi South MUBA – William Hill Consulting marina proposal
- 19) Discussions with multiple potential developers for other MUBA areas
- 20) Ongoing engagement with WHoW Aquasports Trust
- 21) Kāikanui Aqualand

- 4.11. Key current capital projects that were scheduled to be completed in the immediate past financial year (2022/2023) are shown in Table 2.

Table 2: Summary of 2021/22 capital projects

Project	Status
NZMCA Park	Completed
Huria Reserve Heritage & Mahinga Kai – Stage 2	Completed
Honda Forest (stage 4)	Completed
Rec & Eco linkage – Kaiapoi South Rural / Kaikanui Walkway	Completed
Kaiapoi River Dredging dewatering areas decommissioning	Completed
Charles Street Viewing Platform	Behind programme (deliberately deferred)
Rowing Precinct & Murphy Park	Behind programme



Figure 2: NZMCA Park in use



Figure 3: Huria Reserve Heritage & Mahinga Kai area Stage 2 paths during recent floods

- 4.12. Key capital projects that are now scheduled to be completed in the current financial year (2023/24), where not included in the table above, are shown in Table 3.

Table 3: Summary forecast of other 2022/23 capital projects

Project	Status
Rec & Eco linkage – The Oaks & Courtenay	Not started
Car & Boat Trailer parking – (now deferred again to 23/24 year)	On Track
Kaiapoi Riverbanks SW corner Landscaping (War Memorial)	Behind Schedule

- 4.13. Some key milestones achieved during the year include:

- Co-governance and lease arrangement for HMK area implemented
- Formal establishment of the Kaiapoi Community Hub Trust
- Good progress made with Croquet Club on their proposed move to the Hub site
- First TKTT Statement of Intent for Huria Reserve Heritage and Mahinga Kai area implementation (stage 3) approved.
- Regeneration project wins Recreation Aotearoa award
- Regeneration project wins category at Taituara awards
- Presentations been made to a number of organisations, and site tours hosted, to share knowledge.
- Significant Matariki event held at Norman Kirk Park, with plans to repeat events.

Key Actions or Items Requiring Resolution

- 4.14. Other than the above; key items requiring resolutions are:
- Rural land uses establishment and opportunities assessment
 - Project scoping for:
 - Landscaping of War Memorial Area
 - Murphy Park & Watersports precinct (including rowing)
 - Sports fields clubrooms business case
 - Ongoing collaboration with WHoW Aquasports proponents on their business case.

Discussion on MUBAs

- 4.15. Staff have been working with a number of developers who have approached council with proposals for the mixed use business areas (MUBA). Of significance; the Kaiapoi south MUBA has been through a formal Request for Commercial Proposals process and this has progressed to further feasibility stage with the proponent William Hill consulting, for potential development of mixed use marina development on the land.
- 4.16. A number of other commercial developers and agencies have approached Council in the last year with other concepts; including the likes of social housing, pensioner housing, tourist attractions and commercial recreation opportunities. Staff continue to work with the proponents and further Request for Proposals exercises will likely be undertaken in the next year to see if any gain traction.
- 4.17. Staff continue to work with the proponents of the WHoW Aquasports facility. The memorandum of agreement between Council and WHoW trust for the ongoing feasibility study was extended for a further 3 years to allow the trust to continue their feasibility studies for the project and explore the investment potential in the Kaiapoi East Regeneration Area.
- 4.18. The New Zealand Motor Caravan Association (NZMCA) development is now completed and appears to be very well used, with high occupancy observed and increase in town centre activity noted.
- 4.19. Kaikanui Aqualand had their second year of the aquaplay facility on the Courtenay Lake adjacent to the Heritage and Mahinga Kai area.

Financial

- 4.20. A summary of current budgets for both of the programme covered in this report is shown below.

District Regeneration current programme value (all years)	\$18.3M (excl. Memorial Gardens)
Kaiapoi River Wharf & Marine Precinct programme value (all years)	\$10.4M

- 4.21. No major changes were made to the Regeneration Activity budgets (since 2021-2031 LTP) arising during the 2022/23 year. There were no budget additions during the 2022/23 year, nor any 2023/24 Annual Plan budget changes, other than bringing forward of budget (that had previously been deferred) between years.
- 4.22. The reporting basis in this summary report is different to the quarterly capital works reports submitted to Audit & Risk Committee. The financial basis of this annual report is based around treatment of the regeneration as a multi-year programme, taking into account the carryover of budgets and work in progress between council financial years. The quarterly capital projects reports are based solely around single year budgets and expenditure. This annual progress report to Council covers the full multi-year programme including works completed in all years to date, and future projects.

District Regeneration Projects Expenditure

- 4.23. Overall Regeneration programme expenditure against budget is tracking behind planned expenditure, with expenditure to date tracking at 89% of planned budget to date.
- 4.24. A summary of the District Regeneration activity expenditure to date compared to budget, for all years to date is shown in Table 4 and Figure 4.

Table 4: District Regeneration Activity Summary of Expenditure to date vs Budget (figures in \$000's)

	16/17	17/18	18/19	19/20	20/21	21/22	22/23	Cumulative to date
Operational Budget	768	610	643	615	500	246	236	3,382
<i>Operational Expenditure</i>	734	673	582	503	461	234	182	3,187
	(96%)	(110%)	(91%)	(82%)	(92%)	(95%)	(77%)	(93%)
Capital Budget (incl. carryovers)	0	1,503	5,070	8,979	5,817	1,747	2,036	n/a
Capital Budget (excl. carryovers) Based on forecast carryovers	0	1,503	3,664	5,000	261	817	863	12,108
<i>Capital Expenditure (excl WIP)</i>	0	176	2,495	3,606	3,091	408	845	10,621
	(100%)	(12%)	(68%)	(72%)	(1184%)	(50%)	(98%)	(88%)
Total Budget (excl carryovers)	768	2,113	4,307	5,615	761	1,063	1,099	15,726
<i>Total Expenditure (excl WIP)</i>	734	849	3,077	4,109	3,552	642	1,027	13,990
	(96%)	(40%)	(71%)	(73%)	(467%)	(60%)	(93%)	(89%)

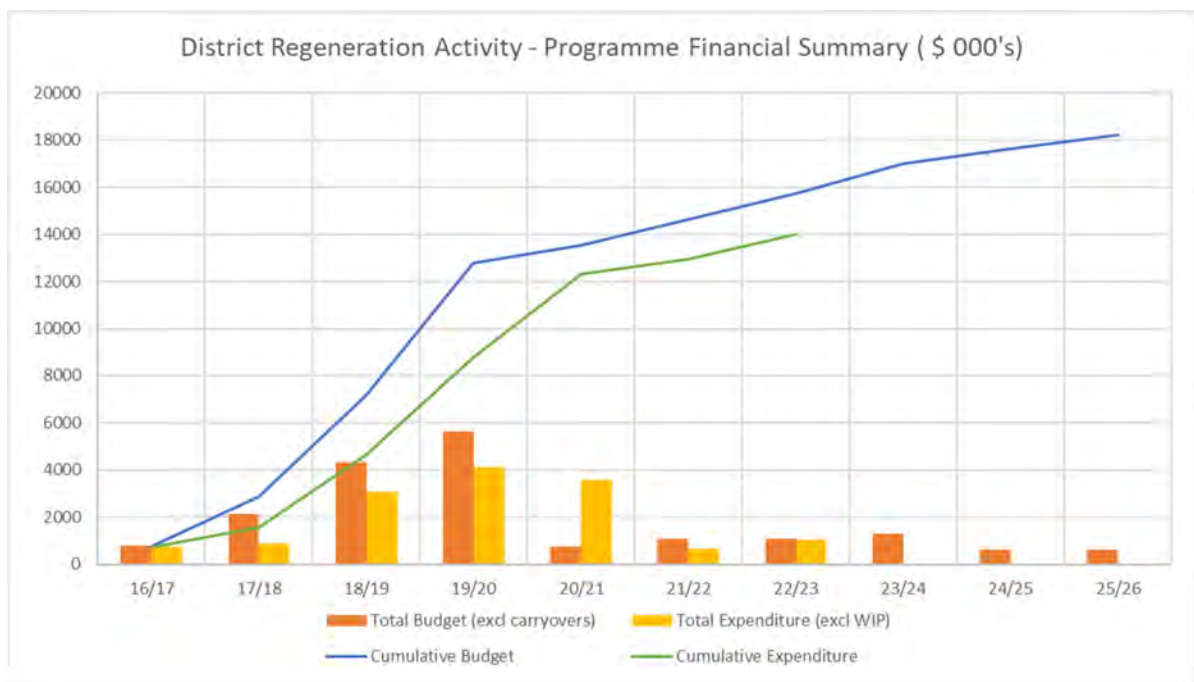


Figure 4: District regeneration spend vs budget – multi-year

- 4.25. The multi-year spend is currently tracking approximately \$1.7M behind the original cumulative budget set in 2017. This is partly due to some projects not yet started (or deliberately deferred), and also due to the programme being delivered under budget (e.g. operational costs multi-year tracking approximately \$200k below budget). As a whole, using the expenditure trend as a basis, the programme is tracking roughly 18 months behind the original schedule set in 2017. All planned capital project works completed to date have been delivered within budget for the capital programme.
- 4.26. The total spend against the overall multi-year programme budget is shown in Table 5 (figures in \$m).

Table 5: District Regeneration programme spend and forecast (figures in \$million)

Programme Budget ⁽¹⁾	\$18.3
Spend to date ⁽²⁾	\$14.0
Balance Remaining	\$ 4.3
Forecast yet to spend ⁽³⁾	\$ 4.3

Notes to table 5:

1. Gross Budget as set in the 2018 LTP including amendments to date, excluding revenue offset
 2. Expenditure to date as at the end of June 2023
 3. Based on 2023/24 Annual Plan budget for opex and capex for all remaining years of the programme up to and including 2027/28 year (per the original final year set in 2018 LTP)
- 4.27. As reported in previous summary reports; revenue from external sources for the Regeneration programme to date has been significantly higher than originally budgeted, meaning on a net basis the regeneration programme has been implemented under budget.
- 4.28. Expenditure for the completed 2022/23 year compared to budget is shown in Table 6. This includes work in progress and also shows the current predicted carryovers at year end to the 2023/24 financial year budgets. The proposed carryover includes forecast unspent/underspent amounts at financial year end, as well as carryover of full budget for any multi-year projects that are not planned to complete in the current year (per Finance department principles). The figures in this table are based on the single financial year and include full budgets and expenditure including carryover and work-in-progress that were carried in to the start of the 2022/23 financial year.

Table 6: District Regeneration Activity Summary of current year expenditure (figures in \$000's)

	Budget	Exp	% spent	Predicted carryover to 22/23
Operational	\$236	\$182	77%	n/a
Capital Projects (incl carryovers and WIP)	\$2,036	\$1,146	56%	\$890 ⁽¹⁾
Total	\$2,272	\$1,328	58%	n/a

Notes to Table:

- (1) This is the budget carryover figure – noting that some of the expenditure in the year is also carried over as well as ‘work-in-progress’/WIP.

4.29. Some of the key planned and predicted budget and work-in-progress carryovers include:

Multi-year 'work-in-progress' projects

- Kaiapoi Community Hub
- Kaiapoi Food Forest

Late carryovers (uncompleted work, or not started)

- Courtenay Esplanade linkage
- Riverview pontoon (contractor completion items)

Kaiapoi Riverbanks Wharf & Marine Precinct Expenditure

4.30. A summary of budget and expenditure on the Kaiapoi Riverbanks Wharf & Marine Precinct programme is shown in Table 7.

Table 7: Kaiapoi Riverbanks Wharf & Marine Precinct programme expenditure & budget – all years (figures in \$000's)

	Budget	Actuals	Remaining	ETC	EAC	Diff
All Previous years projects (prior to 22/23 year)						
All previous projects ⁽¹⁾	8,781	8,734	n/a	n/a	n/a	(47)
22/23 year completed projects						
Dredging Dewatering ponds decommissioning	54	56	n/a	n/a	n/a	2
Terraces non-slip treatment	27	27	n/a	n/a	n/a	0
Current projects delayed - now completing in 23/24 year						
Riverview pontoon (defect works)	950	911 ⁽²⁾	39	50	961	11
Other Projects (24/25 and later years)						
Riverbanks SW bridge corner	135	10	125	125	135 ⁽³⁾	-
Rowing Precinct ⁽³⁾	290	37	253	253	290 ⁽³⁾	-
Murphy Park	209	0	209	209	209	-
Total	10,446	9,775	n/a	637	10,412	(34)

Notes to table 7:

1. Refer to separate previous years Kaiapoi Riverbanks Wharf & Marine Precinct reports for details of previous projects in the programme
2. Includes Work-in-progress from previous year
3. This project now has possible major scope change and has been put on hold and deferred budget to future year – full revised project scope now subject to future LTP process

4.31. From the table it can be seen that the Kaiapoi Riverbanks & Marine projects to date have had some minor unders-and-overs but have been delivered to approved budget as a whole (roughly \$34k under budget). However, the remaining projects are currently being significantly re-scoped and re-budgeted and will be the subject of a separate report submissions to the 2024/34 Long Term Plan:

- Murphy Park and Watersports Precinct (including rowing)
- SW Bridge corner Riverbanks pathway and War Memorial Reserve Upgrade

4.32. There are still some uncompleted items on the Riverview pontoon yet to be finished, the most significant one being the upstream floating debris deflector. The contractor has not responded to repeated requests for resolution for this and other items, so the works will

now be sourced elsewhere and funded from contract retentions. For this reason the “Remaining Budget” does not match the budget within Technology One system.

Projects Funding

- 4.33. A number of projects in the combined programmes are subject to elements of external funding. This is treated as revenue in the WDC budgets. The funding sources, and the projects these apply to were shown in previous annual reports, and amounted to approximately \$4.1m total.
- 4.34. Some of the projects listed in the District Regeneration activity and shown in the Reserves Master Plan adopted in 2018 are still currently un-funded / un-budgeted. These are:
- Memorial Gardens (beyond the term of the current Long term Plan so not in current approved programme budget)
 - Earthquake Memorial
 - Petanque Court and jetty

Consideration was given to seeking funding for some of these projects through submissions to the 2021/31 Long Term Plan, however all are currently considered beyond year 10 of the 2021/31 LTP.

Regulatory

- 4.35. The delivery of the programmes require a number of regulatory approvals and authorities. These will potentially increase as more projects are delivered or new land uses and activities arise e.g. in the rural areas and mixed use business areas. A number of resource consents have been obtained (>50) and are held, or previously used and surrendered, for the Regeneration and Marine programmes. Key additional resource consents that will be needed in the coming year are for the Rowing Precinct projects.
- 4.36. WDC currently hold global archaeological authorities for the development works in the regeneration areas.
- 4.37. A cultural values report has been received, to inform the development projects. Cultural impact assessments and/or project reviews are also commissioned with Mahaanui Kurataiao Ltd for specific projects.

General Operational Matters

- 4.38. Land Management
- 4.38.1. The regeneration areas land is owned by Waimakariri District Council, following the completion of the land divestments in March 2019. Land Information New Zealand (LINZ) act as agents for the Crown in Waimakariri regeneration matters.
- 4.38.2. A number of one-off or recurring events have utilised the regeneration area lands for events. These requests for interim land use are treated as reserve booking requests and managed through the normal Greenspace unit processes. A significant recent event was the Matariki celebrations and fireworks event, held at Norman Kirk Park, and there are other similar sized events potentially being considered by promoters.
- 4.38.3. A number of Leases or Licences to occupy have been established by WDC to community groups and other organisations. These have been outlined in previous year’s reports and are not reproduced here.

New licence/lease agreements established within the last year include:

- Huria Reserve Heritage & Mahinga Kai area – to Te Kōhaka o Tūhaitara Trust
- Renewal of Licence over Kaiapoi East Rural area – WhoW Aquasports Trust

New licence/lease agreements currently near signing include:

- Kaiapoi Community Hub site – Kaiapoi Community Hub Trust
- Kaiapoi Community Hub Croquet lawns - Kaiapoi Croquet Club
- Morgan Williams Reserve (Railway station building ground lease)– William Hill Consulting Ltd (Jedd Pearce)

4.38.4. In addition there have been a number of unsolicited expressions of interest received for lease of land in the Private Lease areas at the Pines Beach, and some of the Rural areas in Kaiapoi. The Kaiapoi-Tuahiwi Community Board (and predecessor Regeneration Steering Group) had deferred decisions on granting most leases to private individuals until further decisions are made on the preferred land uses and activities in these areas.

Communications & Engagement

4.39. Presentations were made to the Recreation Aotearoa national conference in March 2023, overviewing the District Regeneration implementation phase. Presentations were also made to NZ Planning Institute and ECan planning teams. A tour was hosted for LGNZ conference delegates in July 2023. Some regeneration projects have also been the subject of Postgraduate Studies conducted by tertiary students.

4.40. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

5.1.1. Views of key stakeholder groups and organisations are sought as applicable on specific projects, in line with the Participation Strategy and as referred to in the ongoing specific project design reports to the Community Board.

5.1.2. Further engagement with the Northern Bulldogs rugby league club will be required in the coming year (in addition to other potential clubs) regarding the availability for use of the Norman Kirk Park playing fields. Usage is anticipated to significantly increase over next winter.

5.2. Wider Community

5.2.1. Community views were sought through the extensive consultation undertaken during the development of the Recovery Plan. Further consultation was undertaken on the regeneration activity proposals and budgets within the 2018-2028 Long Term Plan special consultative procedure.

5.2.2. Ongoing community consultation on specific projects is undertaken in line with the principles outlined in the Participation Strategy, and as directed by the Kaiapoi-Tuahiwi Community Board.

5.2.3. Key consultation undertaken in the last year has included the proposed Kaiapoi Community Hub project, and there will be ongoing engagement on this project as it progresses. Regular project meetings are now underway with the 3 key user

groups associated with the initial development (Kaiapoi Croquet club, Kaiapoi Menz Shed, and Satisfy Food Rescue).

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

- 6.1.1. District Regeneration is a distinct Activity and Cost Centre in the Council Long Term Plan and management systems, sitting within the wider Significant Activity of 'Earthquake Recovery'. Financial summaries are included in Section 4.
- 6.1.2. The Kaiapoi River Wharf Riverbanks and Marine Precinct programme is included under the 'Earthquake Recovery – Recreation' Activity and Cost Centre in the Council Long Term Plan and management systems, sitting within the wider Significant Activity of 'Earthquake Recovery'.
- 6.1.3. These activities are funded through the Earthquake Recovery Loan.

6.2. Community Implications

- 6.2.1. The community in general are keen to see the Regeneration programme implemented and the former red zone areas restored to active use.
- 6.2.2. It is pleasing to see the community taking back ownership of the former red-zone and utilising the newly developed features in the regeneration areas. A priority in the coming year will be to support and encourage more use of the Norman Kirk Park main playing fields, and community event space.
- 6.2.3. In the course of the implementation phase, there could be some negative effects on parts of the community, principally arising from construction works effects, or changes to networks (e.g. road layouts, utilities temporary shutdowns). These potential effects are managed through project management practices and implementation strategy.
- 6.2.4. A number of private properties remain within the former red zone areas. The core project team regularly interact with these parties.
- 6.2.5. The community are kept informed of progress through multiple communication means, as outlined in the Communications section of this report. This includes district-wide communications to ensure that the whole district is informed of high-level regeneration matters and updates.

6.3. Risk Management

- 6.3.1. Current main residual risks to the programme are:
 - a) Unknown/unforeseen ground conditions – contamination, geotechnical conditions uncertainty, water table, physical features
 - b) Environmental effects management – ongoing. Dust control, traffic, runoff, construction noise, sediment, ecological. Risk of damage, public / external complaints, consent conditions breach.
 - c) Natural Hazards – fire, flooding, sea level rise, earthquakes and liquefaction risk of delays or damage to assets (including land and completed projects)
 - d) Public safety – uncontrolled access to regeneration areas increasing risk of harm

6.4. **Health and Safety**

- 6.4.1. Core project team and staff health and safety is managed through adherence to the WDC Health and Safety policy and management systems. This includes considerations such as workplace safety and staff welfare, safe working in the field, training, safe driving, and contractor health and safety, among others.
- 6.4.2. Staff undertaking regular on-site construction monitoring or project management have specific safety training, including Site-Safe qualification.
- 6.4.3. Public health and safety is managed through maintenance of the land and provision of fencing and appropriate signage. The undeveloped regeneration areas are generally used as informal recreation space by the community.
- 6.4.4. Contractor health and safety is managed through project management principles, and WDC health and safety system policy, tools, and processes. This includes consultants working in the field, and contractors undertaking construction activities.
- 6.4.5. Contractors and consultants, including consulting project managers, undertake regular routine site inspections and provide site auditing reports, and incident reports as necessary.
- 6.4.6. In the last reporting period, no serious harm related incidents have occurred on any of the projects undertaken.

7. **CONTEXT**

7.1. **Policy**

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

7.2. **Legislation**

- Greater Christchurch Regeneration Act 2016 (and subsequent Amendment July 2022)
- Local Government Act 2002

7.3. **Community Outcomes**

- Effect is given to the principles of the Treaty of Waitangi
- There are wide ranging opportunities for people to contribute to the decision making that effects our District
- There is a safe environment for all
- There is a healthy and sustainable environment for all
- There are areas of significant indigenous vegetation and habitats for indigenous fauna
- The community's cultures, arts and heritage are conserved and celebrated
- Public spaces and facilities are plentiful, accessible and high quality

7.4. **Delegations**

- 7.4.1. The Kaiapoi-Tuahivi Community Board have taken over the general responsibilities of the former Regeneration Steering Group as outlined in the Terms of Reference for the Steering Group and the associated Functional relationships and Decisions Making Framework (included within the Implementation Plan).

- 7.4.2. The Land Divestment Agreement between the Crown and WDC includes specific terms and conditions related to implementation activities, expectations, and ongoing interests of the Crown.
- 7.4.3. Council has now delegated much of the governance and decision making responsibility for the Heritage and Mahinga Kai area to Te Kōhaka o Tūhaitara Trust. Details are included in the separate reports to Council.

Regeneration projects summary

20/07/2023

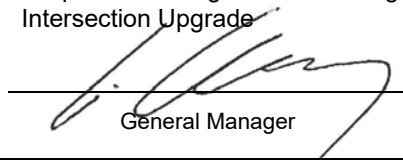
signifies projects beyond yr 10 2021/31 LTP

					Complete	Ongoing/	On/ahead of	Behind	Not	
					d	recurring	programme	programme/	started	
								concerns		
Operational Project List/Summary					12	10	1	1	0	0
	Recovery Plan				1					
	Programme Management & General Operations					1				
	Implementation Framework				1					
	Land Divestments				1					
	Implementation Plan				1					
	Monitoring and Reporting				1					
	Land Management and Administration				1					
	Kaiapoi Reserves Master Plan				1					
	Signage strategy - Interpretive signs						1			
	MUBA Planning / (KTC plan)				1					
	Driveway repair settlements & rights of way				1					
	Marine Precinct Management Plans				1					
Capital Project List/Summary					34	26	2	2	1	3
	Area wide reports/investigations/consents				1					
	Enabling Works & Decommissioning package	General	Rooneys		1					
			Water Unit							
		Third Party Utilis	Chorus							
			Mainpower							
	Private lease areas	Planning				1				
		Development								
Rec and eco	Gray Crescent reserve reconfiguration				1					
Rec and eco	North of Cass/ community event space				1					
Rec and eco	South of Cass (excl Honda forest)				1					
Rec and eco	Kaiapoi east linkage (to Feldwick Drain)								1	
Rec and eco	Courtenay Esplanade link							1		
Rec and eco	Courtenay West Linkage				1					
Rec and eco	Courtenay North Linkage				1					
Rec and eco	Dudley Drain Linkage				1					
Rec and eco	The Pines Beach/Dunns Ave Linkage Reserve				1					
Rec and eco	Old Pines Beach Hall Demolition				1					
Rec and eco (unbudgeted/separate bud	Kairaki Boat Club Carpark				1					
Rec and eco (unbudgeted/separate bud	Honda Forest				1					
	Kaiapoi Croquet Club rebuild						1			
	Community Studios						1			
	Kaiapoi Food Forest				1					
	NZMCA Park				1					
	Boat Trailer Parking									1
	Dog Park				1					
	Community BMX Track				1					
	Playing Fields and Facilities	Bulk earthworks			1					
		Sports Fields (senior)			1					
		Softball			1					
		Changing Rooms			1					
		Carpark			1					
		Landscaping, lighting/power			1					
		Irrigation			1					
	Kirk Street Removal and uplift				1					
	Heritage and Mahinga Kai					1				
	Kaiapoi East Retained Roads Upgrades				1					
	Decommissioning 3rd party utilities				1					
Adj reserves	Charles St WWPS Viewing Platform									1
	Not included:									
	MUBA development									

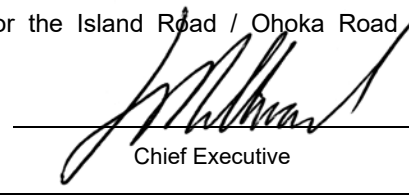
Kaiapoi River Wharf & Marine Precinct Summary

					Complete	ongoing/	on/ahead of	behind	Not	
					d	recurring	programme	programme/	started	
								concerns		
Capital Projects List/Summary					19	16	0	0	2	1
	Previous Workstages (e.g. EQ Repairs, scoping, investigations, wharf shed demo, coastguard building/stopbank, original marina concepts)				1					
	Downstream Wharf Deconstruction (incl Railway platform & playground), rock revetment				1					
	Upstream Wharf Strengthening				1					
	Recreation Precinct / Trousselot Park				1					
	MV Tuhoeh Wharf Demolition & rock revetment extensions				1					
	Wharf side Civils and Landscaping				1					
	Library Steps and Decks (CEAT funded & direct charged)				1					
	Murphy Park								1	
	Rowing Precinct								1	
	Riverview Terraces & Boardwalk				1					
	Marine Precinct Dredging (& Navigation Channel dredging)				1					
	Pontoon 1 (Riverview)				1					
	River wall Upgrade				1					
	Pontoon 2 (Boat Ramp) - (CEAT funded) and interim dredging				1					
	Riverbanks Walkways				1					
	Williams St Bridge Western Corner Landscaping Design (War Memorial)									1
	Dredging dewatering ponds decommissioning				1					
	Pile Moorings				1					
	North West Corner Landscaping (Trousselot/Riverside church/137 williams)				1					

BMX track excluded from this particular list to avoid double up

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-89-08 / 230824131122**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Joanne McBride, Roading & Transport Manager
Gerard Cleary, General Manager Utilities & Roading**SUBJECT:** Request to Bring Forward Budget for the Island Road / Ohoka Road Intersection Upgrade**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive
1. SUMMARY

- 1.1. This report is to request Council approval to bring forward budget of \$1.2M from 2024/25 into the 2023/24 financial year, to allow the upgrade of the Island Road / Ohoka Road intersection to proceed.
- 1.2. Council previously had budget included in the 2022/23 financial year, however the project when put forward to the 2021-24 National Land Transport Programme (NLTP) did not attract funding under the Low Cost Low Risk activity class.
- 1.3. A report was taken to Council in November 2021 and at the time staff recommended that the project progress to design stage only with the Council share of funding. This was recommended as it was considered a strong possibility that funding could become available during the three-year period, and as such projects can progress at short notice should funding become available.
- 1.4. Staff have recently been advised that there is a predicted underspend in the Road to Zero Activity Class and as such there is an opportunity to progress this specific safety project with co-funding available (noting this has only been offered for the Island Rd / Ohoka Rd Intersection).
- 1.5. The scheme design was completed and approved by the Utilities & Roading Committee on 23 August 2022. Since then, the detail design and associated safety audit has been progressed and as such this project is able to be progressed quickly.
- 1.6. Island Road and Cosgrove Road are on the over dimension route for vehicles that cannot fit under the overbridges on the Northern Motorway. As such there has been coordination with Waka Kotahi through the design phases of the project.
- 1.7. Resourcing can largely be managed within the Project Delivery Unit (PDU), however may require some minor consultant engagement on small aspects to ensure this project can be delivered by 30 June 2024. Staff are working together to confirm the exact needs. As such it is recommended that this funding be brought forward.

Attachments:

- i. Detailed design – TRIM No. 220628109344

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 230824131122;
- (b) **Approves** bringing forward budget of \$1,200,000 from 2024/25 financial year to the 2023/24 financial year, to allow the project to progress;
- (c) **Notes** that a requirement of the funding being allocated will be that the project must be completed by 30 June 2024, so that it can be claimed in the current financial year;
- (d) **Notes** that bringing budget forward will be subject to confirmation that 51% co-funding share is available through Waka Kotahi;
- (e) **Notes** that the offer to progress this safety project is for the Island Rd / Ohoka Rd Intersection only and cannot be used for any other purpose;
- (f) **Notes** that following approval, this project will go to market through an open tender process;
- (g) **Notes** that the scheme design was approved by the Utilities & Roading Committee in August 2022;
- (h) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for information.

3. **BACKGROUND**

- 3.1. As part of the 2021-24 NLTP funding bid, Waimakariri District Council requested funding of \$13.2 million for Low Cost Low Risk activities. This included a number of safety improvements, intersection upgrades, cycling improvements and infrastructure upgrades.
- 3.2. Through the National Land Transport Programme, Waka Kotahi endorsed funding to the value of \$6.6 million for the three-year period which was well below the Council allocated budget, leaving a funding gap of \$6.6 million for the NLTP period. While Council share was available, the Waka Kotahi co-funded share was not approved.
- 3.3. A report was taken to Council in November 2021 and at the time staff recommended that the project progress to design stage only with the Council share of funding. This was recommended as it was considered a strong possibility that co-funding could become available during the three-year period, and as such projects can progress at short notice should funding become available.
- 3.4. As anticipated, this has come to fruition and staff have been advised that Waka Kotahi are anticipating an underspend, and as such funding could be made available for this specific safety project, should Council share be confirmed.
- 3.5. The Island Road / Ohoka Road intersection has been identified as a high-risk intersection in the district, with motorist's demonstrating high speeds and risky behaviour, particularly during peak traffic flows when gaps are smaller and traffic volumes are higher. This is expected to get worse as growth continues in the district and traffic flows increase.
- 3.6. Traffic volume counts of vehicles on the Ohoka Road overpass (50m east of Island Road) showing ADT (average daily traffic) and peak traffic per hour since 2017 are as per Table 1. This is showing a continuing increase in traffic volumes travelling across the Ohoka Road Overpass with volumes at 14,677 vpd in 2022. This will continue to increase as the population grows in the district. As traffic volumes continue risk increases particularly at intersections.

Year	Vehicles per day	Peak Traffic (per hour)
2017	11,269	1,349

2020	12,269	1,401
2022	14,677	1,764

Table 1 - Ohoka Road overpass (50m east of Island Road)

- 3.7. Traffic volume counts of vehicles on Island Road (500m north of Tram Rd) showing ADT (average daily traffic) and peak traffic per hour since 2017 are as per Table 2. Traffic volumes in this area have decreased since 2017, likely due to the opening of the New Arterial Road (Ohoka Road) in 2018.

Year	Vehicles per day	Peak Traffic (per hour)
2017	3,732	660
2020	1,958	266
Count due in 2023	-	-

Table 2 - Island Road (500m north of Tram Rd)

- 3.8. Traffic volume counts of vehicles on Cosgrove Road, 30m east of Sneyd Street showed ADT (average daily traffic) and peak traffic per hour since 2017 are as per Table 3. Traffic volumes in this area have stayed reasonably static over since 2017.

Year	Vehicles per day	Peak Traffic (per hour)
2017	1,971	273
2020	1,708	233
2022	1,765	243

Table 3 - Cosgrove Road, 30m east of Sneyd Street

- 3.9. In the period since the new arterial road opened in January 2018 there have been nine reported crashes at the intersection (between 01/2018 and 07/2022) as per Table 4 below.

Date	Description	Injury Type
28/11/2018	Car/Wagon1 EDB on Ohoka Road hit Van2 crossing at right angle from right	1 x Minor
22/09/2019	Car/Wagon1 NDB on ISLAND ROAD hit Car/Wagon2 merging from the right, Car/Wagon1 hit traffic sign, fence	
18/10/2019	Truck1 SDB on ISLAND ROAD hit turning Car/Wagon2	1 x Minor
5/11/2019	Van1 EDB on OHOKA ROAD hit Car/Wagon2 crossing at right angle from right	1 x Minor
2/12/2019	SUV1 EDB on OHOKA ROAD hit Truck2 crossing at right angle from right	
15/06/2020	Car/Wagon1 NDB on Island road lost control while overtaking, Car/Wagon1 hit light pole	1 x Serious
9/12/2020	Car/Wagon1 WDB on OHOKA ROAD hit rear end of Car/Wagon2 stopped/moving slowly	1 x Minor
15/12/2020	Ute1 NDB on ISLAND ROAD hit Car/Wagon2 crossing at right angle from right	
7/07/2022	Car/Wagon1 EDB on OHOKA ROAD hit Car/Wagon2 crossing at right angle from right	2 x Minor

- 3.10. Staff will continue to work with Waka Kotahi to ensure the issue of potential queuing from the intersection up to the motorway off-ramp is well understood and mitigated.

- 3.11. To mitigate the safety concerns associated with the traffic signals, the scheme design provide raised speed ramps to help reduce vehicle speed through the intersection. This reduces the severity of any crash should it occur and aligns the design with Waka Kotahi's Standard Intervention Toolkit and the Road to Zero Safety Programme which is where this project will be funded from.
- 3.12. As the design has progressed there has also been a detailed design safety audit and minor changes have been made to ensure any safety concerns have been addressed.

4. **ISSUES AND OPTIONS**

- 4.1. The following options are available to Council:
- 4.2. Option One – Approve Funding being brought forward.

This is seen as an important project as it will improve safety at an intersection which has a crash history and is on a corridor with continuing growth in traffic volumes. As such with increased traffic movements, with drivers undertaking risky manoeuvres. Waka Kotahi staff have verbally indicated that co-funding will be available to progress this safety improvement. Therefore, this is the recommended option.

- 4.3. Option Two – Decline the request to bring funding forward.

As this is an important safety project, the risk of crashes occurring at this location will continue to increase as traffic volumes increase. Waka Kotahi have verbally indicated that co-funding will be available to progress this safety improvement and therefore this is not the recommended option.

Implications for Community Wellbeing

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

Road safety has a direct impact on the wellbeing of our community.

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

5. **COMMUNITY VIEWS**

- 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

- 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

The upgrading of this intersection will be a key action in the ongoing development of the surrounding towns and the efficiency in which people can access them.

The intersection improvements will also provide safer walking and cycling links to the surrounding preschool and retail outlets.

- 5.3. **Wider Community**

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

An initial information notice has been circulated to the stakeholders. Upon confirmation of Waka Kotahi funding an update information notice will be circulated.

The wider community have not been informed on the project but will be informed through online channels and the local newspapers.

Ohoka Road is an arterial road connecting through to Ohoka / Fernside and Rangiora. The planned upgrades will have impacts on commuters and the wider Community. During construction, delays to travel times may be incurred, however these will be communicated and mitigated wherever possible.

The proposed traffic signals have been modelled to ensure that the effect on commuters is understood, and phasing of lights will be implemented to try to minimise further delays, especially with consideration to queuing from the State Highway off ramp by means of que loops.

Island Road and Cosgrove Road are on the over dimension route for vehicles that cannot fit under the overbridges on the Northern Motorway. As such this is an important route and good communication will need to be maintained with Waka Kotahi and the trucking industry.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

This budget is included in the Annual Plan/Long Term Plan. This included \$100,000 in 2022/23 for design. Of this budget \$50,018 was spent and the remainder has been carried forward to 2023/24.

This report seeks approval to bring forward budget of \$1.2M from 2024/25 into the 2023/24 financial year, to allow the upgrade of the intersection to proceed.

Bringing budget forward will be subject to formal confirmation that 51% co-funding share is available through Waka Kotahi. This project will go to market through an open tender process, once approved.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Controlling traffic flows through the intersection and reducing speeds will reduce emissions, alongside improving pedestrian and cycle safety will encourage more active modes of travel.

6.3 Risk Management

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

Construction is likely to cause some delays on both Island Road and Ohoka Road, however as most of the ducting and intrusive work was completed as part of the New arterial Road works, this will be minimal, with most work being able to be carried out with minor impacts.

There is a risk of queuing on the eastern side of Ohoka Road with the State Highway off ramp during peak hours within any option. This can be mitigated within the traffic signal option via the installation of que loops to provide a longer green phase for westbound traffic. Discussions with Waka Kotahi are continuing to ensure this risk is minimised.

The installation of raised tables at the intersection may receive negative public comment. This is considered to be outweighed by the safety benefit they provide.

Resourcing can largely be managed within the Project Delivery Unit (PDU), however may require some minor consultant engagement on small aspects to ensure this project can be delivered by 30 June 2024. PDU have a reasonably full programme this year. While there is some contingency within the programme, this will likely be used up by including this project. This can be largely mitigated by utilising some external consultant resource to assist with some minor aspects of the work. Staff are working together to confirm the exact needs. As such it is recommended that this funding be brought forward.

6.3 Health and Safety

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

Undertaking this upgrade work will help address safety concerns at this intersection and will better cater for future traffic growth.

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

Land Transport Management Act

7.3. Consistency with Community Outcomes

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

There is a safe environment for all

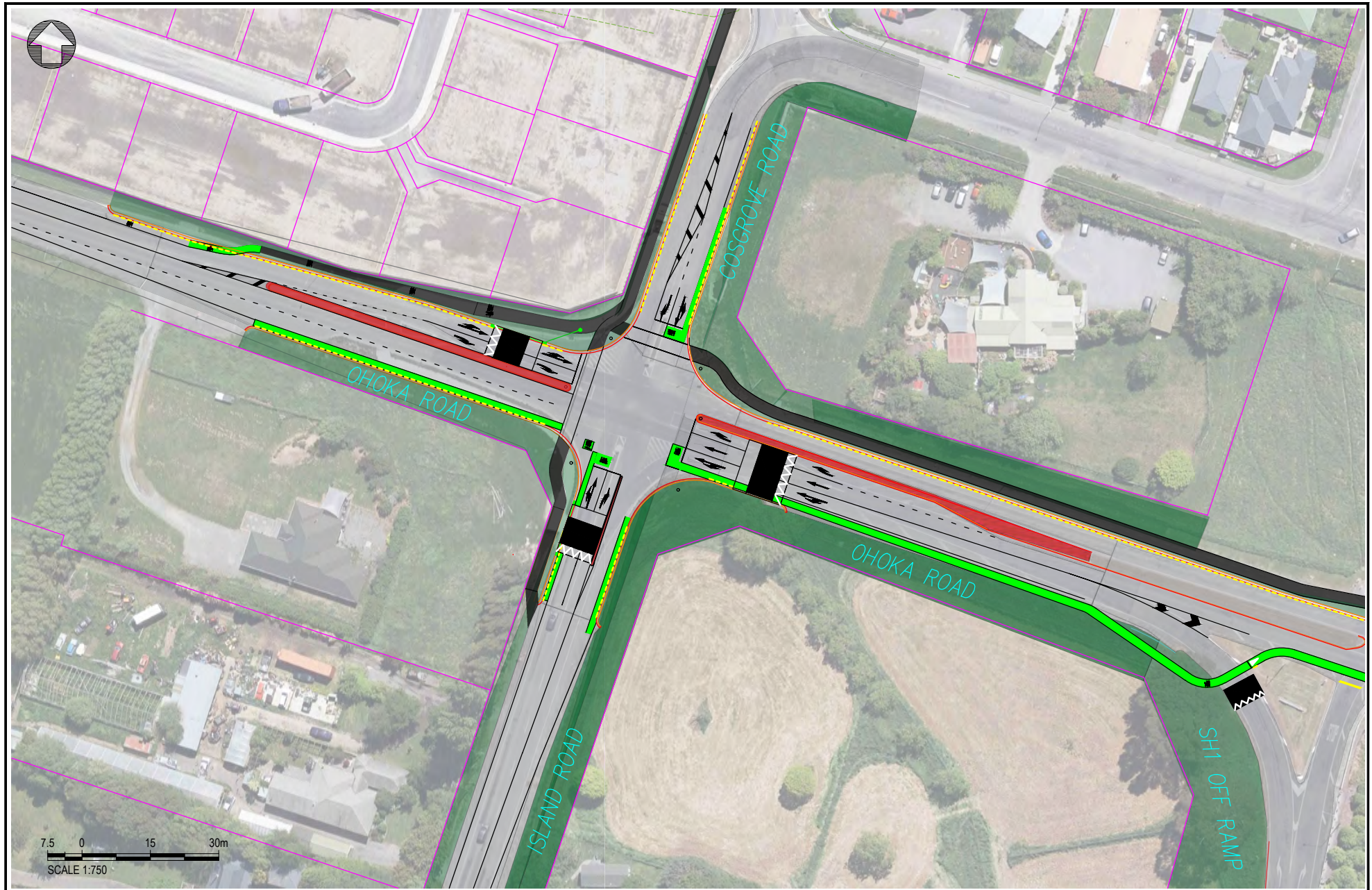
- Harm to people from natural and man-made hazards is minimised.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

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

The Council has authority to receive this report and make a decision on this matter.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK	---	---	22/04/2021

SURVEYED	---	---/---/2020	PROJECT No	P0000353
DRAWN	GK	22/04/2021	CON No	
DRAWING CHKD	---	---/---/2020	SCALE (A3)	1:750
DESIGNED	GK	22/04/2021	DATUM ORIGIN	
DESIGNED CHKD	---	---/---/2020	HORIZONTAL NZTM GD2000	
APPROVED	---	---/---/2020	VERTICAL	



PROJECT	ISLAND ROAD / OHOKA ROAD
---------	--------------------------

SHEET TITLE	TRAFFIC LIGHT SCHEME DESIGN
-------------	-----------------------------

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4201
SHEET	REVISION
01	A

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: SHW-12 / 230825131340

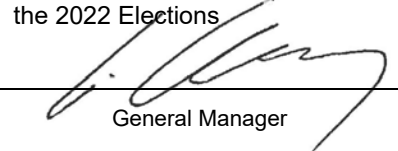
REPORT TO: COUNCIL

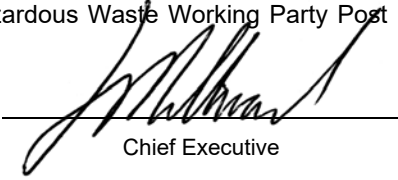
DATE OF MEETING: 5 September 2023

AUTHOR(S): Kitty Waghorn, Solid Waste Asset Manager

SUBJECT: Re-establishment of the Solid and Hazardous Waste Working Party Post the 2022 Elections

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report requests the re-establishment of the Solid and Hazardous Waste Working Party, as a working party to the Utilities & Roading Committee.
- 1.2. The Solid and Hazardous Waste Working Party (the Working Party) has previously been established to deal with those solid and hazardous waste issues that often benefit from being discussed in a less formal forum than can be provide in a Council Committee. This included the consultation around the Waste Assessment and Waste Management & Minimisation Plan and retendering the solid waste contracts in 2018.
- 1.3. While the above work has been completed in the last few years, staff consider that it is necessary to re-establish the Solid and Hazardous Waste Working Party to have an overview of these services, provide input into the planned facility upgrades and Annual Plan/Long Term Plan budgets, and give strategic guidance for the upcoming Waste Management & Minimisation Plan review.
- 1.4. The members of the Working Party in the last Term were Cr R Brine (as chair), Crs W Doody, S Stewart, P Williams, A Blackie and K Barnett, plus Mayor Gordon (ex-officio). Five of the six Councillors were members of Utilities and Roading Committee.
- 1.5. The draft Terms of Reference give the Working Party recommending authority and delegated authority to decide on all matters relating to Solid and Hazardous Waste that do not have an effect on the Annual Plan and Budget. The working party is mainly involved in giving guidance to staff as they go about their delegated responsibilities.
- 1.6. It is proposed that the membership of the Working Party be reduced from 6 members to 5 members, plus the Mayor ex-officio, given that elected members already have a significant workload.

Attachments:

- i. Draft 2023 Solid and Hazardous Waste Working Party Terms of Reference (230823130315)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230825131340.
- (b) **Establishes** a Solid and Hazardous Waste Working Party.

- (c) **Approves** the Terms of Reference for the Solid and Hazardous Waste Working Party as contained in document 230823130315.
- (d) **Appoints** Councillors Brine,,, and as members of the Solid and Hazardous Waste Working Party
- (e) **Notes** that Mayor Gordon is an ex-officio member of the Solid and Hazardous Waste Working Party.
- (f) **Circulates** report No. 230825131340 to the Community Boards.

3. **BACKGROUND**

- 3.1 The Utilities and Roading Committee last established a Solid and Hazardous Waste Working Party (Working Party) in November 2019 and delegated authority to the Working Party to consider matters relating to solid and hazardous waste.
- 3.2 Previous committees have found that this was a useful forum for discussing the above matters, as it fits well with the relatively time-consuming and detailed discussions necessary in this portfolio.
- 3.3 The last Term's Working Party numbered six (6) members owing to then planned consultation around the Waste Assessment and Waste Management & Minimisation Plan, which included the potential implementation of a 3 bin collection service, and retendering of the solid waste collection and facilities operations contracts.
- 3.4 The members of the Working Party in the last Term were Cr R Brine (as chair), Crs W Doody, S Stewart, P Williams, A Blackie and K Barnett, plus Mayor Gordon (ex-officio). It should be noted that Crs Brine, Blackie, Doody, Stewart and Williams were members of Utilities and Roading Committee during that Term and only Cr Barnett was a member of another Committee.
- 3.5 The Waste Management & Minimisation Plan was adopted in 2018 and the new contracts began on 1 July 2019, and the Working Party was subsequently not reestablished after the October 2022 local body elections.
- 3.6 Staff however consider that it is necessary to re-establish the Solid and Hazardous Waste Working Party at this time. The Working Party will have an overview of solid waste services, provide input into the planned facility upgrades and Annual Plan/Long Term Plan budgets, and give strategic guidance during the upcoming Waste Management & Minimisation Plan review.

4. **ISSUES AND OPTIONS**

- 4.1. The Council can choose to either re-establish or not re-establish a Working Party, and also to adopt or amend the Terms of Reference. The Council can appoint any members to the Working Party that it chooses, including other Councillors not sitting on the Utilities and Roading Committee.
- 4.2. The Council could establish a subcommittee instead of a Working Party. This has some advantages in terms of formalising an on-going task, but some disadvantages in terms of the higher level of formality required.
- 4.3. The Council may choose to amend the draft Terms of Reference. For example, they may choose not to reduce the membership of the Working Party from 6 members to 5 members. The workload over the next three years will be much reduced from the previous two Council terms, and the Working Party membership was set at a lower number for the two terms

prior to that: a membership of 5 is considered to be a reasonable number for the projected level of activity.

- 4.4. Cr Brine is the Council's Solid Waste Portfolio Holder, and there are significant advantages in appointing him as chair of this committee. This would provide continuity with the process given he has been the chair of the Solid and Hazardous Waste Working Party since its establishment in November 2004.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report, relating to the of re-establishment of the Working Party. Other implications of waste decisions will be reported to the Utilities & Roaring Committee or Council at the appropriate time for consideration.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts, although the members of the Working Party will consider these aspects in relation to solid waste matters throughout their term.

6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report. The risk of re-establishing the Working Party with the proposed Terms of Reference are relatively small, as they only have recommending authority, and binding decisions will be referred to the Committee and to Council

6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. There are significant H&S risks to the Council, contractor and public during the provision of solid waste services. These risks need to be carefully managed to minimise their impacts.

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**

7.2.1. Local Government Act 2002

7.2.1.1. S78 requires local authorities to give due consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.

7.2.1.2. S79 outlines the responsibility of local authorities to achieve compliance with (S77 and) S78 that is largely in proportion to the significance of the matters affected by the decision.

7.2.2. Waste Minimisation Act 2008

7.2.2.1. S42 requires territorial authorities to promote effective and efficient waste management and minimisation within their districts.

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Council has the delegated authority to re-establish this Working Party and appoint Councillors to sit on the Working Party.

The draft Terms of Reference give the Working Party recommending authority and delegated authority to decide on all matters relating to Solid and Hazardous Waste that do not have an effect on the Annual Plan and Budget.

TERMS OF REFERENCE

SOLID & HAZARDOUS WASTE WORKING PARTY

1. Purpose

To:

- Support the effective implementation of the Waste Management & Minimisation Plan.
- Maintain an overview of Council's solid waste services.
- Monitor industry trends, risks and opportunities in relation to waste management and minimisation initiatives.

2. Membership

- Cr. Robbie Brine, Solid Waste Portfolio Holder (Chair)
- Cr.
- Cr.
- Cr.
- Cr.
- Mayor Dan Gordon (ex officio)

3. Advisory Staff Support

- Gerard Cleary, Manager: Utilities & Roading
- Kitty Waghorn, Solid Waste Asset Manager
- Monese Ball, Solid Waste Officer

4. Administrative Support

- Governance Team for meeting co-ordination, agendas and minutes.

5. Quorum

- Any three (3) members

6. Objectives

- Monitor and review industry trends, risks and opportunities, and plan for future directions and initiatives in waste management and minimisation.
- Evaluate the delivery of Councils solid waste services, including rubbish, recycling and organics collections, transfer station and cleanfill site operations, and education programmes.
- Provide strategic input into the Annual Plan and Long-Term Plan budgets including service levels, and fees and charges.

TERMS OF REFERENCE

SOLID & HAZARDOUS WASTE WORKING PARTY

- Manage the liaison with the Canterbury Waste Joint Committee and the Canterbury Regional Landfill Joint Committee.
- Provide strategic input into the 6-yearly review of the Waste Management & Minimisation Plan (currently underway).
- Consider funding applications from groups and organisations working to reduce waste to landfill or improving resource efficiency.

7. Outcomes

- Provide regular updates to the Utilities & Roading Committee after each meeting.
- Advise the Utilities & Roading Committee on issues that affect the Solid Waste Budget.
- Review the proposed draft fees and charges to ratepayers and transfer station customers prior to Council's consideration of the draft Annual Plan and Long-Term Plan budgets.
- Advise the Council about any changes to services and levels of service that may come out of the six-yearly Waste Management & Minimisation Plan review.
- Make recommendations to the Utilities & Roading Committee and/or Council on any matters affecting budgets, Annual Plan and/or Long Term Plan.

8. Delegation

- Delegated authority is given to the Working Party to decide on all matters relating to Solid and Hazardous Waste that do not have an effect on the Annual Plan and Budget. (i.e., the Working Party has no financial delegation).

9. Decision Making

- The Working Party will be responsible for considering issues relating to Solid and Hazardous Waste.
- Decisions will, in so far as it is possible, be reached by consensus. Where this is not achievable, decisions will be made by voting with a simple majority being required.
- The Working Party will have the option of referring any matter to the Utilities & Roading Committee and/or the Council for a decision.

10. Financial Management

- The Working Party can decide on all matters relating to Solid and Hazardous Waste that do not have an effect on the Annual Plan and Budget. There is no financial delegation to the Working Party.

TERMS OF REFERENCE

SOLID & HAZARDOUS WASTE WORKING PARTY

11. Legal Responsibilities

In working together to achieve the objectives of the Waste Management & Minimisation Plan, the Council and the Solid & Hazardous Waste Working Party are required to comply with all relevant legislation and regulations.

These include, but are not limited to:

- The Health and Safety at Work Act 2015.
- Local Government Act 2002.
- The Waste Minimisation Act 2008 and any legislation that replaces this Act.
- Local Government Official Information and Meeting Act
- The Working Party will also comply with the Council Workshops and Briefings Policy.

12. Administration

The agenda and minutes for the Solid & Hazardous Waste Working Party meeting will be prepared by the Governance Team. The agenda and minutes will be filed in TRIM and distributed to all members. Minutes will also be received for information to the Utilities & Roading Committee.

The outline agenda for the meeting shall generally be as follows:

1. Apologies
2. Previous Minutes
3. Matters Arising
4. Risks, Issues or Concerns
5. Staff Reports (milestones, programme, issues, budget, risk, health and safety)
6. Community Engagement and Media
7. Reports to Council, Committee or Community Board
8. General Business

13. Meeting Frequency

The Solid & Hazardous Waste Working Party shall meet two-monthly, or when requested to do so for urgent matters or matters relating to the purpose of the Solid & Hazardous Waste Working Party.

TERMS OF REFERENCE

SOLID & HAZARDOUS WASTE WORKING PARTY

Meeting Access

The meetings shall be open to the public (unless there is LGOIMA reasons to exclude) and the meetings shall be advertised on the Council website. Agendas and minutes will be available to the public.

14. Duration

The Solid & Hazardous Waste Working Party is intended to function until the October 2025 elections, where upon it will be reviewed and a decision made on whether to re-establish the group.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** CPR-05-84 / 230821128011**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Anna Childs, Property Acquisitions & Disposals Officer
Duncan Roxborough, Implementation Project Manager**SUBJECT:** Compulsory Acquisition – Land Adjoining 67 Otaki Street**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive
1. SUMMARY

- 1.1. This report recommends issue of a Notice of Intention under section 23 of the Public Works Act 1981 (**PWA**) to take a freehold interest in land for road of an accessway between Chapman Place and Otaki Street, Kaiapoi.
- 1.2. Council received a report from The Property Group in March 2023 on how to proceed to acquire the land for road and their recommendations (*Attachment i*).
- 1.3. Notices of Intention to Take the Required Land has been prepared (*Attachments ii and iii*). The Notices of Intention will be publicly advertised and if no objections are received within the specified 20 working day period, the Required Land can then be taken by proclamation.

Attachments:

- i. Plan of Required Land (included in this report)
- ii. Report from The Property Group dated 17 March 2023 (230317037067)
- iii. Notice of Intention to Take Land – Register General of Land (230317037065)
- iv. Notice of Intention to Take Land – Valley Estates Limited (230317037063)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230821128011.
- (b) **Delegates** the execution by the Chief Executive of the attached Notices of Intention to Take Land under section 23 of the Public Works Act 1981.
- (c) **Notes** that the costs of this acquisition were allowed for in the Kaiapoi Stormwater and Flooding Improvements Upgrade budget, and the remaining estimated cost of \$6,000 plus GST and disbursements to complete the acquisition will be paid out of this budget.

3. BACKGROUND

- 3.1. The land is required for the Kaiapoi Stormwater and Flooding Improvements Upgrade (**Project**). The Project is part of the \$22.305 million-dollar Kaiapoi stormwater and flooding improvement works approved by Council in November 2020. Approximately \$9 million of the approved funding is from the Government's "shovel ready" projects fund.

- 3.2. The required land is more particularly described as 0.0008 ha being Lot 11 Deposited Plan 25610 and all of the land held in Record of Title (RT) CB7C/1254 (**Required Land**). The Required Land is shown shaded red on the plan in *Attachment iii*.
- 3.3. The Required Land was physically contained within the boundaries of the property located at 67 Otaki Street, Kaiapoi, which was acquired by the Council in 2021 to facilitate the Kaiapoi Stormwater and Flooding Improvements Project.
- 3.4. As part of the Project a new underground stormwater main has been constructed by Council. The main commences from Otaki Street and travels through to Chapman Place alongside an existing Council accessway (legal road). The access way contains an existing sewer main which has also been replaced. Construction was completed in late 2022.
- 3.5. The Required Land will be added to the existing accessway (legal road) shown shaded green on the Plan of Required Land along with the other land required for the Project (shown shaded blue on the Plan of Required Land).
- 3.6. The registered proprietor of the Required Land is recorded as Valley Estates Limited (**Company**), who were struck off the Companies Register on 15 February 1974 under section 336(6) of the Companies Act 1955. The last known Directors of the Company are Duncan McQuarie Bruce and Peter Yeoman. Mr Bruce and Mr Yeoman are also the last known shareholders of the Company together with Alison Louise Yeoman. Our investigations have found that they are all now deceased.
- 3.7. As the Required Land was owned by the Company immediately prior to its dissolution, it is deemed "bona vacantia" and vests in the Crown by virtue of Section 337 of the Companies Act 1955
- 3.8. A formal disclaimer from the Secretary to the Treasury has been obtained pursuant to section 338 Companies Act 1955.
- 3.9. Under the Companies Act 1955 there are two avenues by which legal control of the Company's assets could be regained:
 - (a) An application under section 336(7) of the Companies Act 1955 to have the Company restored to the register before the expiration of 20 years from the date of publication of a notice in the Gazette striking the company from the register; or
 - (b) An application under section 312(6) by virtue of section 338(2) for an order to have disclaimed property vested in an entitled person.
- 3.10. Given that a claim is unlikely there will be no legal entity capable of transferring the Required Land to Council. The attached disclaimer has therefore been obtained from the Secretary to the Treasury to enable compulsory acquisition of the Required Land to proceed.
- 3.11. Under section 18(7) of the PWA a local authority may in certain circumstances, without complying with subsection (1) and (2), proceed straight to a Notice of Intention. Section 18(7)(d) applies as the Company is under a legal disability and has no person to represent it.

4. **ISSUES AND OPTIONS**

- 4.1. The Required Land is required for the Project as there is significant underground infrastructure going through the area.
- 4.2. The Required Land has been occupied for several decades by the owner of 67 Otaki Street (most recently owned by Council and sold to a new owner in July 2023).
- 4.3. The Required Land is held in RT CB7C/1254 by Valley Estates Limited. The Company was struck off in 1974 and the directors of the Company at the time it was struck off are now deceased.

- 4.4. As the Required Land was vested in the Company immediately prior to its dissolution, it is deemed "bona vacantia" vested in the Crown by virtue of section 337 of the Companies Act 1955. The Crown has disclaimed its reversionary interest in the Required Land.
- 4.5. There is no legal entity capable of transferring the Required Land to the Council. We therefore consider that service of the Notices of Intention to Take the Required Land in accordance with the provisions of the PWA is a necessary next step.
- 4.6. Any interested party to the acquisition of the Required Land will have 20 working days in which to lodge an objection to the proposed taking with the Environment Court. However, it is considered unlikely that any objections will be received.
- 4.7. If no objection is received Council can make an application to the Minister for Land Information to prepare a proclamation vesting the Required Land in Council.
- 4.8. The proposed acquisition is not contentious. We do not anticipate that any parties will come forward to formally make a claim for the Required Land

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

Te Ngāi Tūāhuriri hapū were engaged with as part of the overall Kaiapoi Stormwater and Flooding Improvements project.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report by way of costs to complete the acquisition process. An original quote was completed by The Property Group in April 2021 for \$10,000 to undertake this work. The Property Group have spent \$5,000 to date and have advised in September 2023 that it will be another estimated \$6,000 plus disbursements to finish the work.

There was an allowance in the Kaiapoi Stormwater and Flooding Improvements Upgrade budget specifically for the acquisition of this land, and the remaining estimated funds will be paid from this budget.

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 not risks arising from the adoption/implementation of the recommendations in this report.

6.3 Health and Safety

There are not 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

This action is authorised by the Public Works Act 1981 and the Companies Act 1955.

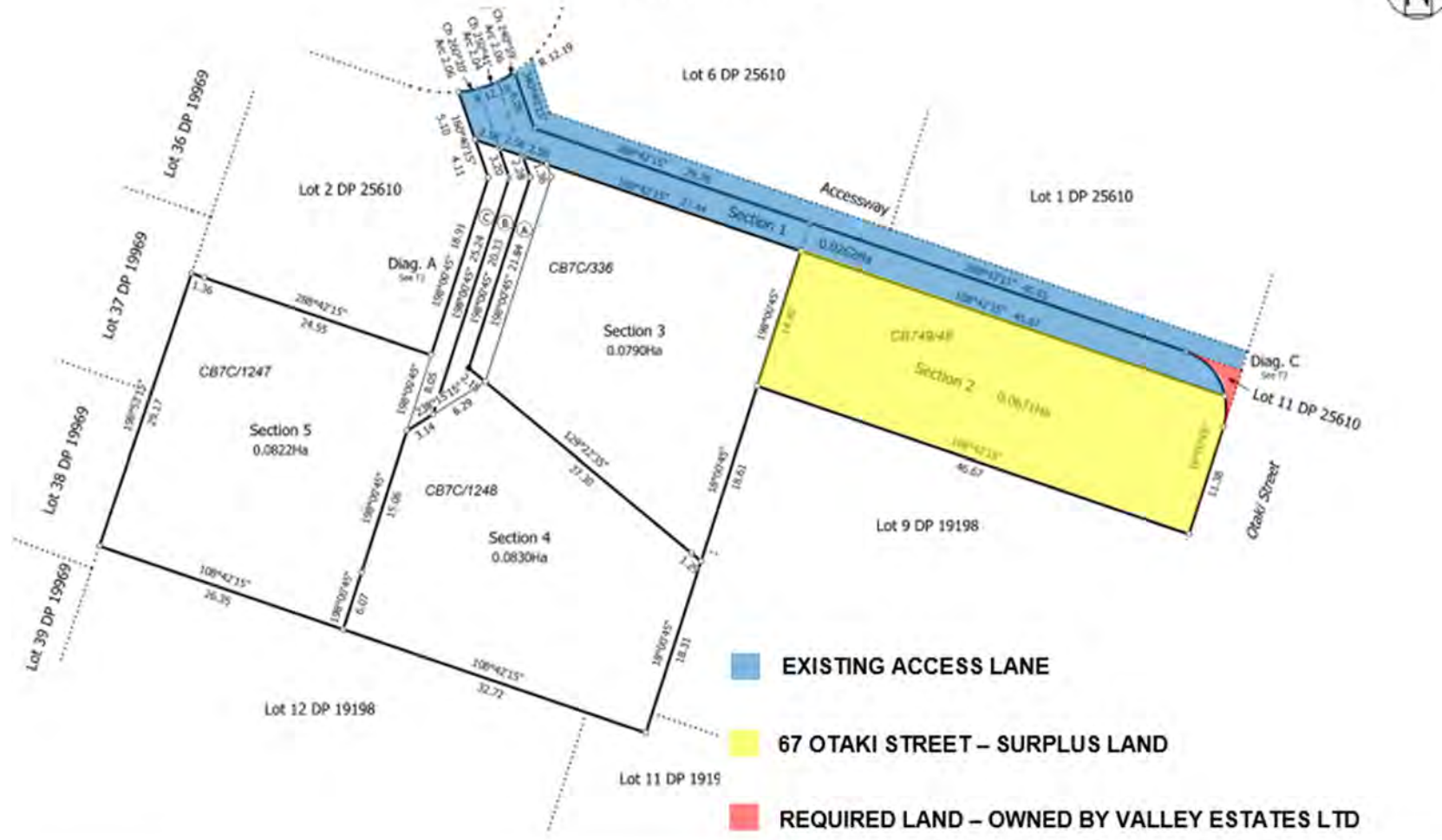
7.3. Consistency with Community Outcomes

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

7.4. Authorising Delegations

Council has authority to acquire and sell land and / or delegate this to the Chief Executive and the Property Manager.

Attachment i



Land District: Canterbury
 Digitally Generated Plan
 Generated on: 30/11/2021 5:24pm Page 4 of 5

Sections 1-5

Surveyor: Andrew James Sinclair
 Firm: Beca Limited

Title Plan
 SO 568194
 Approved on: 30/11/2021



17 March 2023
Our Job No. 716844

The Property Group Limited
Christchurch Office
PO Box 7240 Christchurch 8240
Level 2, Lion House
169 Madras Street
Christchurch 8011

Jeff Millward
Acting Chief Executive and General Manager Finance and Business
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Dear Jeff

CPC/2022/22526 – SECTION 23 PUBLIC WORKS ACT 1981 NOTICE OF INTENTION: KAIAPOI STORMWATER INFRASTRUCTURE UPGRADE PROJECT: BONA VACANTIA – VALLEY ESTATES LIMITED

This report recommends issue of a Notice of Intention under section 23 of the Public Works Act 1981 (**PWA**) to take a freehold interest in land for road - an accessway between Chapman Place and Otaki Street, Kaiapoi.

The Property Group Limited has been instructed by the Waimakariri District Council (**Council**) to legalise a portion of road associated with the Kaiapoi Stormwater Infrastructure Upgrade (**Project**). The Project is part of the \$18.13 million-dollar Kaiapoi stormwater and flooding improvement works approved by Council in November 2020. Approximately \$9 million of the approved funding is from the Government's "shovel ready" projects fund.

A combination of ageing infrastructure and lowering of the ground level during the Canterbury earthquakes has increased flooding risk in Kaiapoi. Furthermore, considerable development in northeast Kaiapoi and Woodend has added additional pressure to the existing infrastructure. The wider stormwater and flooding improvement works involve the construction of a number of stormwater pump stations, as well as associated pipework and other infrastructure across Kaiapoi.

As part of these associated pipework, a new underground stormwater main has been constructed by Council. The main commences from Otaki Street and travels through to Chapman Place alongside an existing Council accessway (legal road). The access way contains an existing sewer main which has also been replaced. Construction was completed in late 2021.

The required land is physically contained within the boundaries of the property located at 67 Otaki Street, Kaiapoi, which was acquired by the Council in 2001 to facilitate the Project.

The required land is more particularly described as 0.0008 Ha being Lot 11 Deposited Plan 25610 and all of the land held in Record of Title (RT) CB7C/1254 (**Required Land**).

The respective parcels are shown in figure 1 to the right with the Required Land shown shaded in blue. The existing accessway and legal road shaded green. The land required for the project from 67 Otaki Street (to be made road) shaded red and the balance land of 67 Otaki Street shaded yellow.

The additional land required to accommodate the new and upgraded pipeline adjoins a legal road (formed as a narrow access lane) between Chapman Place and Otaki Street in Kaiapoi. As such the Required Land will be added to the existing accessway (legal road) along with the other land required for the project.



FIGURE 11114 - EXCERPT FROM SO 568194

The registered proprietor of the Required Land is recorded on the RT as Valley Estates Limited (**Company**), who were struck off the Companies Register on 15 February 1974 under section 336(6) of the Companies Act 1955. The last known Directors of the Company are Duncan McQuarie Bruce and Peter Yeoman. Mr Bruce and Mr Yeoman are also the last known shareholders of the Company together with Alison Louise Yeoman. Our investigations have found that they are all now deceased.

As the Required Land was owned by the company immediately prior to its dissolution, it is deemed "bona vacantia" and vests in the Crown by virtue of Section 337 of the Companies Act 1955. Section 337(2) of the Companies Act 1955 provides that section 337 applies to companies dissolved at any time, whether before or after the commencement of the Companies Act 1933 or the Companies Act 1955. Although the Companies Act 1955 has been repealed, the provisions of that Act applying to defunct companies continue to apply by virtue of section 3(2) of the Companies Act Repeal Act 1993.

No company presently entered on the register has the company's name or had that name prior to its current name.

Under the Companies Act 1955 there are two avenues by which legal control of the company's assets could be regained:

1. An application under section 336(7) of the Companies Act 1955 to have the company restored to the register before the expiration of 20 years from the date of publication of a notice in the Gazette striking the company from the register; or
2. An application under section 312(6) by virtue of section 338(2) for an order to have disclaimed property vested in an entitled person.

Section 312(6) is the only avenue available for possible claimants however the likelihood of a claim is considered very remote.

Given that a claim is unlikely there will be no legal entity capable of transferring the Required Land to Council. The attached disclaimer has therefore been obtained from the Secretary to the Treasury to enable compulsory acquisition of the Required Land to proceed.

Under section 18(7) of the PWA a local authority may in certain circumstances, without complying with subsection (1) and (2), proceed straight to a Notice of Intention. Section 18(7)(d) applies as the company is under a legal disability and has no person to represent it.

A formal disclaimer from the Secretary to the Treasury has been obtained pursuant to section 338 Companies Act 1955.

We have accordingly prepared a Notice of Intention to Take the Required Land. The Notice of Intention will be publicly advertised and if no objections are received within the specified 20 working day period, the Required Land can then be taken by proclamation.

The following information is supplied in support of this recommendation:

TPG Job Number	716844/2026
Land Information New Zealand File Number	CPC/2022/22526
Acquiring Authority	Waimakariri District Council
Authority to Act	Email instruction dated 22 April 2021 from Rob Kerr, Delivery Manager – Stimulus and Shovel Ready, Waimakariri District Council
Purpose	Road
Claimants	Valley Estates Limited
Claimant's Legal Representative	Not Applicable
Interest(s) to be Acquired	Fee Simple
Location	The Required Land is a small triangular splay of land which has been occupied by the adjoining property (67 Otaki Street) since at least the mid 1960's when it was subdivided into a separate lot. The location of the Required Land is highlighted in Figure 2 below.



FIGURE ~~22222~~ - THE PROPERTY LOCATION IS WITHIN THE RED CIRCLE.

Legal Description	Lot 11 DP 25610 being all of the land held in RT CB7C/1254.
Area to be Acquired	8m ²
Encumbrances	None.
Physical Description	The Required Land is a small triangular parcel incorporated into the corner of the adjoining property (67 Otaki Street) in the vicinity of the driveway entrance to the property as shown in Figures 3, 4 and 5 below.



FIGURE ~~33333~~ - APPROXIMATE BOUNDARIES OF THE REQUIRED LAND (PRIOR TO CONSTRUCTION).



FIGURE **4444** - ACCESSWAY FOLLOWING CONSTRUCTION.



FIGURE **5555** - FRONT OF 67 OTAKI STREET FOLLOWING CONSTRUCTION

Zoning	The Required Land is zoned residential 2 on the Waimakariri District Plan.
Statutory Authority	Section 23 Public Works Act 1981 (Notice of Intention).
Valuation	It is not proposed to obtain a valuation of the Required Land before a Notice of Intention is issued. This is because no party is considered to be affected by the taking of the land. However, the assessed value of the land acquired from the adjoining titles was approximately \$200/m ² . These valuations were completed towards the end of 2020 so subject to a small amount of price inflation however the assumed

	value of the Required Land is in the range of \$1,600 to \$2,000 including GST.
--	---

Chronology	<p>1964 Valley Estates Limited incorporated.</p> <p>1965 Transfer of Lot 18, DP 19198 to Valley Estates Limited</p> <p>1967 Subdivision of Lot 18, DP 19198 into Lots 1 – 14, DP 25610.</p> <p>1967 New RT 7C/1254 issued for Lot 3, DP 25610</p> <p>1974 Valley Estates Limited struck of Companies Register</p>
-------------------	---

Survey and Legalisation	The Required Land is separately defined on DP 25610 and is held as all of the land in a single RT.
--------------------------------	--

Comments	<p>The Required Land is required for the Project as there is significant underground infrastructure going through the area.</p> <p>The Required Land has been occupied for several decades by the adjoining owner (now the Council).</p> <p>The Required Land is held in RT CB7C/1254 by Valley Estates Limited. The company was struck off in 1974 and the directors of the Company at the time it was struck off are now deceased.</p> <p>As the Required Land was vested in the company immediately prior to its dissolution, it is deemed “bona vacantia” vested in the Crown by virtue of section 337 of the Companies Act 1955. The Crown has disclaimed its reversionary interest in the Required Land.</p> <p>There is no legal entity capable of transferring the Required Land to the Council. We therefore consider that service of a Notice of Intention to Take the Required Land in accordance with the provisions of the PWA is a necessary next step.</p> <p>Any interested party to the acquisition of the Required Land will have 20 working days in which to lodge an objection to the proposed taking with the Environment Court. However, it is considered unlikely that any objections will be received.</p> <p>The proposed acquisition is not contentious. We do not anticipate that any parties will come forward to formally make a claim for the Required Land</p>
-----------------	---

**CPC/2022/22526 – SECTION 23 PUBLIC WORKS ACT 1981 NOTICE OF INTENTION: KAIAPOI
STORMWATER PROJECT: BONA VACANTIA – VALLEY ESTATES LIMITED**

Conclusion

That the attached Notice of Intention to Take Land be approved for execution by the Chief Executive of Waimakariri District Council under section 23 of the Public Works Act 1981.



Mike Todd
Senior Property Consultant

Nominated Person

Date: 17 March 2023



Wathsala Timlin
Corporate Counsel

Peer Reviewer

Date: 17 March 2023

Approved/Declined

Jeff Milward
Acting Chief Executive and General Manager Finance and Business
Waimakariri District Council

Date

Notice of Intention to Take Land for Road – Otaki Street, Kaiapoi

To: Valley Estates Limited (struck off)

1. Take notice that the Waimakariri District Council proposes to take under the Public Works Act 1981 the land described in the Schedule to this notice (“land”).
2. The land is required for the Kaiapoi Stormwater Infrastructure Upgrade Project. More particularly the land is required for road to be vested in the Waimakariri District Council.

REASONS FOR TAKING LAND

4. The reason why the Waimakariri District Council considers it reasonably necessary to take the land is that the land contains significant underground infrastructure associated with the Kaiapoi Stormwater Infrastructure Upgrade Project. The land adjoins legal road and has physically been incorporated into that road.

YOUR RIGHT TO OBJECT

5. The land has not yet been taken.
6. You have a right to object to the taking of the land.
7. If you wish to object, you must send a written objection to the Registrar, Environment Court, Justice & Emergency Services Precinct, 20 Lichfield Street, Christchurch 8013, New Zealand, or PO Box 2069, Christchurch, New Zealand or DX: WX 11113, within 20 working days after the publication of this notice.
8. If you make an objection, a public hearing of the objection will be held unless you give written notice to the Tribunal that you want the hearing to be held in private.
9. If you make an objection, -
 - (a) You will be advised of the time and place of the hearing; and
 - (b) You will have the right to appear and be heard personally or to be represented by a barrister or a solicitor or any other person you authorise.

Your Right to Compensation

10. This notice, and the right to object described above relate to the taking of the land and not to your right to compensation. Under the Public Works Act 1981 you are entitled to full compensation, if your interest the land is taken. If this compensation cannot be

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** EXC-63 / 230822129364**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Témi Allinson, Senior Policy Analyst
Rob Hawthorne, Property Manager**SUBJECT:** Revocation: Waimakariri District Council Housing for the Elderly Policy**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. Council adopted a new Housing Policy 2023 at its Council meeting on 1 August.
- 1.2. The Housing Policy has been written as an umbrella policy to guide both Council and other parties on how Council will contribute to the provision of adequate housing for all its residents.
- 1.3. The scope of the Housing Policy is expansive and includes guidance on Council's role in the provision of elderly persons housing.
- 1.4. Officers therefore recommend that the Housing for the Elderly Policy 2016 be revoked.

Attachments:

- i. Document 120712044072 – Housing for the Elderly Policy
- ii. Document 230807119704 – QD CPR Policy: Housing Policy

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230822129364.
- (b) **Revokes** the Housing for the Elderly Policy which is no longer required (120712044072).
- (c) **Circulates** this report to the Community Boards for their information.

3. BACKGROUND

- 3.1. Officers have been working on reviewing Council's policies with the aim of refreshing outdated content and / or merging many small discrete policies with similar content into one robust and overarching policy.
- 3.2. The driver for this policy manual review is to ensure that the Council's published policies remain current. As a result of evolving service delivery processes and regulatory changes, it is timely to ensure policies reflect the Council's current intent and are relevant to current practice.

- 3.3. In 2016, Council adopted a Housing for the Elderly Policy that set out eligibility criteria for its elderly housing units.
- 3.4. In 2023, Council adopted a Housing Policy to serve as a guide on how Council, and its partners, would work to contribute to initiatives that enhance the quality, quantity, affordability and accessibility of housing across the district.
- 3.5. The Housing Policy 2023 significantly expands on the provisions of the Housing for the Elderly Policy 2016 and provides direction on how Council can play a bigger role in helping to address housing constraints across the district.
- 3.6. A key subset of Council's involvement in the housing arena is as a provider of Elderly Person's Housing (EPH). The Housing Policy 2023 covers this activity, and its contents supersede that of the Housing for the Elderly Policy 2016. All relevant provisions from the Housing for the Elderly Policy 2016 are reflected in the updated policy.
- 3.7. Maintaining these separately over time may generate duplication or inconsistency. We therefore recommend that the Housing for the Elderly Policy be revoked.
- 3.8. Work is ongoing on other policies not specifically referenced in this report. Further work is still required to revise these, and they will be presented to the Council at future meetings for adoption/ revocation.

4. **ISSUES AND OPTIONS**

- 4.1. The Council has the option to retain, amend or revoke any policy. The Housing Policy 2023 has undergone a public consultation exercise with the community and has subsequently been adopted and made operational by Council.
- 4.2. Maintaining a parallel Housing for the Elderly Policy does not offer any added benefits to Council or the community. Rather it raises the risk of confusion and unnecessary duplication.

Implications for Community Wellbeing

- 4.3. There are no implications on community wellbeing from the issues and options that are the subject matter of this report.
- 4.4. Policies have an underlying purpose of ensuring the Council undertakes its activities and manages its assets where there is an interface with the public in a way that provides for safety, transparency and to demonstrate fairness and equity for customers. The Housing Policy 2023 adequately fulfils this function and there is no added benefit provided by maintaining the Housing for the Elderly Policy 2016.
- 4.5. The Management Team has reviewed this report and support the recommendations.

5 **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter beyond a general interest as members of the community.

5.2. **Groups and Organisations**

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6 OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report.

6.2. Sustainability and Climate Change Impacts

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

6.3 Risk Management

There are no risks arising from the adoption/implementation of 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

Local Government Act 2002

7.3. Consistency with Community Outcomes

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

People's needs for mental and physical health and social services are met.

7.4. Authorising Delegations

The Council has the responsibility to review, amend and approve or revoke its policies and bylaws.

POLICY

Housing for the Elderly

HOUSING FOR THE ELDERLY

1 Introduction

The Waimakariri District Council provides affordable housing to the elderly with limited means or other proven need who live in the District. The services offered contribute to the wellbeing of the tenants. The housing provided by the Council meets all standards acceptable to the Council.

The Waimakariri District Council currently has 112 units for elderly persons, with 46 in Kaiapoi, 50 in Rangiora, 13 in Oxford and 3 in Woodend.

2 Policy Context

The purpose of this policy is to assist in the provision and management of the housing premises and specifically includes the criteria and processes for:

- Management and administration of Council's Housing for the Elderly portfolio;
- Standards and conditions;
- Asset Management Plan and levels of service;
- Eligibility of applicants applying for housing;
- Allocation criteria;
- Tenancy conditions
- Rental levels;
- Tenants welfare; and
- Future improvements to premises.

3 Policy Objective

The main objective of this policy is to provide affordable housing to elderly people with limited means.

The rental structure of the housing will be set at a level to meet operational costs, including depreciation and the cost of capital improvements. It is intended the depreciation will establish a fund to be used for future replacement and development.

4 Policy Statement

4.1 Eligibility Criteria

- (a) Single applicants must be over the age of 65 years. Where the applicants are a couple, one of the applicants must be over the age of 65 years and the other over 60 years.
- (b) Priority allocation of applicants to Housing for the Elderly Units will take into consideration, but not be limited to, the following criteria:
 - i) Whether the applicant is adequately housed;
 - ii) The amount of capital that is available to the applicant to purchase a property of their own
 - iii) To qualify for housing, the applicant(s) must have assets valued at less than \$10,000 (single applicant) or \$15,000 (couple). Assets exclude furniture, motor vehicle and personal effects.
 - iv) The applicants ability to be housed in the private rental market bearing in mind their eligibility for the Accommodation Supplement or availability of income related rental options with an approved Community Housing Provider;
 - v) All applicants must either be able to care for themselves or require minimum supervision and support from community support providers. Prior to unit allocation and where appropriate, Council shall require written confirmation, by way of a completed Independent Living Form, from a health professional to ensure tenants are able to live independently;

POLICY

Housing for the Elderly

HOUSING FOR THE ELDERLY

- vi) All applicants must demonstrate a willingness to adapt to living harmoniously in a close community environment, either through providing appropriate referees that can be verified and contacted by Council or through the interview process.
- vii) All applications, at the Council's discretion, shall be subject to a criminal records and credit rating checks.
 - i. Whether or not they own or have owned property within the last two years.
 - ii. To qualify for housing the applicant(s) must be New Zealand citizens or have New Zealand permanent residency.

4.2 Application

Application forms are available from all Council's offices and from the Council's Web Site; Application forms shall show criteria for eligibility, current rental and location of units.

4.3 Allocation

Housing for the elderly units will be allocated by the administrative staff at the respective service centres. Units are allocated on a "Needs Basis" and not in date order of applications.

- (a) A queen unit will only be offered to a single person if there are no couples on the existing waiting list. Any single person in a queen unit will be required to vacate the queen unit when a couple is allocated it and after a single unit becomes available.
- (b) No pets other than fish, birds and cats (limited to one per resident) are to be kept at the housing for the elderly units.
- (c) No boarders are permitted.
- (d) On-site parking is limited to one vehicle per unit.

4.4 Waiting Lists

Council will maintain a waiting list of eligible applicants. The waiting list shall be audited on an annual basis.

4.5 False information

Information from applicants been proven as false, shall immediately result in the termination of the application and eligibility.

4.6 Change of circumstances

- (a) Where a couple occupies a queen unit and one of them needs to go into care/hospital temporarily, then the unit may continue to be occupied by the remaining person for as long as the partner is in care/hospital provided it is evident that this is not a permanent situation. The normal rental for a queen unit is to be paid over this period.
- (b) Where a couple occupies a queen unit and one of them needs to go into care/hospital permanently the remaining person will be required to move into a single unit when it becomes available. The remaining tenant's rental will be for a single tenant living in a queen unit (Housing for the Elderly Information - Pensioner Housing application form).
- (c) Where a single person occupies a unit and should he/she be admitted to care/hospital for a temporary period, then the housing for the elderly unit they occupy will be available for them to return to, provided full rental continues to be paid whilst they are in care/hospital.
- (d) Queen Units – are to be occupied only by the person(s) named on the tenancy agreement. If circumstances change in the relationship and a new partnership is formed then a new tenancy agreement with Council must be created subject to the eligibility of the new tenant (partner). If the new partner is not eligible for Housing for

POLICY

Housing for the Elderly

HOUSING FOR THE ELDERLY

the Elderly then tenancy will not be offered and alternative accommodation must be sought. If the tenants continue to reside in the unit and a new tenancy with Council is not formed then a 90 days' notice will be served.

4.7 Applicant refusal of an offer

Where a unit is offered and subsequently declined by the applicant without justifiable reason, the applicant may be removed from the list depending on their circumstances.

4.8 Tenancy Agreement

- (a) A tenancy agreement will be signed. Couples will jointly sign the tenancy agreement.
- (b) At tenancy commencement the Council will require two weeks rental in advance.

4.9 Cessation of tenancy

When tenancy ceases where possible the Council requires written notification and the last day of tenancy is taken as being the day the keys are handed back to the Council. At this time the unit shall be inspected to ensure compliance with tenancy conditions.

4.10 Eviction of tenants

The Council may end tenancy if

- (a) Rent is 21 days in arrears
 - (b) The tenant has assaulted or threatened the landlord, contractor working on the Council's behalf or another resident of the complex or a neighbour. In this situation the common law definition of "assault" applies: *"the act of creating apprehension of an imminent harmful or offensive contact with a person. An assault is carried out by a threat of bodily harm coupled with an apparent, present ability to cause the harm."*
 - (c) The tenant has caused substantial damage to the premises
 - (d) The tenant has seriously breached any conditions of their tenancy agreement conditions.
- The tenant exhibits repetitive behaviour that negatively impacts on others.

4.11 Rental structure

- (a) The Council shall charge a common rental for all its housing for the elderly units, excepting those constructed in 2014 in Kaiapoi where a premium shall be charged.
- (b) Where a single person is occupying a queen unit then the rental shall be the single rate plus half the difference between the queen and single rental costs.

4.12 Electricity charges

All Tenants shall be responsible for their own supply and use charges relating to electricity and telephone.

4.13 Services provided by the Council:

- (a) The assets that the Council will supply in its flats are as follows:

Rangiora-Tyler Courts

Carpet in all flats
 Heating unit
 Washing machines in the separate laundry supplied by the Council
 Stuck-down vinyl in kitchen, bathroom and toilet areas
 Stoves
 Window treatments (drapes/blinds etc)

Rangiora – Durham Courts, Matthew Courts

Carpet in all flats

POLICY

Housing for the Elderly

HOUSING FOR THE ELDERLY

	<ul style="list-style-type: none"> Heating unit Stuck-down vinyl in kitchen, bathroom and toilet areas Stoves Window treatments (drapes/blinds etc)
Woodend	<ul style="list-style-type: none"> Carpet in all flats Heating unit Stuck-down vinyl in kitchen, bathroom and toilet areas Stoves Window treatments (drapes/blinds etc)
Kaiapoi (new units)	<ul style="list-style-type: none"> Carpet in all flats Heat pumps Stove/oven Washing machine Vinyl/tiles on flooring Window treatments (drapes/blinds etc)
Kaiapoi (renovated)	<ul style="list-style-type: none"> Carpet in all flats Heating unit Stove/oven/extractor Vinyl in kitchen, bathroom and toilet areas Window treatments (drapes/blinds etc)
Kaiapoi (old units)	<ul style="list-style-type: none"> Carpet in all flats Built-in heaters and/or night-stores Stuck-down vinyl in kitchen, bathroom and toilet areas Stoves Window treatments (drapes/blinds etc)

POLICY

Housing for the Elderly

HOUSING FOR THE ELDERLY

Oxford	Carpet in all flats Heating unit Stuck-down vinyl in kitchen, bathroom and toilet areas Stoves Window treatments (drapes/blinds etc)
--------	--

- (b) All flats are supplied with Waimakariri District Council recycling bins.
- (c) The timing of installation for upgrading of units and fittings supplied by Council shall be on a mutually agreed basis.

5 Links to legislation, other policies and community outcomes

Local Government Act 2002 Part 2 s10 and s14 and the Residential Tenancies Act 1986.

Pensioner Housing Information for New Tenants (TRIM No: 131113105495)
 Tenancy Agreement Pensioner Housing 2013 (TRIM No: 150911130021)

The Waimakariri District Council Disability Strategy 2011

Community Outcomes:

- *There is a safe environment for all*
- *The community's needs for health and social services are met*
- *People are friendly and caring, creating a strong sense of community in our District*

6 Adopted by and date

This policy was adopted by Council on 2 February 2016.

7 Review

Review every six years or sooner on request.

Housing Policy

1. Purpose

The purpose of this policy is to guide both Waimakariri District Council (WDC) and other parties on how it will contribute to the provision of adequate housing for all its residents.

This policy sets out broad parameters within which Council will operate as it exercises the various roles it will undertake in delivering on the community's housing aspirations.

The policy will also serve as a guide against which targeted housing related strategies and implementation plans will be developed.

2. Scope

The scope covers initiatives that enhance the quality, quantity, affordability and accessibility of housing across the district and across the full housing continuum depicted below. While Council cannot by itself meet every single community housing need, through the continuum, it is able to identify where housing barriers exist and what options, resources and or agencies are best placed to help resolve them.

The focus of Council's efforts will be on initiatives that help address housing needs of families and individuals on lower incomes and to those that otherwise face barriers to finding appropriate housing.

The Housing Policy will guide the Council's decisions and support collaborative action across the continuum of social, affordable and market housing to achieve the policy's purpose.



Figure 1 Housing Needs Continuum

3. Statement

3.1. Background

- 3.1.1. The Waimakariri District has historically had one of the highest levels of private home ownership of any local council area in New Zealand. But like elsewhere in recent years, there is increasing evidence of housing related stress that requires a shift in approach. Council acknowledges that housing supply and demand is a complex ever-changing system that is impacted by wider national and regional markets, as well as the influence of various Central Government and partner agency initiatives.
- 3.1.2. Many local Councils, including WDC, have traditionally provided a subset of social/assisted rental housing in the form of Elderly Persons Housing (EPH). This has been the focus of WDC's housing policy to date and the main 'housing specific' practice historically engaged in by the WDC, outside of the Council's regulatory role in building control and land use planning.
- 3.1.3. In 2020, Council commissioned independent research into future housing needs over the next 30 years. The research findings clearly identified that despite a relatively high home ownership rate, the number of households facing 'housing stress' had increased in recent years and was likely to continue to steadily increase over time. The research also highlighted unmet housing needs which were likely to create significant hardship if left unaddressed. These are unlikely to be fulfilled by the private property market without some level of targeted intervention by the Central Government and Council.
- 3.1.4. Findings from Council's commissioned research has shown a need to consider:
- a. reports about a lack of emergency and transitional housing in the district;
 - b. census data that implies a degree of overcrowding; and
 - c. the lack of social/public housing stock which is evidenced by a growing public housing waiting list, especially among small households and a significant forecast increase in the elderly population.
- 3.1.5. In response to this, Council established a working group to consider housing needs and suggest possible Council-led interventions more closely. This policy statement is the outcome of the working group's deliberations. It leverages on Council's experience in the provision of elderly persons housing.

3.2. Te Rūnanga o Ngāi Tūāhuriri

- 3.2.1. Council will continue to partner with Te Rūnanga o Ngāi Tūāhuriri in working to fulfil iwi and hapū housing aspirations. Focus will be on assuring related development rights for 'original grantee' descendants to be exercised across the Māori Reserves in the District, and Kaiapoi Māori Reserve 873 in particular.
- 3.2.2. Council will also work as a lead partner with the Greater Christchurch Partnership on its Kāinga Nohoanga Strategy on Māori land reserves and traditional Pā sites.

3.3. Other external partnerships

- 3.3.1. Housing needs across the district are diverse, and Council cannot meet these needs alone. We are partnering with others, including neighbouring councils, government agencies, Māori, infrastructure providers, private developers, and community housing providers. We will enable and complement, rather than compete with, the private market.
- 3.3.2. Council is a part of the Greater Christchurch Partnership (GCP), a voluntary coalition of local government, mana whenua and central government agencies working collaboratively to address strategic challenges like housing across the region. We are committed to using this forum to leverage resources and interventions that exceed what we are able to deliver alone.

- 3.3.3. Kāinga Ora is the lead public housing provider across New Zealand. It is supported in this work by Community Housing Providers who are also able to access the Government's Income-Related Rent Subsidy (IRRS) as 'providers of first resort'.
- 3.3.4. Council is in discussions with Kāinga Ora on how best we can support them in meeting their mandate to provide good quality, warm dry and healthy homes for our local communities. The exact shape and nature of this partnership will evolve in the coming years but will be underpinned by a desire for meaningful and enduring partnership that delivers the best outcomes for our communities.
- 3.3.5. Council is also committed to engaging with Community Housing Providers (CHP) with a view to helping expand their presence across the district and supporting them in providing complementary services to our communities.

4. Responsibilities - Council's Role in support of Housing Outcomes

- 4.1. The Council has the following key roles:



Figure 2 The various roles of Council in delivering on the housing policy.

4.2. Council as a Provider

- 4.2.1. Many councils are providers of assisted rentals, in WDC's case this is targeted on Elderly Persons Housing (EPH). This service is self-sustaining without recourse to rates funding. Council's ability to expand its role as a provider has historically been constrained by its decision to keep rents as low as possible, and it is not currently eligible for the IRRS funding from the Government.
- 4.2.2. Where WDC has access to existing or new sources of capital funding, including Government capital grants, it may consider expanding its portfolio, where financially sustainable without recourse to rates.
- 4.2.3. As part of its response, Council will actively consider operational and management approaches that enable the continued and future development of efficient, fit-for-purpose and quality housing stock. Emphasis will be on achieving improved economies of scale as part of any expansion of its existing EPH housing portfolio which may include utilising Council owned land towards meeting the above-mentioned housing needs.
- 4.2.4. There is scope for the Council to expand its service delivery role to a wider segment of the population beyond elderly persons. This may involve ongoing consideration of other partnering or management arrangements.

4.3. Council as a Regulator

- 4.3.1. Through implementing its district planning responsibilities under resource management legislation and its function as a building control authority, Council has the ability to enable

the provision of quality housing in a range of typologies and densities to meet the needs of its community.

- 4.3.2. Council will seek to ensure that housing typologies are consistent with overall projected demand and the changing characteristics towards smaller and/or older households. In so doing it will ensure the location of infrastructural services are as appropriate and economical as possible.
- 4.3.3. Council will, in developing and implementing the District Plan and through its building control mechanisms, actively seek to:
 - a. reduce impediments to the supply of land available for housing;
 - b. closely monitor housing demand and supply;
 - c. closely manage and monitor its performance in terms of timeliness of processing and issuing of consents;
 - d. where practical and appropriate make the processes involved in developing land and constructing housing as easy and cost efficient for others to deal with, as possible; and
 - e. balance the above by retaining minimum regulatory standards that support the construction of safe, good quality housing and living environments in new subdivisions and with housing intensification and redevelopments.

4.4. Council as an Enabler / Incentiviser

- 4.4.1. Council has over many years been a credible source of housing related information and advice. Its research and monitoring of housing trends and changes along with forecasts have contributed to improved awareness and understanding of local and regional challenges associated with housing supply.
- 4.4.2. Council will continue to provide housing related information and advice in an 'honest broker' role – for local groups, agencies and developers seeking to provide for housing needs and support 'housing stressed' parts of the community.
- 4.4.3. Council is prepared to consider contributing land it owns, either by itself or in partnership with housing providers, towards meeting the other above mentioned housing needs. Depending on circumstances this may be via long term land lease arrangements or in some cases via the sale of land.
- 4.4.4. Council will seek to stimulate the Community Housing Provider sector in the district and will be open to approaches for support by registered CHPs in expanding their presence in/into the district.

4.5. Council as an Advocate of Change

- 4.5.1. Council will continue to research and monitor housing trends and changes. With its Greater Christchurch Partner Councils, organisations and agencies, it will continue to review and analyse future long term housing needs and demand and promote policy and strategies that support and enhance the quality, quantity, affordability and accessibility of housing across the district and across the full housing continuum.
- 4.5.2. Council will encourage more public housing in appropriate locations in the district and work with Kāinga Ora around the siting of public housing within the district and engage with them to consider partnering opportunities as they arise in response to the growth in the Public Housing Register.
- 4.5.3. Council will encourage CHPs and other housing providers, such as Abbeyfield, to deliver their service interventions in appropriate locations across the district
- 4.5.4. Council will continue to be an advocate to Government on behalf of the community to support unmet housing needs and affordability are addressed and is open to partnering with community groups in this regard.

- 4.5.5. Council will be a strong advocate for the provision of wider wrap-around services to households accessing social and assisted housing support. Where appropriate, these services will be targeted to specific needs and complement the nature of existing support provided, with the aim of being locally based and readily available in the district.

5. Definitions

Accommodation supplement – a weekly payment which helps people with their rents, board or with the costs of owning a home.

Adequate housing – Housing that takes account of security of tenure, affordability, habitability, availability and location of services, accessibility, and cultural considerations.

Appropriate location – Locations that provide for physical safety, are away from threats to the health of occupants and allows access to services.

Assisted ownership – Household income-related pathways to home ownership including rent-to-buy, affordable equity, and shared equity programmes. Models can include below market price point mechanisms to ensure longer term 'Retained Affordable Housing'.

Assisted rental – Subsidized rental accommodation only. Rents usually partially funded by the Income Related Rent Subsidy or the Accommodation Supplement, or from a capital subsidy that allows the setting of rents at below market rates.

Community Housing Provider (CHP) – typically not-for-profit organizations who provide housing to those most in need. CHPs are registered with the Community Housing Regulatory Authority (which is part of the Ministry for Housing and Urban Development).

Emergency housing – Temporary accommodation for people who have an urgent need for accommodation because they have nowhere else to stay or are unable to remain in their usual place of residence.

Income-Related Rent Subsidy (IRRS) - Subsidy paid by Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development (HUD) to public housing landlords, to cover the balance between what a public housing tenant pays in rent and the market rent for the property.

Private ownership – Housing that is privately owned without any form of direct public assistance.

Private rental – Households in private rental accommodation which is not directly subsidized (although some households may receive the Accommodation Supplement).

Public housing – Not-for-profit housing programmes that are supported and/or delivered by central government, or community housing providers, to help low income households and other disadvantaged groups to access appropriate, secure and affordable housing (on the Housing Continuum, includes Emergency Housing, Transitional Housing and Supported Rental). Tenants pay 25% of their Gross Income in rent.

6. Questions

Any questions regarding this policy should be directed to both the Property Manager and Strategy and Business Manager in the first instance.

7. Relevant documents and legislation

Council direction

- Long-Term Plan
- Property Asset Management Plan
- District Plan
- Community Outcomes on housing
- Development Contributions Policy

Strategic direction

- Waimakariri District Growth and Development Strategy
- Community Development Strategy

Legislative direction

- Local Government Act 2002
- National Policy Statement on Urban Development
- Resource Management Act 1991
- Building Act 2004

8. Effective date

1 August 2023

9. Review date

1 August 2029

10. Policy owned by

General Manager, Strategy, Engagement & Economic Development

11. Approval

Adopted by Waimakariri District Council on 1 August 2023.

Schedule One – Proposed list of key priority areas

Below is a list of six identified key priority areas that are critical to accomplishing the purpose of Council's housing policy.

For this policy to be given effect to and reliably monitored, detailed actions will need to be identified under each priority area and included in the Council's activity planning.

The extent to which the policy is implemented will depend on decisions made in the Council's Long-Term Plan and Annual Plan processes, as balanced against other Council projects and services.

- Priority area 1:** Maintain demand analysis and building knowledge information.
- Priority area 2:** Support and promote developments that are responsive to changing housing needs.
- Priority area 3:** Identify and pursue opportunities, including working and partnering with others, to deliver housing developments on Council owned land.
- Priority area 4:** Safeguard the retention of existing affordable housing and social housing stock.
- Priority area 5:** Advocate for new investments to secure and improve housing supply.
- Priority area 6:** Support and partner with iwi on the provision of papakāinga and housing for Māori

Schedule Two – Elderly Persons Housing Criteria

1. Eligibility Criteria

- (a) Single applicants must be over the age of 65 years. Where the applicants are a couple, one of the applicants must be over the age of 65 years and the other over 60 years.
- (b) The applicant(s) must have assets valued at less than \$10,000 (single applicant) or \$16,000 (couple). Assets exclude furniture, motor vehicle and personal effects.
- (c) The applicant(s) must be receiving a benefit (e.g. superannuation, etc) or a comparable level of income but not exceeding 20% of the Gross Superannuation income current at the time the tenancy commences.
- (d) Must not own or have owned property within the last two years.
- (e) The applicant(s) must be New Zealand citizens or have New Zealand permanent residency.
- (f) Priority allocation of applicant(s) to the units will take into consideration, but not be limited to, the following criteria:
 - a. Whether the applicant is adequately housed
 - b. The applicant's ability to be housed in the private rental market bearing in mind their eligibility for the Accommodation Supplement or availability of income related rental options with an approved Community Housing Provider
 - c. All applicants must either be able to care for themselves or require minimum supervision and support from community support providers. Prior to unit allocation and where appropriate, WDC shall require written confirmation, by way of a completed Independent Living Form, from a health professional to ensure tenants are able to live independently
 - d. All applicants must demonstrate a willingness to adapt to living harmoniously in a close community environment, either through providing appropriate referees that can be verified and contacted by Council or through the interview process or, during any tenancy, active behaviors that evidence the individual's intent in line with this criteria
 - e. All applications, at WDC's discretion, shall be subject to a criminal records and credit rating check.
- (g) Eligibility in relation to 1 (c) and 1(f) c & d may be reviewed every 2 years. Where an appreciable change or deterioration is considered to have occurred the tenant is expected to work with Council staff and other support agencies to explore more appropriate, alternate housing options.

2. Rental

- (a) The rental structure of the Elderly Persons Housing (EPH) will be set between a level that covers the long term operational and capital costs of owning and operating the service in perpetuity and the market rent.
- (b) This may be reviewed annually in line with Council's financial year. However, where a new tenancy commences during Council's financial year, Council may take into account the anticipated rent increase due in the following financial year and apply that anticipated rental rate to the tenancy agreement. However, this will be discounted to the current year's published rental rates from the commencement of the tenancy through to the end of that current financial year.

- (c) The rental structure is based on accommodation considered by Council as being equivalent across the district. The definition of equivalent accommodation is at Council's discretion alone. However, this is broadly based around smaller unrenovated units with no separate bedroom space being charged at the lowest rent by comparison with larger renovated units with a separate bedroom being charged at the highest rent. For example rent for equivalent accommodation is no higher in Rangiora than Oxford.
- (d) Council reserves the right to make exceptions to the rental structure based around particularly high amenity features present at a site, such as for Ranui Mews in Kaiapoi, or other considerations as it considers at its own discretion as being appropriate.
- (e) Where a single person is occupying a double unit then the rental shall be the single rate plus half the difference between the double and single rental costs.

3. Application

- (a) Application forms shall show criteria for eligibility, current rental and location of units and be available from the WDC website and all WDC service centres.
- (b) Information from applicants proven to be false, will immediately result in the termination of the application and eligibility.
- (c) It is the responsibility of the applicant to advise Council of any salient change in circumstances.
- (d) Where a unit is offered and subsequently declined by the applicant without justifiable reason, the applicant may at Council's discretion be removed from the list depending on their circumstances.

4. Allocation

- (a) Council will maintain a waiting list of eligible applicants. The waiting list shall be audited on an annual basis.
- (b) Housing for the units will be allocated by Council staff nominated by the Property Unit Manager.
- (c) Units are broadly allocated on a "needs basis" and not in date order of applications. Council will seek to take into account the circumstances of applicants but reserves the right to make allocation decisions at its own discretion.
- (d) A Queen unit will only be offered to a single person if there are no couples on the existing waiting list. Any single person in a Queen unit may be required to vacate the Queen unit when a couple is allocated it and after a single unit becomes available.
- (e) No pets other than fish, birds, cats (limited to one per resident) and service animals are to be kept at the units.
- (f) No boarders are permitted.
- (g) On-site parking for most sites is limited to one vehicle per unit.

5. Tenancy Agreement

- (a) A tenancy agreement will be signed. Couples will jointly sign the tenancy agreement.
- (b) At the commencement of the tenancy, WDC will require two weeks rental in advance.

- (c) At the commencement of the tenancy, WDC will require a bond of two weeks rental in advance.
- (d) Chattels provided by WDC will be listed in the tenancy agreement.

6. Cessation of tenancy

WDC requires written notification to cease the tenancy and the last day of tenancy is taken as being the day the keys are handed back to the WDC.

At this time the unit shall be inspected, including drug/methamphetamine testing, to ensure compliance with tenancy conditions.

7. Eviction of tenants

The WDC may end the tenancy if:

- (a) Rent is 21 days in arrears
- (b) The tenant has assaulted or threatened the landlord, contractor working on the WDC's behalf or another resident of the unit complex. In this situation, the common law definition of "assault" applies: *"the act of creating apprehension of an imminent harmful or offensive contact with a person. As assault is carried out by a threat of bodily harm coupled with an apparent, present ability to cause the harm."* Any allegation of such an assault or threat needs to be accompanied by a police report in relation to the incident and Council reserves the right to seek advice from the Police with regard to the seriousness of the alleged assault or threat.
- (c) The tenant, or a third party invited onto the premises by the tenant, has caused substantial damage to the premises. This needs to be supported by photographic evidence and/or witnesses' statements.
- (d) The tenant has seriously breached any conditions of their tenancy agreement conditions.
- (e) The tenant exhibits repetitive behaviors that negatively impacts on others or significantly increases the risk of harm or damage to others or the premises.

8. Utility charges

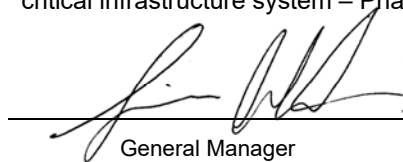
All tenants shall be responsible for their own use charges relating to electricity, internet and telephone, or other utilities when or, if, these are charged on a consumption basis.

9. Other

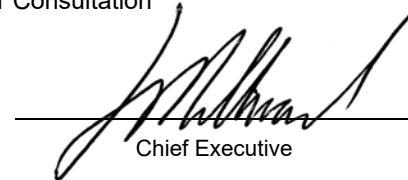
- (a) All flats are supplied with the option of WDC's kerbside collection service.
- (b) Council is required to provide housing that meets regulation standards. Where possible, the timing of these upgrades shall be on a mutually agreed basis.

10. Links to legislation, other policies and community outcomes

- (a) Local Government Act 2002 Part 2 s10 and s14
- (b) Residential Tenancies Act 1986
- (c) The Waimakariri District Council Disability Strategy 2011
- (d) Long Term Plan i.e. community outcomes
- (e) The Residential Tenancies (Healthy Homes Standards) Regulations 2019

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXT-39 / 230822129420**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Témi Allinson
Senior Policy Analyst**SUBJECT:** Submission: Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system – Phase 1 Consultation**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to provide Council with the formal opportunity to receive a submission that was submitted to meet the Department of the Prime Minister and Cabinet (DPMC) timeframes but was not able to be received at a formal Council meeting prior to that submission date.
- 1.2 Critical infrastructures – like electricity grids, water systems and telecommunications networks – underpin almost all New Zealand's economic activity and are essential to people's health and wellbeing.
- 1.3 This consultation was the first phase into seeking views on the need to reform New Zealand's existing regulatory approach to delivering a resilient critical infrastructure system, and the shortcomings that need to be addressed to strengthen resilience. It is expected that a follow up consultation will hold in 2024.
- 1.4 The submission was reviewed by the Chief Executive and the wider Management Team prior to being submitted.

Attachments:

- i. Document 230808120278 – WDC SCRI Submission

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230822129420.
- (b) **Receives** the attached submission on Strengthening the Resilience of Critical Infrastructure.
- (c) **Circulates** the report and attached submission to the community boards for their information.

3. BACKGROUND

- 3.1. The Department of the Prime Minister and Cabinet (DPMC) recently concluded a public consultation exercise on a discussion document into the limitations of the country's current

regulatory approach to delivering a resilient critical infrastructure system. The consultation closed on 8 August 2023.

- 3.2. New Zealand is exposed to a wide range of hazards that that can have significant negative impacts on people, communities and businesses.
- 3.3. Historically, the country has tended to respond to infrastructure failures reasonably well; but the power, communications, and water outages experienced with recent disasters have demonstrated a pressing need to boost the resilience of our critical infrastructure system.
- 3.4. When considered alongside the compounding risks posed by climate change, a deteriorating national security environment, fragmentation in the global economy, and rapid technological change; there is a clear need to provide a boost to the resilience of critical infrastructure across the country.
- 3.5. For these reasons, the Government made a commitment in its first Infrastructure Strategy, to consult on improving current regulatory settings so that the country can deliver a robust and resilient critical infrastructure system.
- 3.6. The recently concluded consultation is the first step towards delivering on that commitment. The discussion document sought to:
 - 3.6.1. Agree a definition for critical infrastructure and resilience,
 - 3.6.2. Outline why a resilient critical infrastructure system matters for the country and its people.
 - 3.6.3. Explore the trends that are going to make critical infrastructure resilience more important; and
 - 3.6.4. Identify barriers that need to be addressed to deliver better outcomes that will benefit all.
- 3.7. Feedback on the discussion paper will inform the development of a subsequent consultation document on options for reform which is planned for release in early 2024.

4. ISSUES AND OPTIONS

- 4.1 Issues and options in relation to the topic and the subject of the submissions have been canvassed as part of preparing the submissions.
- 4.2 The attached submission has been considered by the Management Team and is unlikely to have a significant impact on Council at this stage.
- 4.3 The Council has two options: it may receive the report and the submission, or not. The submission was made on 8 August and is no longer able to be modified. The recommendation of staff is that Council receives the report and endorses the submission. It is also possible for the submission to be withdrawn should Council decline to endorse it as is.

Implications for Community Wellbeing

There are no immediate implications on community wellbeing by the issues and options that are the subject matter of this report. The discussion paper is the first step in a multi-step process. Officers are of the opinion that any subsequent reports or strategies that may arise from this work will undoubtedly have undoubtedly have implications for community well-being, it is not yet clear what shape or form these may take.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

5.2. Te Ngāi Tūāhuriri hapū are not likely to be affected by Council's submission. However, the subject matter under discussion is likely to be of interest to iwi as they, like anyone else, would be impacted if any critical infrastructure fails in an emergency.

5.3. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.4. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The likely impacts will emerge as the final shape and form of how the strategy will be implemented is decided on and made operational. Council will need to consider these carefully as they unfold.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

6.3 **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Local Government Act 2002

Civil Defence and Emergency Management (CDEM) Act 2002

7.3. **Consistency with Community Outcomes**

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

There are wide ranging opportunities for people to contribute to the decision making that affects our District.

There is a healthy and sustainable environment for all.

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

There is a safe environment for all.

Transport is accessible, convenient, reliable and sustainable.

7.4. Authorising Delegations

The Chief Executive Officer holds delegated authority to make submissions on behalf of the Council.

7 August 2023

National Security Group
Department of the Prime Minister and Cabinet
Parliament Buildings,
Wellington 6021
Aotearoa New Zealand

infrastructureresilience@dpmc.govt.nz

WAIMAKARIRI DISTRICT COUNCIL SUBMISSION ON STRENGTHENING THE RESILIENCE OF AOTEAROA NEW ZEALAND'S CRITICAL INFRASTRUCTURE SYSTEM

1. Introduction

- 1.1 The Waimakariri District Council (the Council) thanks Department of the Prime Minister and Cabinet (DPMC) for the opportunity to provide comment on the Government's discussion document on how to strengthen the resilience of infrastructure across the country.
- 1.2 The Council is willing to further engage with DPMC, if required, on the matters raised in this submission.

2. Background

- 2.1 Waimakariri District is located in the Canterbury Region, north of the Waimakariri River. The district lies within the takiwā of Ngāi Tūāhuriri one of the primary hapu of Te Rūnanga o Ngāi Tahu. It extends from Pegasus Bay in the east to the Puketeraki Ranges in the west; sharing boundaries with Christchurch City to the south, Selwyn District to the south and west, and Hurunui District to the north.
- 2.2 Geographically, socio-culturally and economically Waimakariri District is primarily a rural district. People identify with and are attracted to a 'country lifestyle'. However, the district's proximity to Christchurch City means it has a significant and growing urban and 'peri-urban' population. Approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus and Oxford. The remainder live in smaller settlements or the district's rural area, including approximately 6000 rural-residential or rural 'lifestyle' blocks.
- 2.3 As a territorial local authority, the Council is the administering body for its locality. Bearing responsibility for functions alongside providing a range of services that directly impact on the lives and safety of its residents. The propositions of the discussion document and follow up action in this arena, has the potential to shape Council's infrastructure and levels of service provided to the community.

3. General Comments on the Discussion Document

- 3.1 The Council does not agree that urgent reform is needed to deliver a more comprehensive and coordinated approach to critical infrastructure regulation. The Council acknowledges that there is significant room for improvement, however New Zealand has a long history of providing resilient infrastructure despite the financial constraints of a relatively sparse population, and challenging geography and climate. There are opportunities to build on the good work that has been done with the sector to date, but we do not endorse the call for urgent reform.
- 3.2 We agree that a robust and resilient critical infrastructure system will work to ensure that communities across the country are better placed to manage the many complex and intersecting challenges that are emerging across our cities and townships.
- 3.3 Councils and territorial authorities play a key role in the provision and maintenance of some critical infrastructure. We remain a provider of the critical infrastructure like potable water, wastewater treatment and disposal, stormwater detention and disposal, flood protection and control works, solid waste services as well as roads.
- 3.4 We think this fact is not adequately reflected in the discussion document and as a result, there has been little effort made to engage specifically with the sector on this vital topic beyond the information sessions held in the three large cities.
- 3.5 Specific feedback on the questions raised in the discussion document are provided in the document that accompanies this covering letter. Council's feedback is largely derived from its utilities and roading functions, particularly those around water.

4. Conclusions

- 4.1 WDC thanks DPMC for the opportunity to comment on its discussion document. We applaud the initiative that has been applied to the work thus far and look forward to partnering with the Government in delivering on the vision for robust and resilient critical infrastructure.

Our contact for service and questions is Gerard Cleary, General Manager Utilities and Roothing (gerard.cleary@wmk.govt.nz or 021 480 839)

Yours faithfully



Jeff Millward
Chief Executive

Submission on Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system - Discussion Document

Objectives for and principles underpinning this work programme

While we generally agree with the objectives of the programme, the scope of critical infrastructure when it comes to “water systems” is unclear in both the Discussion Document and current legislation. The current Civil Defence Emergency Management Act 2002 (CDEM) does not appear to recognise flood control structures (i.e.: river stop bank systems) as a lifeline utility. The CDEM Act only refers to water services provided by entities, as per the following extract from Part B of the CDEM Act:

- *An entity that supplies or distributes water to the inhabitants of a city, district, or other place.*
- *An entity that provides a wastewater or sewerage network or that disposes of sewage or storm water.*

There also does not appear to be any recognition of recognition of flood control structures as critical infrastructure in the Emergency Management Bill.

Furthermore, solid waste services, including refuse, recycling, and organics should be recognised as critical services and infrastructure. The criticality of these services became apparent during the Canterbury and Christchurch Earthquakes as well as more recently during the Covid Pandemic. These services were essential services that needed to keep functioning to protect the wellbeing, health and economic functioning of our communities and to allow people to continue to remain in their houses and keep business operational.

The Discussion Document refers to water services, water infrastructure and water systems, somewhat interchangeably where they are quite different, as set out below:

- *Water services covers drinking water, wastewater, and stormwater systems (typically provided by a council, but some private systems exist)*
- *Water infrastructure includes water services but also private individual systems (note some hazards can have widespread impacts on private individual systems that cumulatively can have a similar impact as a larger system) and also includes flood defences and flood control structures.*
- *Water systems includes both constructed and natural water systems (e.g. rivers) and the management (including maintenance) of these is important from a hazard management perspective.*

We believe that the scope of “water systems” need to be made clear and should include flood defences and control structures as well as natural water systems.

In terms of the criteria set out in this section for evaluating options for enhancing critical infrastructure resilience, namely ‘effectiveness’, ‘cost’ and ‘complexity’, this should also include

'benefit', to justify the investment in resilience and to also understand where the cost of investing in resilience should be borne.

The reference to resilience in the Discussion Document does not recognise the broad spectrum of resilience from the asset through to the end user. The list below sets out different levels that resilience needs to be considered.

- *Asset resilience – individual asset*
- *Infrastructure resilience – network of assets*
- *Service resilience – organisation agility (ability to respond quickly and potentially provide services in an alternative way)*
- *Critical infrastructure ecosystem resilience – interdependencies of multiple different systems*
- *Community resilience – preparedness and ability to adapt.*

The incorporation of resilience at the asset, infrastructure and service level predominantly benefits the entity providing the service, while the provision of resilience at the critical infrastructure ecosystem and community level also benefits interdependencies with other services and infrastructure, wellbeing, and economic recovery.

Accordingly, we believe, consideration should be given to allocation of cost between service providers and the government, for providing resilience at a critical infrastructure ecosystem and community level. We do note that there are economic drivers for providers to provide resilience at this level and there is some level of social responsibility incumbent on these service providers. We note that paragraph 26 of the Discussion Document, states that the government's annual contingency liability for natural hazards is \$3.3 billion, which would be reduced to some extent by investment in resilience.

Why a new regulatory approach may be required

While not a megatrend, there are ongoing changes to New Zealand society that this making the provision of critical water system infrastructure more important, in particular:

- *Higher urban populations with denser housing – increases exposure and reduces land for management of water (e.g.: conveyance of flood flows).*
- *More reliance on technology and services – less ability to access resources to cope for themselves (i.e., decreasing community resilience and increasing reliance on external support during and after an event).*

This trend makes it more important for infrastructure resilience compared to the past.

We disagree with that engaging the critical infrastructures system's resilience (i.e.: "critical infrastructure ecosystem resilience", referred to above) should be paid for exclusively by individual entities and their customers. We agree with Paragraph 65 that costs should be borne by the predominant beneficiary, and for critical infrastructure ecosystem resilience this could include the government as set out above. Additionally, the need for resilience in certain

infrastructure may actual be driven by need of a different entity – in such cases the costs would not necessarily be always borne by the beneficiaries of the investment.

Building a shared understanding of issues fundamental to system resilience

We agree that government partnering with critical infrastructure owners and operators is fundamental to system resilience and that a systems-based approach to critical infrastructure resilience is required.

We believe that government’s role should be more than just information collation and sharing. There is a need for information development in some areas, to ensure that critical infrastructure owners and operators are best placed to understand and management the risks facing their organisations. For example, currently there is no national standard for flood hazard modelling, mapping or level of protection, this leads to inconsistencies across the country and areas where no or limited flood hazard information exists. While acknowledging that flood and hazard mapping must be done at a localised level to ensure it is grounded on local conditions and as accurate as possible. This should be coordinated, and consideration given to funding this, at a national level such that vulnerabilities and interdependencies can be understood.

Setting proportionate resilience requirements

We agree that there is a need for minimum resilience standards, however this should recognise the difference between:

- *Asset, infrastructure and service resilience, which benefits and to an extent is driven by the expectations of the customer / end user in terms of what they are willing to pay for a reliable service, and*
- *Critical infrastructure ecosystem and community resilience, which benefits wider communities and the government through reduced natural hazard liability and wider wellbeing and economic growth.*


There is also a need to consideration given to setting different acceptable levels of service post an event, which are different to ‘business as usual’ levels of service. The post event levels of service may change as recovery progresses and services are restored. Understanding required levels of service is important to establishing the level of investment in resilience required.

Managing significant national security risks to the critical infrastructure system

We have no specific feedback on this section.

Creating clear accountabilities and accountability mechanisms for critical infrastructure resilience

There is a need to have clear understanding of which government agency or agencies is responsible for the resilience of New Zealand's critical infrastructure system. We note that no reference is made in this section of the Discussion Document to Te Waihanga, the New Zealand Infrastructure Commission, and the role they play in infrastructure resilience from a strategic perspective. Any new agency or agencies for infrastructure resilience will need to link in with the current government structure for oversight of infrastructure for each service sector, which is already complex.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** Ext-03-08 / 230817125820**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Kay Rabe, Governance Adviser**SUBJECT:** Request for funding for the Waimakariri Passchendaele Advisory Group to become a life member of the Last Post Association - Belgium**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)_____
General Manager

Chief Executive**1 SUMMARY**

The purpose of this report is to request funding for the Waimakariri Passchendaele Advisory Group to become a life member of the Last Post Association, Belgium (*an independent, voluntary, non-profit organization*) which provides a daily tribute at the Menin Gate Memorial in Leper, Belgium to the fallen soldiers of the former British Empire and their allies.

Attachments:

- i. Correspondence from the Honorary Consul of Belgium regarding the Last Post Association (Trim Ref: 230817125861).

2 RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230817125820.
- (b) **Approves** a once off donation of no more than \$2,300 to enable the Waimakariri Passchendaele Advisory Group to become a lifetime member of the Last Post Association, Leper, Belgium.
- (c) **Approves** a once off donation to the Last Post Association, Belgium, will be taken from the Council's International Relations Budget Account (GL 10.135.333.2465).
- (d) **Notes** all Council grants are reviewed as part of its Annual Plan and Long Term Plan process yearly.
- (e) **Advises** the Passchendaele Advisory Group of the outcome.

3 BACKGROUND

- 3.1 The Battle of Passchendaele was one of the bloodiest battles of the First World War, notably the Battle of Ypres. Many New Zealanders fought and lost their lives, especially on 12 October 1917, when 846 young New Zealander troops were killed in the first four hours of the Battle.

- 3.2 The Group was established following an invitation from the Burgemeester (Mayor) of Zonnebeke in 2007 for a twinning relationship to be established between the Waimakariri District Council and the Municipality of Zonnebeke. While this relationship is not as formal as a Sister City relationship, it does recognise the significance and enduring connection between the two districts. The formal signing of the twinning relationship occurred on 5 October 2007, when the then Waimakariri Mayor and Deputy Mayor visited Zonnebeke.
- 3.3 The Council acknowledges this significant relationship by laying wreaths on behalf of the people of Zonnebeke at ANZAC and Passchendaele Remembrance services. The Passchendaele Walking and Cycleway Path was also named in honour of this arrangement, and there are plans to have sign boards along the track with information about various battles and appropriate planting, which will reflect a flavour of Belgium.
- 3.4 The Last Post, the traditional final salute to the fallen, is played daily by the buglers of the Last Post Association in honour of the memory of the soldiers of the former British Empire and its allies who died in the Ypres Salient during the First World War (1914-1918). The Last Post Association intends to maintain this daily act of homage in perpetuity. Every evening, the Belgium police halt the traffic passing under the Menin Gate Memorial to the Missing in the Belgium city of Ypres to allow the buglers to play their simple but moving Last Post tribute. This act has occurred every day since July 1928, with this year being the 95th year.
- 3.5 Currently, the Group consists of the Mayor, the Deputy Mayor who holds the International Relations Portfolio and serves as the Chairperson, the Honorary Consulate for Belgium, the Presidents of the Rangiora and Kaiapoi RSAs and D Adamson, who was involved in International Relations at Christchurch City Council. This Group is supported by the Governance Team for meeting administration.

4. **ISSUES AND OPTIONS**

- 4.1 At the Waimakariri Passchendaele Advisory Group (the Group) meeting held on 10 August 2023, the Honorary Consulate for Belgium, Lieve Bierque, raised the matter of supporting the Last Post Association in Belgium by taking up the offer of Life Membership. The value of lifetime membership is Euro1,250 (approximately NZ\$2,300). The Group agreed that this would be an appropriate show of support in light of the twinning of the Waimakariri District Council and the Municipality of Zonnebeke.
- 4.2 The Group has no budget, and most of its previous endeavours have been funded through donations and grant funding, primarily from the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards. Therefore, to enable the Group to support the Last Post Association, it is requesting the Council for one off donation for the funds required for lifetime membership of the Last Post Association in Belgium.
- 4.3 **Implications for Community Wellbeing**
The remembrance of its fallen heroes has been ingrained in New Zealand's culture since before World War One. Many community members have died while serving in the New Zealand's armed forces, and it is essential to acknowledge the sacrifices made by so many.
- 4.4 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 may have an interest in the subject matter of this report. Many Ngāi Tūāhuriri ancestors fought in both World Wars, and their legacy should be honoured.

5.2 **Groups and Organisations**

There are no groups and organisations likely to be affected by or to have an interest in the subject matter of this report other than the local Returned Service Associations (RSA's).

5.3 **Wider Community**

The wider community is likely to be unaffected by or interested in this report's subject matter.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 **Financial Implications**

The Waimakariri Passchendaele Advisory Group has no budget provisions, however makes recommendations to the Council. It is therefore requested that the Council allocate a one off donation of up to \$2,300 from its International Relationship Budget Account to fund the proposed membership, as a gesture of ongoing support for the Belgium / Waimakariri twinning relationship. Lifetime membership to the Last Post Association, Belgium is Euro1,250 which is approximately NZ\$2,300 based on current exchange rates.

There is currently \$7,700 of funds available in the International Relationships fund.

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 the adoption/implementation of 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**

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

7.3 **Consistency with Community Outcomes**

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

7.4 **Authorising Delegations**

The Council may allocation funding as it deems appropriate.

Subject: Last Post Association Ieper - 08/06/2023

Date: 09.06.2023 01:54

CONCERNS: SUPPORT THE LAST POST ASSOCIATION

Our mission is to maintain the ceremony in perpetuity. Your support really makes a difference and will help the Last Post Association to continue to fulfil its mission. Thank you.

Please forward this message to your family, friends, so that they can also support the Last Post Association.

Dear Sir or Madam,

As you know, since 2 July 1928 the Last Post has been sounded every evening under the **Menin Gate Memorial in Ieper**. In the **ninety five years** of its existence, the **daily Last Post Ceremony** has acquired an international reputation which has brought lasting fame to the city of Ieper and has helped to create the unique atmosphere associated with the Menin Gate. More importantly, the ceremony has provided a fitting daily tribute to the memory of those who fell in defence of the city during the Great War. Between 1914 and 1918, more than 200,000 soldiers of the British Commonwealth died in the Ypres Salient, fighting for our freedom, our independence and the restoration of peace. This we will never forget.

The number of visitors has again increased significantly after COVID. Many visitors and groups lay a wreath to commemorate the fallen. But 11/11/2018 was certainly not an end as we want to continue the ceremony into perpetuity. During the restoration of the Menin Gate the Post Association continues to ensure the daily Last Post Ceremony. On 2 July 2023, we will celebrate the 95th anniversary of the daily Last Post Ceremony.

The perpetuation of this ceremony - which is organised by a wholly independent and non-subsidised association - necessitates the collection of a limited amount of operational funding. We are writing to ask whether you might be prepared to **support us** by:

- either by making a one-off or monthly donation
- either by a yearly membership (≥ 60 EUR) or a lifetime membership (≥ 1,250 EUR).

More information can be found on the [support page of our website](#).

After receipt of your payment, we'll forward your **membership card** (in pdf-format) by e-mail. You will also receive our **newsletter** on a regular basis. If we do not yet have your **e-mail address** or if it changes, please mention the e-mail address in the communication of your payment. You can subscribe to our newsletter through our website www.lastpost.be

You can also order several LPA-items to support us through our [webshop](#):

- the tie of the Last Post Association
- your Last Post lapel badge(s): our pins are being worn by supporters worldwide
- the magnets of the Last Post Association (**NEW**)
- the Last Post CD
- a copy of the Last Post book "30,000 tributes to the fallen"
-

- a copy of our photobook 2014-2018
- or a copy of one of the DVD's of our concert.

We look forward to welcome you soon again at the Menin Gate in Ieper.

May we thank you in advance for your support.

If your payment has crossed this message, then please ignore it.

Yours faithfully,

Benoit MOTTRIE, Chairman
Philip DE BRUYN, Vice-Chairman & Hon. Treasurer Last Post Association

The Last Post is an independent, voluntary, non-profit organization. It was the Association that first sounded the Last Post on 2 July 1928, and it is the Association that today is still responsible for the organization of this unique daily tribute under the Menin Gate Memorial in Ieper.

www.lastpost.be | www.facebook.com/lastpostieper | <https://twitter.com/lastpostieper> | www.instagram.com/lastpostassociation | [YouTube](https://www.youtube.com/)

PS: The Last Post Association makes great efforts to update its database on a permanent basis. Please accept our apologies if you are not the correct recipient of this e-mail.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: Gov-01-11 / 230831135053

REPORT TO: COUNCIL

DATE OF MEETING: 5 September 2023

AUTHOR(S): Sarah Nichols (Governance Manager)

SUBJECT: Observer Appointment to the Christchurch City Council Coastal Hazards Working Group

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

_____ General Manager

_____ Chief Executive

1. SUMMARY

- 1.1. This report seeks to appoint a Councillor, as an observer, to the Christchurch City lead Coastal Hazards Working Group.

2. RECOMMENDATION

THAT the Council

- (a) **Receives** Report No. 230831135053.
- (b) **Appoints** Councillor Mealings, as an observer, to the Christchurch City Council Coastal Hazards Working Group at Christchurch City Council, until October 2025.

3. BACKGROUND

- 3.1. During the previous electoral term the Christchurch City Council (CCC) established a Coastal Hazards Working Group (CHWG). Its role was to provide advice and feedback to staff in advance of decisions relating to the Coastal Hazards Adaptation Planning Programme, the Coastal Hazards Plan Change and associated work related to the delivery of climate adaptation programmes to communities. The Christchurch City Mayor has now decided to re-establish the CHWG for this term.
- 3.2. Previously elected members from ECan, Selwyn District Council and Waimakariri District Council were invited to attend CHWG meetings. The Waimakariri District Council representative was Councillor Mealings. CCC would like to extend an invitation again to an elected member of Waimakariri District Council to be part of the CHWG as an observer.

4. ISSUES AND OPTIONS

- 4.1. Christchurch City Council re-established the Coastal Hazards Working Group (CHWG) at its meeting of 17 May 2023, with terms of reference that allowed representatives from Ecan, Selwyn and Waimakariri District Councils to join as observers.
- 4.2. The Council is invited to appoint an observer to the Christchurch City Council run Coastal Hazards Working Group (CHWG).
- 4.3. The first meeting of the CHWG is set for Thursday 5 October at 10am. Going forward the meetings are scheduled to take place as required, which is likely to be every eight weeks.
- 4.4. Councillor Mealings holds the Waimakariri District Council portfolio for Climate Change and Sustainability and therefore this aligns with the Christchurch group subject matter.

Implications for Community Wellbeing

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

- 4.5. The Chief Executive has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report but may have interest in the decisions of the Christchurch City Council in relation to Coastal Hazards Plan Changes.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The Working Group is Christchurch City focused.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Plan Changes from Christchurch City may flow on to future Waimakariri District Plans and considerations. By having a representative on the working group, early notification of any impacts will be beneficial to Waimakariri.

6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report. By having a representative on the working group, early notification of any impacts will be beneficial to Waimakariri.

6.3 Health and Safety

There are not 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, by being informed on neighbouring Council plans.

7.4. Authorising Delegations

The Council has the authority to appoint an invited representative to an outside group.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXC-57 / 230823130280**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 September 2023**AUTHOR(S):** Jeff Millward – Chief Executive**SUBJECT:** Health, Safety and Wellbeing Report – August 2023**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)_____
Department Manager

Chief Executive**1. SUMMARY**

- 1.1. This report provides an update to the Council on Health, Safety and Wellbeing matters between mid-July 2022 and mid-August 2023. The dashboard reporting in the appendices cover trends between mid-July 2022 and mid-August 2023.
- 1.2. There were 8 incidents which occurred from mid-July 2023 and mid-August 2023 which resulted in no lost time to the organisation. Ongoing lost time from historic incidents is reported in Appendix A. Flamingo Scooter and Rangiora Airfield incidents are included within this report.
- 1.3. Q3 Internal Audits are progressing and in final stages.
- 1.4. Ergonomic assessments are now officially with and being managed by the Health, Safety and Wellbeing team.
- 1.5. The Health and Safety team have been working with staff regarding adverse interactions and developing public communications reduce / mitigate these occurring.
- 1.6. Canterbury Advisors Forum update has been provided in section 4.5 of the report.

Attachments:

- i. Appendix A: Incidents, Accidents, Near-misses reporting
- ii. Appendix B: Contractor Health and Safety Capability Pre-qualification Assessment (drawn from the Site Wise database)
- iii. Appendix C: Health, Safety and Wellbeing Dashboard Reports.

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No 230823130280
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

3. **BACKGROUND**

- 3.1. The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence to make sure that the organisation complies with its health and safety duties.
- 3.2. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and the Chief Executive are considered to be the Officers of the Waimakariri District Council.

4. **ISSUES AND OPTIONS**

4.1. Incidents and accidents

- 4.1.1. Mid-July 2023 to mid-August 2023 shows adverse interactions have still been present and significant with members of the public. Security services continue to monitor the Rangiora Service Centre inside and when possible, external areas. Body worn cameras are proving to be very useful for police reference and peace of mind for staff.
- 4.1.2. Minor Injuries have been more present recently, with complacency being a contributing factor. This has been addressed by Team Leaders and their staff. Overall incidents have been light this month.

4.2. Internal Audits

- 4.2.1. Q3 Internal Audits progressing and in final stages. So far we have completed 7 from 12. The time frame for the Audits has been extended a further 4 weeks due to absences and availability of staff. We are currently working with the departments to ensure they are completed within a reasonable timeframe.
- 4.2.2. Audit progress as per below:
 - Plant & Equipment Maintenance
 - NZRT12: Completed and drafting results
 - CDEM: Completed and drafting results
 - Fleet: Completed and drafting results
 - Water Unit: Scheduled
 - Hazardous Substances
 - Aquatics: Scheduled
 - Water Unit: Scheduled
 - NZRT12: Completed and drafting results
 - Contract Management H&S Documentation
 - PDU: Reminder sent
 - Greenspace: Completed and drafting results
 - Property: Reminders sent
 - Water Unit: Scheduled
- 4.2.3. All audit findings will be collated and distributed back to the departments with recommendations and solutions. A snapshot will be submitted to MTO and Audit and Risk Committee.

4.3. Ergonomic Assessments

- 4.3.1. Ergonomic assessments are officially with Health, Safety and Wellbeing for completion and ownership. Staff comms will be circulated in the coming week.
- 4.3.2. 10 staff members have been trained in assessing workstations, so we have support across the organisation.
- 4.3.3. There will be a 3 step approach rolled out to staff.
- 4.3.4. Three step approach:
 - Step one:
 - Ergonomic Workstation Assessment Checklist sent to new staff at time of onboarding. This is a self-paced checklist with diagrams that staff can undertake themselves. This has been approved by Active Health.
 - Step Two
 - If the staff member would prefer a trained person conducts this assessment for them. One of the trained staff members in their area will do this form them and support where needed. If equipment is needed. A Rhonda is to be logged by the staff member, with approval from their manager
 - Step Three:
 - If at any stage the staff member experiences pain or discomfort, they can contact Health, Safety and Wellbeing (HS&W). Once contacted HS&W will engage Active Health to come in and conduct a full workstation assessment with recommendations.

4.4. Public Communications

- 4.4.1. The HS&W Team have been working with staff members on outcomes from adverse interaction incidents and through networking with other Councils to develop some comms for public viewing.
- 4.4.2. Due to staff wearing body worn cameras and continued adverse interactions, the comms will advise the public that cameras may be activated during interactions.
- 4.4.3. Once we have approval from Comms and Engagement, we can look at platform for sharing.

4.5. Health and Safety Advisors Group (CHSAG) Forum

- 4.5.1. The Health and Safety Advisors Group (CHSAG) Forum was held on Friday 18th August. The purpose of this is to keep the CHSAG representatives informed about key health, safety and wellbeing activity in member Councils.
- 4.5.2. CHSAG's focus is to look at any key health, safety and wellbeing-related issues and to take appropriate action, so that sound advice can be given across member Councils, with effective feedback initiated with key stakeholders.
- 4.5.3. Topics for discussion were Lone Working Policy updates, Zero tolerance in Council fleet, internal auditing, reporting to MTO, Council and A&R.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are no external groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report.

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

The organisation has reviewed its health and safety risk and developed an action plan. Failure to address these risks could result in incidents, accidents or other physical or psychological harm to staff or the public.

The regular review of risks is an essential part of good safety leadership.

6.4 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system.

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

The key legislation is the Health and Safety at Work Act 2015.

The Council has a number of Human Resources policies, including those related to Health and Safety at Work.

The Council has an obligation under the Local Government Act to be a good employer.

7.3. **Consistency with Community Outcomes**

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.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles.

7.4. **Authorising Delegations**

An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.

Appendix A

WDC & Airfield Incident Reports

Date	Person type	Occurrence	Event description	Response
20/07/2023	Injury	Non-Employee	A member of the public caught their foot on the corner of an exhibition at the Kaiapoi Museum. They fell forwards through a display and hit their head on the adjacent wall.	Member of the public received first aid from the staff. No further investigation needed.
23/07/2023	Injury	Employee/Volunteer	Staff member cut their hand while helping during the flood event. Slight cut to left hand (outer) while loading equipment into vehicle. Subsequent signs of mild infection.	Started treating with Crystaderm cream when signs of mild infection observed. No further treatment needed
24/07/2023	Injury	Employee/Volunteer	A staff member aggravated their ankle after kicking a doorstep.	Taped up ankle. Slight bruising. No further treatment needed
01/08/2023	Adverse Interaction	Employee/Volunteer	A contractor and a staff member were harassed by a member of the public relating to a contract on their street. The member of the public had access to the staff members phone number and email and continued to harass via them.	Police were called to site by the contractor following poor behaviour of the resident. Staff member being harassed is no longer dealing with this member of the public and their manager contacted the member of public on their behalf via a work number not a personal number. HS&W requested personal numbers not be handed out as a form of contact in future. Communications are underway for the website around adverse interactions and abusing staff. Ongoing.
02/08/2023	Nearmiss	Employee/Volunteer	"A staff member came across a small heating oven in the downstairs' kitchen switched on to the highest heat setting and timing logged to 60min. There was no food in the oven. The concern was that there was a paper towel placed on top of oven (although it states on oven –	Discussions with property around signage TBA

			Caution Hot surface) also the oven mitts were placed on top and covering the vents.	
07/08/2023	Adverse Interaction	Employee/Volunteer	While patrolling on High Street, Rangiora a member of the public approached a staff member and started blowing vape smoke in their face. After they refused to stop the staff member decided to walk away. The member of the public followed the staff member. They continued to abuse the staff member and resumed blowing smoke in their face, blocking them from walking and then continued to yell abuse as they got in their car and drove away.	Body cam footage was taken and the incident was lodged with the police. A Health and Safety Alert was placed on the address of the concerned as this is not the first time staff have been abused by this member of the public.
10/08/2023	Nearmiss	Employee/Volunteer	Complaints about dogs in the office	Staff email sent by the CE with instructions that dogs are no longer allowed in the work place, due to allergies and the comfort of some staff members.
20/08/2023	Airfield	Property/vehicle damage	Pilot landed and thought that he was raising the flap lever when in fact it was the landing gear. Causing the right main gear to collapse causing minor damage to the aircraft. No damage to the runway and no injuries.	Civil aviation are looking in to this. The Airfield Manager attended the scene and inspected for damage. Investigation is in the hands of CAA.

Flamingo Scooter Incident Reports

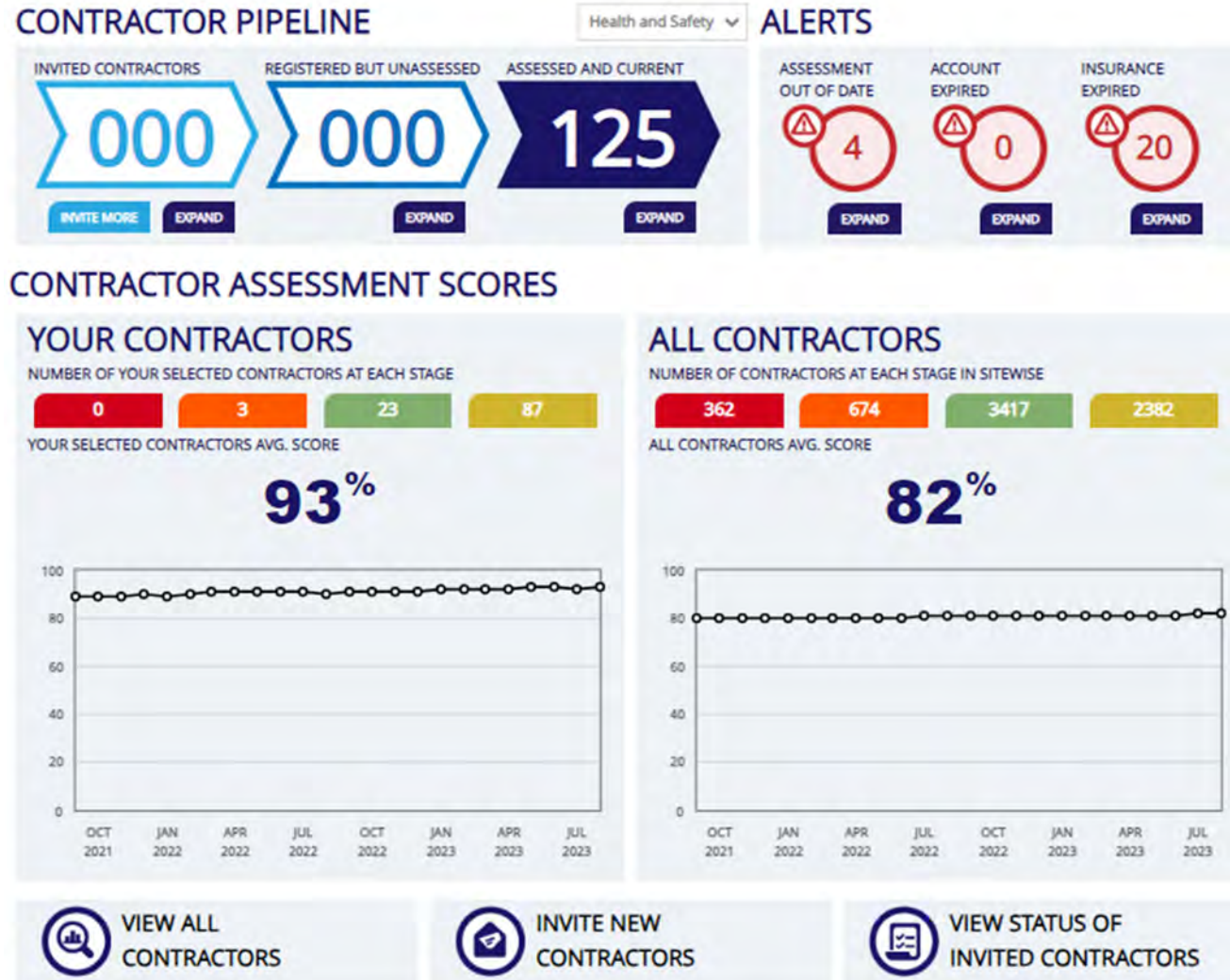
Please note: No incidents to report this month.

Lost Time Injuries - Aquatics:	2019 to current	Injury One: Currently fully unfit Date of injury 30 July 2017 Weekly contracted hours = 30 5,286 hrs lost to date
---------------------------------------	-----------------	--

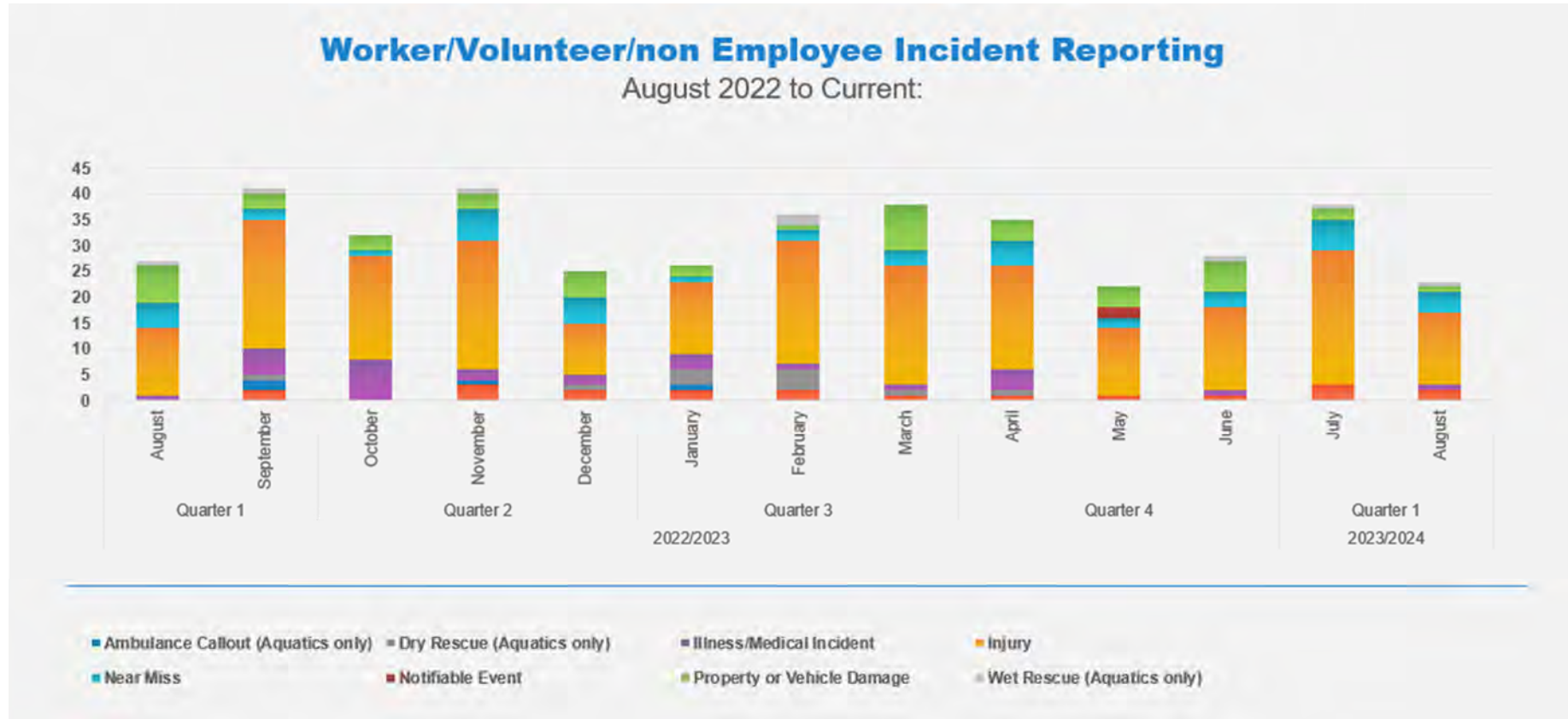
Lead Indicators

Safety Inspections Completed (Workplace Walkarounds)	2023	Workplace Walkarounds: 17 distributed for May/June.
Training Delivered	2023	People Trained: Anti-skid Driver Training - 11 staff trained Ergonomic Training -10 staff trained 4WD Training – 5 staff trained

Appendix B

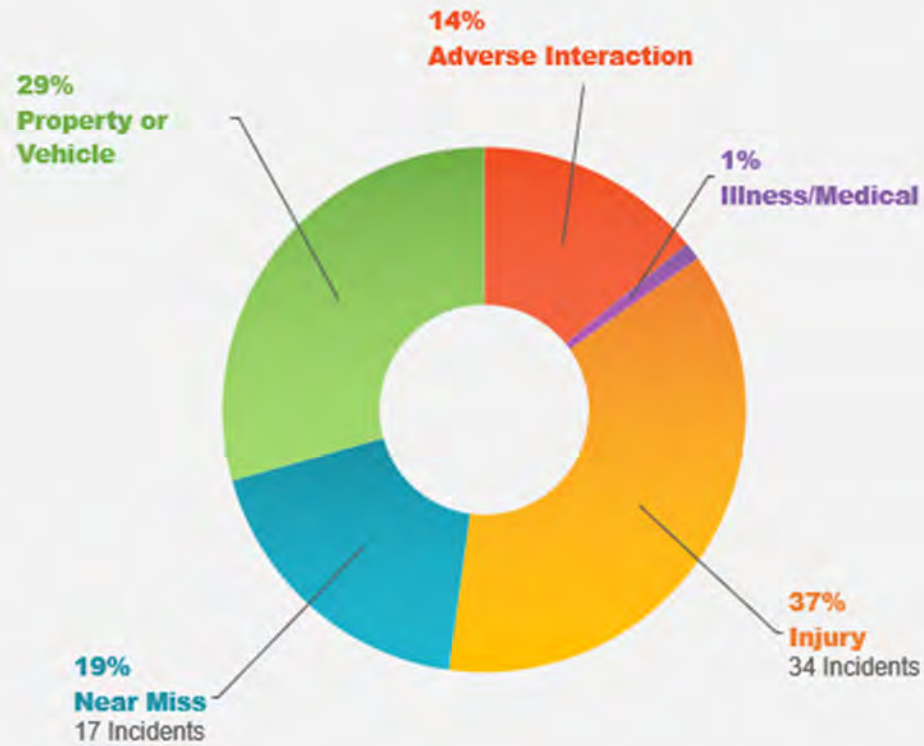


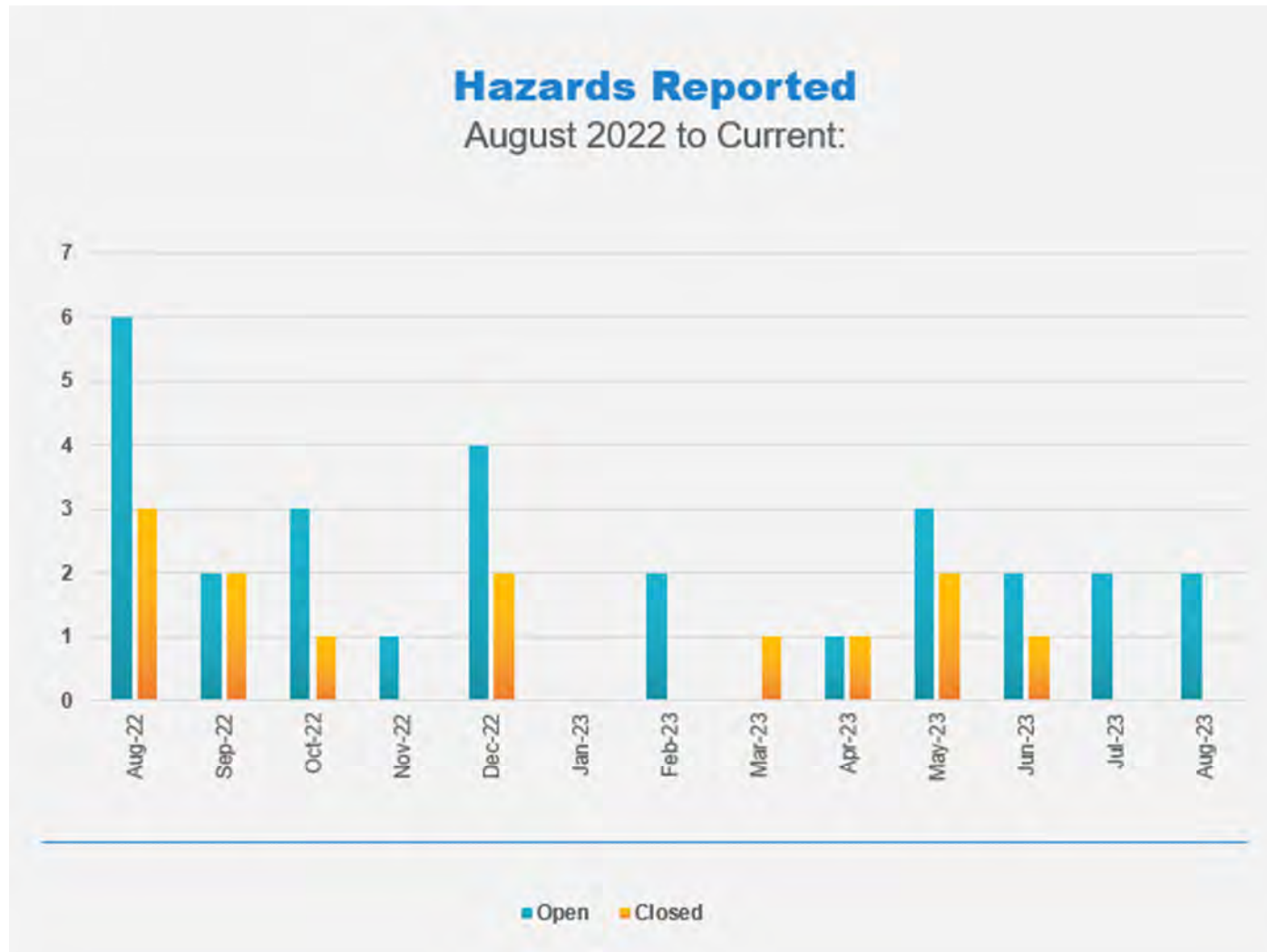
Appendix C



Worker/Volunteer Incident Reporting

August 2022 to Current:





WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE AUDIT AND RISK COMMITTEE HELD IN THE COUNCIL CHAMBERS, CIVIC BUILDINGS, HIGH STREET, RANGIORA ON TUESDAY, 8 AUGUST 2023, AT 8AM.

PRESENT

Deputy Mayor N Atkinson (Chairperson), Councillors T Fulton, J Goldsworthy, J Ward and P Williams.

IN ATTENDANCE

Councillors A Blackie, who left at 8.18am, P Redmond and B Cairns (via Teams).

J Millward (Chief Executive) (via Teams), P Christensen (Finance Manager) who arrived at 8.33am, H Street (Corporation Planner), A Keiller (Chief Information Officer), S Nichols (Governance Manager) who arrived at 8.23am, and K Rabe (Governance Adviser).

Joseph Hullen (Chairperson of Te Kōhaka o Tūhaitara Trust) Nick Chapman (General Manager).

1 APOLOGIES

Moved: Deputy Mayor Atkinson Seconded: Councillor Ward

An apology was received and sustained for Mayor Gordon.

CARRIED

2 CONFIRMATION OF MINUTES

2.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday 13 June 2023

Moved: Councillor Williams Seconded: Councillor Ward

THAT the Audit and Risk Committee:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of a meeting of the Audit and Risk Committee, held on 13 June 2023 subject to correcting the figure in item 6.1 (fifth bullet point) from 96.3% to 9.3%.

CARRIED

2.2 Matters Arising

- In response to a query if the workshop on Corporate Risks had been set up J Millward informed the Committee that it was scheduled for September 2023.
- J Millward had agreed, at the last meeting, to release relevant information on what the Council's actual external debt was rather than what was perceived by the public. J Millward noted that the Communications Team was currently putting the relevant information together for release on the website.

3 PRESENTATION/DEPUTATION

Nil.

4 REPORTS

4.1 Annual Report for Te Kōhaka o Tūhaitara Trust for the year ended 30 June 2022 – J Millward (Chief Executive)

Joseph Hullen, Chairperson and Nick Chapman, General Manager were in attendance to speak to the Te Kōhaka o Tūhaitara Trust reports. J Hullen introduced N Chapman who had recently been appointed as the new General Manager for the Trust. J Hullen also thanked the Council for its support during a difficult time for the Trust over the past few months.

Deputy Mayor Atkinson acknowledged the difficulties faced by the Trust and noted that the overall position of the Trust was positive. However, he had concern regarding the Trust's financial sustainability and queried what funding streams were being pursued for the future. N Chapman replied that he was in the process of applying for grant funding and the possible leasing of sections at Kairaki Beach would be progressed, which aimed to give the Trust some financial stability.

Councillor Fulton queried what the Trust's plan was for community engagement and N Chapman noted that the Trust had a variety of neighbours totalling 175 in all, with differing needs, concerns and requirements. He stated that his belief was that by fully understanding the environment he could assist people to understand and co-operate with the goals and aspirations of the Trust.

Moved: Councillor Williams

Seconded: Deputy Mayor Atkinson

THAT the Audit and Risk Committee:

- (a) **Receives** report No 230703099665
- (b) **Receives** the Annual Report for Te Kōhaka o Tūhaitara Trust for the year ended 30 June 2022;
- (c) **Acknowledges** the work carried out by the Trust and thanks the Trustee's, and staff for their efforts;
- (d) **Circulates** the report to the Community Boards.

CARRIED

Councillor Williams noted that he supported the work being done by the Trust and looked forward to that work continuing to the high standards it had already achieved.

Deputy Mayor Atkinson acknowledged the difficult year the Trust had experienced which included flooding, fire, forestry harvesting and problems with residents regarding fire breaks. He also reiterated his concern for sustainable growth with limited funding. He requested the Trust to consider inviting the Council for a tour of the park in the near future.

Councillor Redmond congratulated the Trust on the work achieved and congratulated N Chapman on his appointment. He concurred with the Deputy Mayor that a tour would be very beneficial, especially for new Councillors.

4.2 Te Kōhaka ò Tuhaitara Trust - Statement of Intent for the Year ending 30 June 2024 – J Millward (General Manager Finance & Business Support)

There were no questions on this item.

Moved: Councillor Ward Seconded: Councillor Fulton

THAT the Audit and Risk Committee:

- (a) **Receives** report No 230223024574.
- (b) **Receives** the Statement of Intent for Te Kōhaka ò Tuhaitara Trust for the year ending 30 June 2024 (TRIM 230118005907).
- (c) **Notes** that under the Local Government Act 2002, the Audit and Risk Committee may request Te Kōhaka ò Tuhaitara Trust to make changes to the Statement of Intent. Te Kōhaka ò Tuhaitara Trust would consider these changes requested and re-present the Statement of Intent prior to the 30 June.
- (d) **Recommends** retaining item 14 and 16 from the 2022/23 Statement of Intent for Te Kōhaka ò Tuhaitara Trust's 2023/24 Statement of Intent.

CARRIED

Councillor Fulton believed the Trust was in a good position currently.

4.3 Non-Financial Performance Measures for the year ended 30 June 2023 – H Street (Corporate Planner)

H Street took the report as read.

Councillor Fulton queried if the closures of the pools and libraries during Covid and for winter illnesses had an impact on not achieving the required performance levels. H Street responded that there were various factors which contributed to the levels of performance and included an increase in service requests due to flooding. J Millward clarified that illness had played a part in the figures however staff resourcing problems were not only a result of illness but also increased labour costs and the increase in weather events occurring in quick succession which had impacted on service delivery. Councillor Fulton then asked if the Council needed more resources and was told that a report was planned for the September Council meeting on this topic. That the Long Term Plan was also likely to address a number of areas.

Councillor Williams also raised concern on the Council's resilience in the light of continued increase in natural emergencies which put pressure on staff time and impacted levels of service. In relation to the pools closing due to lack of staff he noted he had supplied a list of lifeguards names to the Council who were happy to volunteer in times of crisis, however these people had not been contacted. J Millward replied it was not just a matter of having volunteers assisting when needed as there was the administrative tasks of vetting and checking that was required for Health and Safety purposes and training of staff. However he undertook to follow up to ensure that the people who had volunteered had been contacted.

Councillor Goldsworthy questioned how targets were set and by whom and H Street replied these were an audit requirement however targets were considered during the Long Term Plan process for the next three years. J Goldsworthy then queried if the targets reflected industry standards to enable the Council to judge if the WDC's standards were too high. H Street could not respond to the question, but would be covered during the review.

Councillor Redmond noted that some of the targets set, the Council nor staff had any control over such as accidents on roads and footpaths. H Street acknowledged that these targets had been adjusted down however agreed that the Council had little control in these areas.

Deputy Mayor Atkinson asked how the Council could get more information of the mandatory measures and requested if this information could be circulated to enable members to understand why WDC's targets were so high.

Councillor Fulton queried how service requests were defined and captured noting that he had assisted a resident with a service request which had escalated well past what would be a normal process. H Street acknowledged that all service requests were captured but was unsure of the process used if an issue escalated. J Millward noted that all service requests were dealt with seriously and if an issue escalated then a staff member would visit the resident to find out what the underlying problem was and Customer Services monitored service requests that stayed open longer than expected and followed up to ensure the matter had been resolved. J Millward requested the information on the service request that Councillor Fulton had referred to so he would be able to follow up.

Moved: Councillor Goldsworthy

Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 230726112923
- (b) **Notes** 67% of performance measures for the 2022/23 financial year were achieved, and 33% were not achieved.
- (c) **Notes** six of the 37 measures that did not meet target were within 5% of being achieved.
- (d) **Notes** that a number of operational environment circumstances cited in the commentary within the attached report had been summarised within section four of this report.
- (e) **Notes** all measures had been reviewed and incorporated in the 2021-2031 LTP.

CARRIED

Councillor Goldsworthy acknowledged the lower than expected performance was not ideal, however there were mitigating factors to be considered.

Councillor Williams acknowledged the previous comment and noted that events and circumstances beyond the Council's control had a bearing on the outcomes.

4.4 Cyber Security – Status Report – A Keiller (Chief Information Officer) and O Payne (Systems and Cyber Security Administrator)

A Keiller was in attendance to present the report which he took as read. He gave a brief overview for new members on the need for compliance and operational risks.

In response to a question from Councillor Fulton, A Keiller explained that there was certain security standards that the Council matched its system too. As the Council replaced systems it also used the Governments' CIO Assessment, which allowed the Council to question not only the technology but also the vendors approach to security. The Council may not have the funding to replace legacy applications immediately and was therefore building up the Council's own internal defences, to minimise risk. The Council had further minimised the risks of viruses spreading by segmenting its network. Staff were continuously updating the Council's network by incorporating the best technology.

Councillor Redmond drew attention to the Management Status report and questioned why the Service Provider Management (MN.SP) was only at 20.84%. A Keiller noted that this was one of the factors that the Council was being assessed against. There was a need for further discussions with the Management Team as this was actually an organisation factor and rather than an IT factor, as it related to the management of service providers by the Council as a whole.

Councillor Redmond sought clarity if the set standards also applied to Council contractors and A Keiller confirmed that the factor required the Council to understand how the contractors and service providers were managing data they hold on behalf of the Council.

Councillor Redmond also noted that the report showed a drop-off during March and April 2023 and he queried what had happened during that time to cause the drop. A Keiller advised that these were new performance factors and there was a drop in the Council's self-assessment. This showed a more cautious approach had been taken in reporting until the factors were better understood, however these were now performing well overall.

Councillor Goldsworthy asked if the Council had outsourced the external penetration attack. A Keiller explained that both internal and external penetration tests were undertaken by the Council's security service provider, Lateral Security.

Furthermore, Councillor Goldsworthy queried, in terms of the Council's self-assessment, what was considered the Council's strengths. A Keiller noted that the Council was one of only a few councils that had an external review done, and self-assessments were always questionable. The Council was very proactive when it came to network security and staff education.

Councillor Fulton questioned what information hackers were trying to access during a cyber-attack. A Keiller advised that hackers seemed to be more focused on disrupting service delivery than actually trying to gather information.

Moved: Deputy Mayor Atkinson Seconded: Councillor Fulton

THAT the Audit and Risk Committee:

- (a) **Receives** report No 230529077888
- (b) **Notes** The ALGIM Sam for Compliance system had received an update to its framework. The framework would increase from the current 281 controls to 351 controls, an addition 70 elements that would now need to be considered as part of our assessment. This meant that all organisations in the programme were going to see their conformance to the framework drop by approximately 25%. Once Councils assessed their conformance to the new controls, their conformance level would rise again in accordance with the selected statuses.
- (c) **Notes** an initial assessment had been undertaken against these new controls. Areas that would require Management Team consideration were around Cloud Services Management and Service Provider Management. Tasks around this had been allocated and the Chief Information Officer would arrange to have this raised with the Management Team.
- (d) **Notes** that our overall Framework compliance score post these changes sat at 80.27% against a New Zealand Wide benchmark of other council of 54.34%.
- (e) **Notes** an independent penetration test of our internal and external network was carried out by Lateral Security in March 2023. This was part of our annual internal auditing of our systems. This testing identified no serious issues for our external network and a number of minor issues with the internal network.

CARRIED

Deputy Mayor acknowledged that the Council seemed to be well ahead of other Councils in this field and he was confident that this would just get better in the future.

Councillor Fulton noted that the Council's higher ranking than the benchmark was reassuring.

Councillor Redmond noted that it was not a positive sign for the sector with the benchmark reasonably low and should be of concern, however it was excellent for the Waimakariri. He asked how the sectors figures could be raised and A Keiller stated, that in his personal opinion, although there was plenty of sharing of information the sector would be improved by better collaboration across the sector.

5 PORTFOLIO UPDATES

5.1 Audit, Risk, Annual / Long Term Plans – Councillor Joan Ward

- A new General Manager for Finance and Business Support will start at the beginning of October 2023.
- The main Audit will commence end of August and last four to five weeks.
- Council Controlled Organisation's Audit plans are in place.
- Leading into the LTP, there will be a number of workshops, reviewing our strategies, priorities and work programmes.
- Line of business – computer systems software applications are progressing quite well and teams being set up leading into the implementation. This is a two year programme.
- Standard and Poors Review earlier this year. Being reviewed in November/December 2023. Given the Council's current programme it should be on track to obtain the AA credit rating. You may have heard people saying that the Council has high debt however the debt is relative and mostly from the earthquakes and betterment replacing damaged assets. The Council's credit rating is better than a trading bank.
- Council had the first Rūnanga meeting with Nga Tu Hurariri which went well and was important to both groups. It is encouraging to see these meetings start up again.

5.2 Communications and Customer Services – Councillor Joan Ward

Communications:

- Ten communication and engagement planned projects with 22 new stories and 89 media queries.
- Seven speeches and five columns
- Significance and Engagement Policy review underway.
- Engagement platform now has 2,147 registered users.
- Website has 70.4 thousand more registered users compared to last year.
- Social media reached new heights, thanks to the new digital comms person Leila. The content is more engaging and reaches more people than ever. One post reached 252,440 facebook users for example.
- 57 design projects were delivered in house. Most of which were also printed in house. I consider this a huge win as it removes our reliance on external suppliers and means we can be more responsive.

In the coming quarter the Council will be launching the new website design and more information will be provided as the launch date gets closer.

Councillor Fulton queried if misinformation was being collated and targeted correct information released in an endeavour to inform residents. He queried what is being done to counter the reports and misinformation being circulated to the Council's detriment. Councillor Ward agreed that this was a good question as up to now the policy has been to not respond to incorrect and information. Councillor Ward believed that at some point the Council needed to get the it message out. She acknowledged it had been difficult to not

respond to damaging and hurtful comments made publicly about the Mayor and Councillors. Councillor Ward believed Councillor Fulton was correct and more effort should be made to let the public know how well the Council was performing and a change of policy should be considered. Councillor Ward also stated that the district was a high growth area and the Council needed to invest to ensure sufficient development which meant spending money for the future benefit of the district and this means borrowing especially with the Council keeping rates down so a decrease of income and an increase in the need to spend.

Deputy Mayor Atkinson noted that he had recently read an economists article which had rated the best districts to invest in which showed Kaiapoi and Rangiora two of the top areas. He believed that this is the information that needed to be published rather than arguing with others perceptions and misconceptions.

Councillor Fulton suggested it may be a good idea to get a professional adviser to assist the Council on how best to manage this matter rather than just dealing with it inhouse.

Councillor Williams stated that he had recently read the report from the New Zealand's Taxpayers Association which compared all Councils financial position and Waimakariri did not feature well compared to other Councils such as Selwyn and Marlborough. Councillor Williams queried if the figures shown were checked for accuracy prior to publication. J Millward did not agree that the Waimakariri appeared to be low in the ranking as there was only \$100 or \$200 separating Councils. Quite a bit of the rates include earthquake repayments. Need to be careful when comparing different areas and take into account services, recreation, libraries and other facilities offered, the contribution to Canterbury Museum, as well as the balance between rural and urban and the lower rates over the last few years which are some of the differences to the Selwyn District. However these figures will be put before the Council for them to consider during the LTP process.

Councillor Redmond endorsed what his colleagues were saying and that more positive information should be published to mitigate the continued misinformation being circulated. Councillor Redmond believed more emphasis should be placed on the Council's story. J Millward noted that the Council could control its own websites, social media etc but could not control others and if Council got drawn into a conversation it could easily get out of control and do more damage than good. The Council's current strategy was to not respond however happy to discuss this topic further at the upcoming workshop. It was important to ensure the information on the Council's website was correct so that people looking for the correct information could access it. Deputy Mayor Atkinson agreed with J Millward however requested that this be dealt with some urgency before someone responded inappropriately due to the growing pressure and intensity.

6 QUESTIONS

Nil.

7 URGENT GENERAL BUSINESS

Nil.

NEXT MEETING

The next meeting of the Audit and Risk Committee will be held on Tuesday 12 September 2023 at 9am.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 9.09AM.

CONFIRMED

Chairperson

Date



MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 15 AUGUST 2023 AT 9AM.

PRESENT

Councillors N Mealings (Chairperson), Mayor D Gordon, Councillors R Brine (early departure at 10.15am), P Redmond, J Ward, P Williams.

IN ATTENDANCE

Councillors N Atkinson, B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), K Simpson (3 Waters Manager), and E Stubbs (Governance Support Officer).

1 APOLOGIES

An apology for early departure was accepted from Councillor R Brine who left the meeting at 10.15am.

CARRIED

2 CONFLICTS OF INTEREST

There were no reported conflicts of interest.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday 18 July 2023.

Moved: Councillor Brine Seconded: Councillor Redmond

THAT the Utilities and Roding Committee:

- (a) **Confirms**, the circulated Minutes of the meeting of the Utilities and Roding Committee held on 18 July 2023, as a true and accurate record, subject to a change to item 8.1, paragraph 10 which should read '*P Redmond* referred to the...'

CARRIED

3.2 Matters arising (From Minutes)

There were no matters arising from the minutes.

3.3 Notes of the Utilities and Roding Committee Workshop held on Tuesday 18 July 2023.

Moved: Councillor Ward Seconded: Councillor Redmond

THAT the Utilities and Roding Committee:

- (a) **Receives** the notes of the Utilities and Roding Committee Workshop held on 18 July 2023

CARRIED

4 DEPUTATION/PRESENTATIONS

4.1 Flooding Experience along the Cam River – J Cooke

J Cooke spoke to the Committee about the Cam River flooding issues during the recent flood event on 23 July 2023 and played a video which he had taken during the event (Trim 230817126232). The Cam River had breached the stopbank in more than one place, on Revells Road. When the water breached the stopbank it was not able to flow back to the main drainage system and had nowhere to go except into the ground.

J Cooke explained that the video had been taken during the day and water levels had been higher overnight and had been halfway up gates on many properties. When he did a drive by in the morning, water levels at Tuahiwi had been to the top of the tyre. Due to the houses in the area being built on mounds they had not been flooded.

J Cooke was concerned that native planting on the stopbank near the bridge had been undertaken prematurely before remediation work.

J Cooke was also concerned that Service Requests which related to flooding would be put on properties LIMs and highlighted his understanding that the flooding issues were a result of a failure of infrastructure, rather than the land. In the future residents may not put in a Service Request for fear of it being reported on their LIMs and this could mean putting lives at risk if people were afraid to ask for help.

J Cooke believed the area was missing out on the Council services as the drainage issues required attention, and Tuahiwi did not even have reticulated water. It was the third flooding event he had experienced in his 10 years of living in that area.

Councillor Brine asked if J Cooke was aware of a solution for the flooding issues in that area and J Cooke believed it was the height of the stopbank - it should be the same height as the stopbank in Kaiapoi. In addition, the recent subdivision had blocked off a flowpath for water returning back to the Cam. In the past he had provided a one way valve culvert to allow water flow, however this had not been installed by the Council drainage team, as agreed.

Councillor Brine asked if the stopbank in question was under ECan responsibility or did the Council manage the stopbank, and if Council staff had viewed the issue. J Cooke advised he had viewed the issues with Council drainage staff. An agreement had been made regarding removing large trees in the drainage area as well as the one way pipe installation (which had not been installed). He added that in the past there had been issues with the flood gates not being open when required, however that situation had improved.

Councillor Ward asked if removal of willow trees and cleaning up of the waterway would help and J Cooke said it potentially could, however the biggest issue was still that the water had nowhere to go except into the ground. The drain was full six to seven months of the year causing trees to rot and breakdown.

Councillor Ward asked if the best way forward would be to get together with ECan and Council staff and implement a solution and J Cooke agreed.

Councillor Ward asked if J Cooke believed the native planting on the stopbank was not productive and J Cooke believed the plants were great to hold the stopbank, however the stopbank needed to be assessed whether it was fit for purpose prior to planting - it needed to be higher.

J Cooke raised an issue regarding a large number of truck and trailer movements that had been made while transporting fill. This had caused the road to settle and push the drain closed. If fill was to be removed, the impact on the drain needed to be monitored.

G Cleary provided a general comment regarding the Cam River. He acknowledged that following the flood event two key areas had come into focus – Tuahiwi and the Cam River. Staff had been working with ECan and were currently looking at the entire river with ECan rather than taking the approach of delineating responsibilities. There was a lot of tree work that needed to be completed. ECan were taking on remedial work to repair and bring the

stopbank up to design capacity. Staff were aware that there were a number of points where water had flowed over the stopbank. As the flow gauge indicated that flows were within the 1980s design capacity, there was a question around Level of Service. G Cleary advised that the flooding was a top priority project and investigations were underway, its importance was highlighted by the need to evacuate people during the event. K Simpson added thanks to J Cooke for providing his deputation and video, as it provided valuable information regarding the flooding mechanism.

Mayor Gordon noted that he and the Chief Executive had met with residents on site following the event to help understand the issues. He was sorry to hear that potential works had not been followed up by the Council. Next steps would include a further meeting with residents to keep them informed of what works could be completed and the program for those works. J Cooke agreed that keeping people informed was important.

Councillor Redmond suggested that J Cooke provide his presentation to the ECan Cam River Rating group.

5 **REPORTS**

5.1 **Water New Zealand - National Performance Review NPR 2021/22 – D Paz Lobon (3 Waters Asset Analyst) and K Simpson (3 Waters Manager)**

K Simpson advised that the report was for information. It was the eighth time Waimakariri had participated in the Water New Zealand Performance review. He highlighted the areas that the Council performed well above other Councils and the areas where there was room for improvement.

Councillor Mealings asked about the climate change risk assessment work that needed to be completed. K Simpson advised a consultant had been engaged to help develop a climate change risk assessment and adaptation plan focused on Three Waters, V Spittal (Principal Policy Analyst – Climate Change and Sustainability) was also involved to oversee cohesion at a corporate level.

Councillor Redmond asked if the results of analysis were confidential to the Council or could Water New Zealand use the information for other purposes. K Simpson advised that Water NZ produced a publicly available document and the Council had also requested a customised Waimakariri specific report from Water NZ which was not publicly available. He noted there was rhetoric in the national overarching document providing justification for water service reforms.

Councillor Fulton asked what the sense was around the transition to Taumata Arowai and the new set of regulations. K Simpson advised staff were aware of requirements for drinking water as standards and compliance were all published. At the moment regulators were developing standards for wastewater and stormwater.

Councillor Fulton asked if there were other auditing processes parallel to Taumata Arowai and were processes being doubled up. K Simpson advised there were also requirements for Audit New Zealand. G Cleary advised that in the future there was likely to be economic regulation around entities also.

Councillor Mealings referred to complaints about drinking water taste and K Simpson believed that would be due to chlorination.

Councillor Mealings referred to the spike in planned interruptions to water supply and K Simpson advised that was due to information provided incorrectly – turning off the supply was planned, however the outage had not been planned.

Councillor Redmond requested some background on why Waimakariri had not performed well in hydrant testing. K Simpson advised that hydrant maintenance was currently more reactive than scheduled. In addition testing was not recorded on the system. Staff would

improve systems and processes so that in the future they could report against hydrant maintenance.

Moved: Councillor Redmond Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. TRIM 230609084727.
- (b) **Notes** that the Waimakariri District Council performed relatively well in the key areas of focus identified in the 2021/22 National Performance Review (NPR) compared to other councils.
- (c) **Notes** that the areas Waimakariri District Council performed well above other councils in are:
 - i. Understanding of asset condition and having a low average pipe age.
 - ii. Having low number of dry weather and wet weather wastewater overflows.
 - iii. Investing in stormwater capital works upgrades and improvements.
- (d) **Notes** that there was room for improvement in the following, which would be considered as part of the Long Term Plan process:
 - i. Stormwater consenting needs to be progressed and implemented for our remaining urban areas.
 - ii. Hydrant testing programs needed to transition towards a more proactive approach in the future.
 - iii. Climate change risk assessment work needed to be completed, an adaptation plan needed to be developed and emissions baseline assessment undertaken for water supply and stormwater to help address climate change challenges.
- (e) **Notes** that the NPR provided numerous performance metrics which could be used for comparative purposes on specific matters nationwide.

CARRIED

Councillor Redmond commented it was a good report that reflected well on the department.

Councillor Mealings highlighted the importance of continuous improvement.

5.2 Avian Botulism Management 2022/23 – S Allen (Water Environment Advisor) and A Burton (Water Environment Advisor - Fixed Term)

S Allen spoke to the report highlighting that there had been no avian botulism outbreak detected over the previous season. Of note was an increase in population of some rare species although the numbers were still down from the 1980s.

Councillor Williams asked what area the coastal Wastewater Treatment Plants covered and S Allen advised that they did not include Rangiora or Oxford Plants. There had never been issues of avian botulism in Oxford.

Councillor Redmond noted the limitations on retrieving and viewing carcasses in wetlands and asked if drones had been considered. S Allen advised that had not been utilised and was potentially a good research topic.

Councillor Redmond asked about the risk to humans for example from eels that had eaten a contaminated carcass, and S Allen advised that if there was an avian botulism outbreak there were information pamphlets prepared to raise awareness of the issue.

Councillor Redmond asked if the contract covered wider wetland areas and S Allen advised yes, in the past if there had been an outbreak the area checked by ecological contractors was expanded to areas such as the Kaiapoi Lakes.

Moved: Councillor Williams Seconded: Councillor Brine

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230601080981.
- (b) **Notes** the low bird death numbers (24 birds) for the 2022-23 season at coastal Waimakariri District Council Wastewater Treatment Plants (WWTPs), as collected by contractors to check for and contain any avian botulism, with no avian botulism outbreak detected.
- (c) **Notes** that there were lower bird death numbers collected at the Councils WWTPs than what was collected by Christchurch City Council at the Bromley Wastewater Treatment Plant in the summer of 2022-23.
- (d) **Circulates** this report to the Council, the Waimakariri Water Zone Committee, and the Community Boards for information.

CARRIED

Councillor Williams commented it was good to see low bird deaths, it was the first year he had not been approached by a member of the public regarding the issue.

5.3 Private Well Study – Results from 2022 study – S Allen (Water Environment Advisor) and A Burton (Water Environment Advisor - Fixed Term)

S Allen advised the report was for information and had been presented each year since 2019 as recommended in the Zone Implementation Programme Addendum (ZIPA). The testing primarily looked at nitrate levels - initially in Eyreton and Cust and then expanded to Carleton and Swannanoa areas.

A median value of half of the MAV (5.65 mg/L) had been set as a target in Plan Change 7 of the Land and Water Regional Plan for private water supply wells. Eyreton and Cust were areas of concern for MAV levels and Carleton and Swannanoa were of less concern. S Allen noted that there had been 39 wells providing samples for last year and only 26 for this year.

Councillor Williams referred to developments around Waimakariri and asked if developers were encouraged to pay for connections to existing supplies rather than installing more individual wells that could lead to contamination. K Simpson referred to changes in the proposed District Plan around requirements for connection to water supplies and wastewater systems. It came down to distance and development density. Staff worked with developers even when connections were not required under the District Plan.

Councillor Williams asked if the Council was being strong enough with regulation, for example a resource consent was issued before the drainage plan was required – why was the drainage plan not necessary for the consent? K Simpson commented that Councillor Williams had highlighted challenges with developments, however Council connections were an advantage to developers marketing sections as there was a value to being connected to Council supply. There was a booklet on LIMs regarding managing individual water supply wells for testing and maintaining. It was an area that required focus to achieve a balance. S Allen added that Taumata Arowai had added responsibility under the Water Services Act.

Councillor Mealings referred to the fluctuating results and asked about consistency in testing. S Allen explained that the intention was for testing to be completed in spring, however testing was carried out by landowners so it was difficult to arrange this. She agreed more standardised testing would be preferable.

Councillor Mealings asked who received the booklets on managing individual water supplies and when, as it would be valuable for landowners to have information on where and how to test. S Allen advised the information had been updated and was available on

the Council website. There was potential for information to go in with rates, or for the Communications team to do a push through media.

Councillor Mealings asked if there had been any advancement in discussions around a cost sharing agreement with ECan to test more wells from around 40 up to 180. S Allen advised there had not been, however she had a report with further information that she could circulate.

Councillor Cairns asked if testing information on the private wells was publicly available. S Allen advised it was on the LIM and landowners were aware of that. She made no reference to landowner names or addresses in the report which was public.

Councillor Fulton asked about further areas for testing and S Allen advised further information was also provided in the report to be circulated.

Moved: Councillor Mealings

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230516070164.
- (b) **Notes** the findings of the 2022 study, with no wells above the nitrate-nitrogen Maximum Acceptable Value (MAV) set in the Drinking Water Standards for New Zealand (2022). Of the wells sampled 44% in Eyreton, 67% in Cust, 40% in Carleton and 29% in Swannanoa sampling areas were above half of the MAV (5.65 mg/L).
- (c) **Notes** that the median nitrate concentration for the Eyreton and Cust sampling areas, as sampled in the 2022 study, exceed the limit of a median of 5.65 mg/L nitrate-nitrogen set in Plan Change 7 of the Land and Water Regional Plan for private water supply wells. The Swannanoa and Carleton sampling areas did meet this limit.
- (d) **Notes** that Waimakariri District Council and Environment Canterbury staff would continue to raise awareness of the health impacts of high nitrates, and to encourage private well owners to test water regularly, including updating and wider distribution of the publication of a 'managing a private well supply' pamphlet for the District.
- (e) **Notes** that Waimakariri District Council proposed to repeat this study in spring 2023 (with 10 wells in each of the four sampling areas (40 wells total). Well owners from the previous sample rounds would be approached for repeat annual sampling, to allow for assessment of trends over time. New well owners would be approached to replace those who no longer wanted to participate in the study. The new well owners would be randomly selected within the sample areas.
- (f) **Notes** that trends for nitrate concentration over time were not able to be concluded from data for only four years, or two years of data for Swannanoa and Carleton sampling areas.
- (g) **Circulates** this report to the Council, Community Boards and the Waimakariri Water Zone Committee for information.

CARRIED

Councillor Mealings commented that she found this report of particular interest as it was incredibly important for people in the district on private wells to be aware of the risk of high nitrate levels. There were steps that could be taken if levels were high.

Councillor Williams commented it was important to know the quality of all water. There was potential for viruses to be in the water. In years to come, the Council could be responsible for these individual wells which could be expensive to ratepayers as their condition was uncertain. It was important the Council was proactive especially with new developments and to push harder for developers to connect to Council supplies for security in the future.

Councillor Redmond believed it was important to encourage people to test their own wells, and not just for nitrates but also other contaminants.

Mayor Gordon requested clarification on potential viruses. G Cleary commented that there was no indication that there was a higher risk of viruses than in the past, however it was an area the water regulator was starting to focus on New Zealand wide. Viruses were of particular concern for unchlorinated supplies.

Councillor Mealings, in right of reply, noted that the Council carried out testing and met regulations and standards on public drinking water supplies, however private wells did not benefit from the same regime and it was important that people tested their water as there was no guarantee of the water quality running through their pipes.

Item 8.1 was taken at this time, the minutes have been recorded as per the agenda.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

- Responding to and cleaning up from flooding 23 July 2023 – emergency reinstatement and repairs underway. During the event there were over 20 roads closed and flooding logged at over 120 locations. Signage focused around the worst affected areas and arterial roads.
- Preparing information to support an Emergency Works claim to send to Waka Kotahi for financial assistance following the flooding.
- Preparation for consultation on the Transport Choices Programme of projects. Also staff are now working through the 'So Far As is Reasonably Practicable' (SFAIRP) assessment for Railway Road/ Marsh Road and Railway Road/ Dunlops Road.
- Preparing the draft Roothing and Transport Activity Management Plan.
- Preparation of a funding bid to Waka Kotahi ahead of the NLTP.
- Progressing the survey work for the 2023/24 renewals projects to allow design to follow.
- Construction of the new roundabout at Kippenberger Avenue / McPhail Avenue intersection was well progressed.
- Washouts / road damage at various locations around the network which Corde had been working to reinstate, roadside drains running at full capacity.
- Lees Valley Road had sustained damage during flooding with two new slips, one smaller requiring minor treatment and a larger section requiring a retaining structure.
- Ice gritting was continuing.
- Drainage work completed on Sales Road in Oxford.
- Planning underway for a KickStart Motorcycle Event in September, this would be a coffee stop at the Honda shop in Woodend.
- CycleSense programme in schools continued to be a great success, this was delivered by North Canterbury Sport and Recreation Trust.
- Consultation about to begin for the Transport Choices Walking and Cycling Projects. Drop-ins organised for the Kaiapoi to Ravenswood cycleway were planned for 21/22 August.
- The Road Reserve Management Policy was currently open for consultation.
- Gravel road update
All gravel roads in the district had been audited. The audit had been checked against the contract specification and had been passed onto the maintenance contractor instructing that they all be brought up to contract specification. An additional \$500,000 had been spent on metal on roads over the months of April to June 2023 to recover from metal loss from last year's flood. Grading had been returned to the cyclic frequency rather than reactive. Higher use roads did get more active intervention, for example more frequent grading.

The Utilities and Roding General Manager was meeting monthly with the CE of the contractor to review Key Performance Indicators under the contract and to escalate key issues. A Roding Cadet had been appointed to carry out audits on the roding network to confirm compliance.

A bid had been put in to NZTA for additional funding from flood damage in 2022 and staff were in the process of putting in a bid for the July 2023 flood. All areas of road maintenance were being audited including signage, edge marker posts and vegetation control and an additional Senior Maintenance Contracts Engineer would be added to the team.

Investigations were ongoing into the option to use a tow behind roller on some parts of the roding network.

Councillor Williams asked if roads would be graded to best practice. G Cleary replied that it would be best practice as determined by expert staff and contractor. Interventions would vary, a higher level of intervention was more expensive.

Councillor Fulton asked if there was a policy around special consideration for isolated roads that received repeat damage. G Cleary advised there was no policy, however it was front of mind in particular for Lees Vally Road which was a crucial link. Waka Kotahi had a \$140 million resilience fund which was applicable and the Council was in the process of applying for that. There was special consideration for access to residents even when closed to the public.

Members requested a site visit to Lees Valley and other areas of interest. G Cleary undertook to arrange.

7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams

- Oxford Rural No.1 – McPhedrons Road well had experienced high turbidity issues again and consequently another Boil Water Notice had been issued. The backup source at the Rockford River Intake would be brought online this week and the McPhedrons Road well redeveloped. It was expected that this would take four to six weeks and the Boil Water Notice would remain in place until the well was redeveloped and back online.
- Ashley Gorge Campground – A Boil Water Notice had been issued due to high turbidity from the Ashley River following the July 2023 rainfall event. It was expected this would remain in place until the supply was connected to the Oxford Rural No.2 supply, which was currently expected to be in October 2023.
- The Council was still awaiting feedback from Taumata Arowai on the chlorination strategy, although a response was expected this week.
- The Drainage and Roding teams had been extremely busy following up on all of the service requests related to the 23 July 2023 storm event. There was a Workshop today on the issue.
- The Mandeville Resurgence Channel project drop-in sessions were planned for Monday 11 September 2023 at Mandeville Sports Ground and Thursday 14 September 2023 at the Kaiapoi Civic Centre.
- The McIntosh Drain Pump Station was now fully commissioned and operational. A new date for the opening of the Kaiapoi Shovel Ready works was yet to be confirmed.
- Annual compliance reports for water, wastewater and stormwater were currently being completed and would be reported to the next Utilities and Roding meeting.

Councillor Williams expressed concern at developers not adequately catering for downstream drainage effects, for example the Loburn Lea development. Also of concern was the effect of the new 1,000 lot subdivision in Rangiora on the Cam River as well as the effect of any development in Mandeville on the Ohoka Stream. G Cleary explained that for a new development, consideration was given to any capital works required to support the development, and as a high growth Council, Waimakariri was very active in that area. Any area developed was required to achieve stormwater neutrality and plans were scrutinised to try and avoid the situation where

that was not achieved. In the recent Cam River flooding the stormwater facility in Rangiora had functioned well however there were areas to improve. Staff were conscious of the issues and there was funding in the Long Term Plan for improvements.

Councillor Williams raised a recent development in Cust that had been given a Resource Consent before providing a Stormwater Management Plan. G Cleary advised that as a four hectare development was considered as a rural development and there was little the Council could do under the current District Plan. The Proposed District Plan did have changes that would help improve that situation.

7.3 Solid Waste– Councillor Robbie Brine

- Pothole/ pavement repairs had been undertaken at Southbrook Transfer Station.
- Project Development Unit was working with Solid Waste on capital project improvements at Southbrook Transfer Station including sealing along exit drive by poplar tree boundary (where vehicles and trucks park) and some capital works for Oxford Transfer Station including purpose built bunkers for steel and whiteware, tidy up of green waste area and improved traffic flow by changes to exit gate.
- Solid Waste staff working with Waste Management on improving communication back to our Customer Services staff and customers. Waste Management have introduced ‘Service Now’ meaning Service Requests for missed collections could go to drivers directly and they could update the Service Request in the field. This had only been live since 1 August 2023.
- New signage had been designed to ensure signage is uniform, clear and concise.
- Education Contract gearing up for increased level of activity.
- Look to start kerbside bin audits again September / October 2023.
- Kerbside audits January to July 2023 - 148 bins removed after having third contamination. Out of those 148, 18 had been returned and would be monitored.
- Management Team had approved renewing the agreement with Waste Management / Living Earth for disposal of kerbside organics at the Bromley compost plant, for another year. The Christchurch City Council was planning to consult with the wider community on the short to medium term options for the plant, and any decision on closure of, or reducing volumes through the plant, would impact on Waimakariri’s organics disposal options. Staff were looking at alternatives to minimise potential disruption to the organics collection service. A report would come to the September Utilities and Roading Committee meeting.

7.4 Transport – Mayor Dan Gordon

- Noted the Woodend Bypass announcement by the National Party included within a broader package of works, this was a significant project for the district. He was not aware of the inclusion of a pedestrian underpass.
- The Government Policy Statement on Land Transport may be announced this week.
- Received confirmation that the Waka Kotahi contribution would remain at 51%.
- Advised Ngai Tuahuriri were pleased with the new footpath. An opening was being discussed.

8 MATTERS REFERRED FROM RANGIORA-ASHLEY COMMUNITY BOARD

8.1 Transport Choices Project 2 – Approval to go to Consultation – K Straw (Civil Projects Team Leader) and D Young (Senior Engineering Advisor)

J McBride advised that the report sought approval to proceed with consultation with the directly impacted residents and stakeholders along the route of the Rangiora Town Cycleway (Stage 1) cycleway planned for Railway Road, Torlesse Street, Coronation Street, Ellis Road, Country Lane, and short length of South Belt.

Staff had worked closely with PaknSave and KiwiRail to mitigate their concerns, especially behind PaknSave. A revised Scheme Design had been developed following those

discussions and staff believed the changes (including a one-way section on Railway Road and a change in priority at the intersection) was able to mitigate the concerns raised. Feedback had been sought on the revised Scheme Design. J McBride tabled an email response from James Flanagan of PaknSave (Trim 230810121875), where he advised that he was unlikely to support the proposal and he philosophically did not agree with the cycleway.

J McBride noted that in light of the timeframe staff were seeking approval for consultation on the proposed scheme design and she advised that the Rangiora-Ashley Community Board had supported the consultation.

Councillor Williams suggested that the Rangiora-Ashley Community Board had requested consultation on other routes as well. K Straw advised that the Board had not changed the recommendation as presented in the report.

Councillor Williams asked why there was not a wider consultation as the cycleway would affect more residents than just those along the route. J McBride noted that there had previously been wide consultation on the Walking and Cycling Network Plan throughout the district including potential routes. This consultation was to be more detailed and to inform residents what the cycleway would look like outside their houses. The consultation would still be advertised, and the public was welcome at any drop-in session, however it was targeted to those directly affected.

Councillor Redmond noted that members at the previous Utilities and Rooding Committee meeting had directed staff to work collaboratively with PaknSave to endeavour to reach an agreement, and asked what role J Flanagan (of PaknSave) had in the proposal. K Straw advised that there had been discussions with J Flanagan regarding options and the revised scheme design had mitigated the concerns raised. While they approved of the one way solution they were fundamentally opposed to the cycleway location behind PaknSave as indicated in the email. There had also been discussions regarding construction and how best to alleviate impact on PaknSave, especially stock delivery, any requirements could be written into a tender document.

Councillor Redmond asked if the requirements of the PaknSave business would have priority during the construction phase and J McBride advised yes, staff always tried to allow that when there was construction around businesses, for example night operations were an option.

Mayor Gordon asked if the consultation channels of Facebook, website and newspapers would be used and J McBride advised yes.

Councillor Ward asked if it was a standard objection from Foodstuffs to the cycleway and K Straw advised PaknSave fundamentally did not want the cycleway in that location.

Councillor Atkinson asked about the other businesses in that area and if staff had worked with them. K Straw believed it was a valid concern, following the initial consultation there had been further discussions with PaknSave and revision of the scheme design without going to the other businesses. Staff had spoken to Allied Concrete regarding removal of parking and they had agreed.

Councillor Atkinson asked if there should be targeted consultation for that block of businesses. J McBride agreed it would be beneficial to have a one on one conversation with businesses before going to the wider public.

Councillor Williams suggested there needed to be a report in the future to clarify 'what was consultation'. J Millward provided some commentary on consultation noting that the Local Government Act was detailed on what was required. Consultation was different to engagement and provided the opportunity for comments and suggestions to consider.

Councillor Williams asked what would happen in the case that 90% of respondents were against the project and it was noted that valid reasons for opposition would be taken into consideration.

Moved: Mayor Gordon Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

- (a) **Approves** the Revised Scheme Design (Trim: 230726113136) for the purposes of consultation.
- (b) **Notes** that feedback from PaknSave on the Revised Scheme Design would be verbally updated at the meeting.
- (c) **Notes** that staff would present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (d) **Notes** that staff would ensure that the directly affected residents and stakeholders along the route were advised that the revised Scheme Plan was still subject to approval of KiwiRail, and that if this was not forthcoming, the Council would need to re-consider its options.
- (e) **Notes** that if the recommendations in this report were adopted, then the staff would begin consultation with affected residents and stakeholders, within the following two to three weeks. This consultation would include a letter drop including an information pamphlet, at least one drop-in session, targeted meetings with the schools and any businesses that request it, and the opportunity to provide feedback either electronically or via hard copy.
- (f) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design would be reported back to the Board prior to going to tender, by which time it was expected that staff would have received the KiwiRail response to the Level Crossing Safety Improvements Assessment (LCSIA), the results of the So Far As Is Reasonably Practical (SFAIRP) assessment and KiwiRail's response, and the results of a detailed design Road Safety Audit for the full route.
- (g) **Notes** the scheme design required the removal of seven on street car parking spaces as reported in the previous reports, plus the additional removal of eight informal angle parks on Railway Road outside Allied Concrete.
- (h) **Notes** that any parking to be removed as result of the Scheme Design would be communicated directly with the immediate adjacent residents or businesses, and that approval of the draft no-stopping would be sought during the approval of detailed design following consultation.
- (i) **Notes** that the scheme design requires the removal of 12 existing street trees. This had not changed from the previous report.
- (j) **Notes** that the removal of street trees had been discussed with Greenspaces, who were represented on the Project Control Group. Greenspace were supportive of the removal of the identified trees provided that they were replaced elsewhere along the length of the route.
- (k) **Notes** that this project was funded through the "Transport Choices" funding stream which requires that all works was complete by June 2024.
- (l) **Notes** that a Technical Note would be sought from WSP to consider any changes to their original road Safety Audit, as a result of the revised Scheme Plan.
- (m) **Notes** that the proposed Rangiora Eastern Link road would include cycle facilities to provide connectivity to east Rangiora. This would not negate the requirement for safe cycle access through Southbrook. The approved Walking and Cycling Network Plan shows both routes servicing different areas of Rangiora.
- (n) **Requests** staff engage with other businesses on Railway Road prior to public consultation.

CARRIED

Mayor Gordon advised he had spoken with J Flanagan to clarify his stance and understood he needed to protect his business. There had been site meetings to view concerns and staff had worked hard on design and were now comfortable to consult with those directly affected. There were options available to reduce the impact of construction on businesses.

The consultation would be available through various media for other interested parties to provide feedback. He thanked staff for a superb job.

Councillor Ward commented on the workshops held to look at all route options and this was the best and safest solution. She thanked staff for their work.

Councillor Williams supported the motion as it had approval from the Rangiora-Ashley Community Board. He was concerned that another 15 carparks were going to be removed and queried the consultation process.

Councillor Redmond supported the motion, it had been a lengthy process thus far, including requesting further work from staff for which he thanked them. He did believe that PaknSave had a legitimate concern as they were a business, and stock was their lifeblood. He thanked Councillor Atkinson for raising consultation with other businesses in that area. He agreed that residents directly affected by the route did have a priority and commented on the learnings from the Peraki Street cycleway consultation. He noted the limited timeframe for the project and the dependence on the KiwiRail response.

Councillor Atkinson commented that while the focus was on one area there was a whole cycleway to consider. He commented that KiwiRail were now closing more crossings than opening and the Council needed to be prepared for what came from their survey. He was pleased staff would be going to other businesses.

Councillor Fulton suggested these projects should be subject to a master plan and consideration of a link of cycleways rather than focused on a small area around a couple of business.

Councillor Mealings commented that the route had been widely consulted on during the Walking and Cycling Network Plan consultation. This consultation was for design and to determine best outcomes for those along the route. As a Transport Choices Project a higher level of funding (67%) was available however that meant any delay needed to be carefully considered. The alternative – to do nothing meant putting people in harms way. The Passchendaele Path currently had a deadend in Southbrook. The Rangiora-Ashley Community Board had twice supported consultation.

Mayor Gordon commented that consultation was not a 'numbers game' and it depended on the quality and significance of points raised. Sometimes the Council did need to make decisions that people were not in favour of. A common theme from residents was completing the link from the Passchendaele Path. He was aware of difficulties with KiwiRail. During consultation the Council would hear feedback and they had learnt from Peraki Street consultation. He was looking forward to the project and thanked staff for their excellent work.

9 QUESTIONS UNDER STANDING ORDERS

There were no questions under standing orders.

10 URGENT GENERAL BUSINESS

There was no urgent general business.

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 19 September 2023 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 11.27AM.

CONFIRMED

Chairperson
2023



**MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD
HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE,
176 WILLIAMS STREET, KAIAPOI ON MONDAY, 17 JULY 2023 AT 4PM.**

PRESENT

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

IN ATTENDANCE

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

C Brown (Community and Recreation Manager), M McGregor (Senior Advisor Community and Recreation) T Stableford (Landscape Architect), G Stephens (Design and Planning Team Leader), V Thompson (Senior Advisor Business and Centres), T Allison (Senior Policy Analyst), H Rose-Belworthy (Intermediate Landscape Architect) T Kunkel (Governance Team Leader), and A Connor (Governance Support Officer).

There were four members of the public present.

1 APOLOGIES

Moved: J Watson

Seconded: T Bartle

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

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 19 June 2023

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held on 19 June 2023, as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

Nil.

3.3 Notes of the Kaiapoi-Tuahiwi Community Board Workshop – 19 June 2023

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the notes of the Kaiapoi-Tuahiwi Community Board Workshop, held on 19 June 2023.

CARRIED

4 DEPUTATIONS AND PRESENTATIONS

4.1 Ryder Park Reserve – Lokie, Luca and Tyler

Lokie introduced himself Luca and Tyler. They all lived in Sovereign Palms near the Ryder Park Reserve and believed the space was being under utilised and felt more people would use the area if there were sports facilities available such as rugby and/or football post(s). They felt there was a lack of field sports facilities in Sovereign Palms and hoped the installation of a rugby and/or football post would encourage people to get outside and be active rather than stay indoors on their devices. They had set up a petition via 'Change.org' and had received 145 signatures. They also had canvassed and had 100 physical signatures. The petition had been shared on the Kaiapoi Residents Page on Facebook which had received immense support. Having sporting facilities in the area would benefit social wellbeing by encouraging people to play and interact together as well as physical and mental wellbeing as people developed their sporting abilities. They acknowledged there was a playground at Ryder Park however this was focused at younger children. Rugby and/or football posts would target older children, teens and young adults in the area.

J Watson congratulated them on their initiative.

P Redmond questioned if they were wanting a pair of goal posts, one at either end. Lokie replied that one goal would suit the space, they were not wanting a field, only posts.

A Blackie questioned if you could get combined rugby and football posts. Lokie replied yes you could. It was essentially a football goal with rugby posts sticking out the top, however they were slightly more costly.

R Keetley asked C Brown if there was any plan for the park? C Brown replied there was not. The original intention was to have kickable space, not sports field but not community focused size. There were other similar sized reserves in the district with similar posts. There had been other groups in the past who provided ideas and staff believed that this reserve was serving its purpose however it could be enhanced.

T Bartle wondered if there was room in the budget. C Brown confirmed there was no budget for the park however these requests normally would come to the Board and the General Landscaping Budget would provide funding. Some groups would fundraise, or an application could be put to the Long Term Plan. There was no funding currently however could be in the future or the Board could ask for staff to bring a report back requesting to use money from its General Landscaping Budget.

J Watson noted this was a great idea and would be well received in the community. The Board requested for a report on options and costs to be brought back to a future meeting.

4.2 **Community Outcomes – Temi Allinson**

T Allinson gave an overview of the proposed revised community outcomes which would be used in the 2024-34 Long Term Plan and would consider the changes to the Local Government Act in 2019 which put the responsibility of wellbeing on Local Government. Currently there were 15 outcomes with another 55 sub indicators under each outcome. Staff had rationalised and aligned the outcomes to the four wellbeing's, economic, social, cultural, and environmental. The Council had adopted the outcomes for public consultation at its July meeting.

T Allinson gave an overview of the four outcomes which also had sub groups:

- Outcome One – Social, A place where everyone can have a sense of belonging (to turangawaewae).
- Outcome Two – Cultural – Where our people are enabled to thrive and give creative expression to their identity and heritage (e tangata whakapuawai).
- Outcome Three – Environmental – That values and restores our environment (hei kaitiaki).
- Outcome Four – Economic - Supported by a resilient and innovative economy (he ohanga manawaroa).

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Ground Lease Kaiapoi Croquet Club – M McGregor (Senior Advisor Community, and Recreation)**

M McGregor took the report as read and highlighted that this was the first lease agreement brought to the Board for the Kaiapoi Community Hub. It was a unique lease as it formed a sale and purchase agreement of the Club's pre-earthquake site which enabled the Croquet Club to move to a better site. This land sale and purchase agreement also provided access for the Murphy Park River Precinct project.

J Watson questioned why the Croquet Club was the first agreement received. M McGregor noted it was just the way the timing had worked. The Club had decided not to be involved with the Trust. He expected the Trust lease agreement would be with the Board in next few months.

S Stewart noted the Croquet Club wanted four lawns and sought clarity on what the Council would be providing for the Club. M McGregor clarified that the Council would fully construct two lawns and would fence a leased area which had room for two more lawns for the future, however it would be the Club's responsibility to establish the new lawns.

B Cairns asked if there were any other buildings being put on the site. M McGregor replied the Club anticipated having a storage shed and club rooms. For the Club to move and function on the new site they required two lawns and the storage shed which would have power and water. They were currently fundraising for an equipment shed and once they had settled onto the new site would continue to fundraise for the club rooms.

S Stewart questioned what type of fencing would be used? M McGregor answered that chain link fencing would be used.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 230705100909.
- (b) **Approves** the awarding of a ground lease to the Kaiapoi Croquet Club at the Kaiapoi Community Hub located at 38 Charters Street for a term of 30 years.
- (c) **Notes** the lease fee would only be paid if requested (\$1.00 per annum).
- (d) **Notes** the lease agreement would be a condition of the Sale and Purchase Agreement for the acquisition of the Croquet Clubs' current site located at 8c and 10c Revell Street Kaiapoi.
- (e) **Notes** the delegation for the approval of the Sale and Purchase agreement sat with the Council. This approval would be sought in a separate report which would include the approval of the Community Board for the awarding of the ground lease.
- (f) **Notes** that a 30-year term was the maximum term possible under the current land classification of the leased site and there would be review periods within the lease terms. This was likely to be a three yearly rental review.

CARRIED

J Watson noted it was a relief for them to finally get to their new site. A Blackie concurred.

6.2 **Kaipoi-Tuahiwi Community Board's 2023/24 Discretionary Grant Fund and 2023/24 General Landscaping Budget – K Rabe (Governance Advisor)**

T Kunkel spoke to the report noting the budget for the General Landscaping Budget was \$27,370 with the carryover to still be determined and the Discretionary Grant fund had been allocated \$5,390 with \$2,132 carried over for a total of \$7,522.

Moved: T Bartle

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230609084821.
- (b) **Notes** that the Board's General Landscaping Budget allocated by the Council for 2023/24 was \$27,370, with a carry forward for 2023/24 still to be determined due to outstanding invoices being processed.

- (c) **Notes** that the Board's Discretionary Grant Funding allocated by the Council for 2023/24 was \$5,390 and that an amount of \$2,132 was expected to be carried forward from the 2023/24 budget. Thereby bringing the Discretionary Grant Fund to a total of \$7,522 for the financial year.
- (d) **Approves** the Board's 2023/24 Discretionary Grant Fund Application Criteria and Application Form (Trim No. 210603089866).
- (e) **Approves** the Board's 2023/24 Discretionary Grant Accountability Form (Trim No. 210603089980).
- (f) **Adopts** the Financial template for Informal Groups (Trim No: 230627095307).
- (g) **Approves** that Discretionary Grant Fund applications be considered at each meeting during the 2023/24 financial year (July 2023 to June 2024).

CARRIED

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

T Kunkel spoke to the report. She noted the Coastguard were more in demand due to extreme weather events the district had been experiencing. The Coastguard had applied to all the other Community Boards.

Moved: A Blackie

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230630098459.
- (b) **Approves** a grant of \$750 to Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

A Blackie stated this was a no brainer, the river was the jewel of the town and the Coastguard protected it. S Stewart endorsed

7 **CORRESPONDENCE**

Nil.

8 **CHAIRPERSON'S REPORT**

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

J Watson noted it had been a busy Month. The Art Expo had gone very well and there was only one point throughout the weekend that it was not packed.

The Matariki event also had gone very well. There was some small damage to the softball pitch, however there was an incredible number of people in attendance throughout the night.

The Public Arts Trust had shared their ideas of a website with T Sturley as part of the proposed Arts Strategy, however since then they had become aware of a new Council website which may supersede these ideas.

A Blackie asked if there was an estimate of the number of people in attendance at the Matariki event. J Watson replied there was no way to count, it was waves and waves of people.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

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

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 7 June 2023.
- 9.2 Woodend-Sefton Community Board Meeting Minutes 12 June 2023.
- 9.3 Rangiora-Ashely Community Board Meeting Minutes 14 June 2023.
- 9.4 Enterprise North Canterbury Approved Statement of Intent Beginning 1 July 2023; Approved Enterprise North Canterbury Business Plan and Budget 2023/24; and Promotion of Waimakariri District Plan 23/24 – Report to Audit and Risk Committee 13 June 2023 – Circulates to all Boards.
- 9.5 Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation – Report to Utilities and Roading Committee 20 June 2023 – Circulates to the Oxford-Ohoka Community Board.
- 9.6 July 2022 Flood Response Update – Report to Utilities and Roading Committee 20 June 2023 – Circulates to all Boards.

Moved: J Watson

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board

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

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

R Keetley

- Attended monthly Historical Society meeting.
- Attended the Arts expo which had a very good turnout.
- Attended the Fire and Ice Event, it was a shame it got rained out.
- Attended the Matariki Event. Very glad to live close enough to walk and not get stuck in traffic.

S Stewart

- Attended Michael Blackwells memorial service. Had such admiration for his family and children who spoke very eloquently.
- Kaiapoi Promotions Association had new date for Annual General Meeting 26 July 2023. Quiz very successful, however they did not make as much profit as hoped.
- Waimakariri Environmental Awards were progressing. There would be three categories: individual, youth and group/corporate. Nomination forms would be available soon.
- Biodiversity Trust Winter Lectures would start on 17 August 2023. There would be three seminars this year.

- National Policy Statement for Indigenous Biodiversity was out. It would set requirements for local bodies throughout New Zealand on protecting, enhancing and increasing the amount of native cover.

Brent Cairns

- Attended Silverstream CCTV camera event, had only a small crowd due to residents not knowing about it. Residents were going to hold an additional event. Cameras would be purchased by the community however they would be managed by the Council.
- Visited Matariki Winter Lights Festival in Oxford – the township looked magical with the towns trees and businesses lit up. Along with the residential competition with many houses entered.
- Attended Woodend/Pegasus Area Strategy Plan workshop. Discussions involved Woodend with and without a main road going through it and what it could look like without high traffic volumes. Had good discussions about connectivity, business impact, open spaces and roading upgrades.
- Water services bill impact workshop.
- Attended Flavour for Business. There were three speakers who emphasised supporting and buying local food, green prescriptions and the impact of fresh food and how it impacts the likes of diabetes.
- Kaiapoi promotions Chase Event, was well run and good promotion for the district.
- Road Safety meeting – students against dangerous driving spoke. AA were dealing with electric vehicles breakdowns for both bikes and cars. Rangiora high School had driver training and start next year so would Kaiapoi High School. AA were providing lights for cyclists.
- Pegasus Residents Group had a movie night planned for 4 August 2023.
- Matariki Event was huge. Accessibility parking was available.
- North Canterbury Neighbourhood Support – updating incorporation society status rules to comply with new legislation. Had set up a new bank account to accept donations for CCTV cameras. Council staff were developing a policy as they would be the owners once the cameras were set up.
- Pegasus Residents Group held an information meeting of CCTV cameras and will fund raising promotions.
- Visited Amberly and Pines Beaches to discuss future food forests.
- The Kaiapoi market held behind the library had decided to stop operating. The new Sunday market at the Kaiapoi Club had started well and they were going to hold a kids market in July 2023.
- Members of Aotearoa Food Rescue Alliance visited the Kaiapoi Food Forest.

Philip Redmond

- Cones Road meeting on drainage improvements.
- Clarkville Rural Drainage Advisory Group Meeting.
- Kaiapoi Promotions Association Fundraiser at Kaiapoi School – with the Chase's Dark Destroyer. 450 attendees.
- District Licensing Committee Training in Amberly.
- Christchurch Art gallery Exhibition "Ship Nails and Tail Feathers". Joint event with Canterbury Museum.
- Audit and Risk Committee Meeting – Sefton Library rate remission approved, marked increase in LGOIMA requests. March 2023 to May 2023 there was 52 requests, in the same period in 2022 there was 31.
- Council Briefing / Workshop with Waka Kotahi – Lineside Road median barrier was proposed for most of the length of the road. Council had been resistant on a median barrier, had not hear a final outcome.
- Ronel's Cuppa.

- Facilities and Consents Fee Waiver Subcommittee Meeting – Drafted amendments to Terms of Reference for Community and Recreation Committee and Council approval.
- Central Rural Drainage Advisory Group Meeting.
- Pegasus Residents' Group Meeting – Steering Group established to hold a public meeting.
- Tuahiwi Marae – Tangi for Clare Williams.
- Matt Doocey Meeting – Discussion on Nationals position on speed management plans (to repeal the rule if in government).
- Utilities and Rooding Committee Meeting.
- Speed Management Plan Workshop.
- Council meeting to adopt Annual Plan – Not all aspects unanimous for example MR873 Development Contribution remissions.
- Canterbury Property Investors Association Forum – Nationals housing policy for landlords.
- District Licensing Committee webinar.
- Chaired Waimakariri Road Safety Group – Various sections represented including road transport, Police, AA (Automobile Association) and SADD (Students Against Dangerous Driving) amongst others.
- Coastal Rural Drainage Advisory Group Meeting.
- Road Reserve Management Policy discussion.
- District Licensing Committee training via Zoom.
- Water Services Entities Amendment Bill submission discussion via Zoom.
- Draft Waimakariri Economic Development Strategy (2024-34) discussion.
- Waimakariri District Council Social Club mid-winter dinner at Pegasus Arms.
- Property Portfolio Working Group meeting – Discussed a number of disposals and strategic acquisitions.
- Integrated Transport Strategy pre-briefing discussion.
- Council Meeting – Dark Sky presentation, appointed to Community Outcomes Hearing Panel, approved Community Board increase in remuneration (Woodend-Sefton Community Board Chair \$15,457, Members \$7,729).
- Waimakariri Health Advisory Group meeting – Finalized Terms of Reference.
- Corcoran French Kaiapoi Art Expo Opening – Very well attended and high standard of art on display.
- Large increase in Official Information requests, doubled from year previous.
- Community outcomes, appointed to hearing panel.
- Board members received pay increase from 1 July 2023.
- Rooding portfolio - consultation was on hold for transport choices walking and cycling projects, it was not as simple as anticipated. Would be interesting portfolio after elections. Staff working on Waka Kotahi Funding bid for the next three years.

T Blair

- Attended the Arts expo. Was great art on display.
- Attended Fire and Ice Event however was not there long due to the weather.
- The Darnley Club were looking to have planter boxes built if anyone had recommendations.

A Blackie

- Honda Forest planting - was the final planting for this stage. The Chief Executive Officer of Honda was in attendance. Honda had donated \$200,00 for project.
- Congratulated All Together Kaiapoi for the Matariki Event. Feedback had been overwhelmingly positive. E Sard completed assessment of damage on the softball field. Would be easily fixed with rolling and mowing.

T Bartle

- Attended three Drainage Advisory Board meetings. Works were moving forward with a few minor issues that would be easily solved.
- Art Expo - was an amazing night.

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

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

Consultation closes Sunday 27 August 2023.

12 REGENERATION PROJECTS**12.1 Town Centre, Kaiapoi**

Updates on the Kaiapoi Town Centre projects are emailed regularly to Board members. These updates can be accessed using the link below:

<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>.

13 BOARD FUNDING UPDATE**13.1 Board Discretionary Grant**

Balance as at 30 June 2023: \$7,522.

13.2 General Landscaping Budget

Balance as at 30 June 2023: \$27,370 with a carry forward still to be determined.

14 MEDIA ITEMS

Nil.

15 QUESTIONS UNDER STANDING ORDERS

Nil.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 21 August 2023 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 4.45pm.

CONFIRMED

Chairperson

Date

Workshop

- *Town Entrances – Tori Stableford (Landscape Architect)- 30mins*
- *Greenspace Update – Grant Stephens (Design and Planning Team Leader)- 15mins*
- *Kaiapoi Memorial Reserve Update – Vanessa Thompson (Senior Advisor – Business and Centres) 20mins*
- *Members Forum*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE OXFORD TOWN HALL, MAIN STREET, OXFORD ON WEDNESDAY 2 AUGUST 2023 AT 7PM.

PRESENT

T Robson (Chairperson), S Barkle (Deputy Chairperson), M Brown, T Fulton, R Harpur, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), T Allinson (Senior Policy Analyst), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1. APOLOGIES

There were no apologies.

2. PUBLIC FORUM

There were no members of the public present for the public forum.

3. CONFLICTS OF INTEREST

Item 7.1 – R Harpur declared a conflict of interest as he was a member of the Mandeville Bowling Club.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 5 July 2023

Moved: M Brown Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 5 July 2023, as a true and accurate record.

CARRIED

4.2. Matters Arising

There were no matters arising.

4.3. Notes of the Oxford-Ohoka Community Board Workshop – 5 July 2023

Moved: T Fulton Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the notes of the Oxford-Ohoka Community Board Workshop held on 5 July 2023.

CARRIED

5. DEPUTATIONS AND PRESENTATIONS

5.1. Community Outcomes – Temi Allinson (Senior Policy Analyst)

T Allinson gave an overview of the proposed revised community outcomes which would be used in the 2024-34 Long Term Plan and would consider the changes to the Local Government Act in 2019 which put the responsibility of wellbeing on Local Government. Currently there were 15 outcomes with another 55 sub indicators under each outcome. Staff had rationalised and aligned the outcomes to the four wellbeing's, economic, social, cultural, and environmental. The Council had adopted the outcomes for public consultation at its July meeting.

T Allinson gave an overview of the four outcomes:

- Social - a place where everyone can have a sense of belonging (to turangawaewae) and the sub indicators were:
- Cultural – Where our people are enabled to thrive and give creative expression to their identity and heritage (etangata whakapuawai).
- Environmental – that values and restores our environment (hei kaitiaki).
- Economic – supported by a resilient and innovative economy (he ohanga manawaroa).

M Brown asked when the consultation period closed. T Allinson noted that the consultation ran from Monday 7 August 2023 and closed Wednesday 6 September 2023.

M Brown noted that he had read that the Council's Housing Policy consultation had not received many responses. Listening to the Waimakariri Youth Council talking about its frustration with the consultation process and noting these outcomes were a generational matter, he queried the consultation process. T Allinson noted that staff were reconsidering how best to include all demographics during consultation, however they would be utilising social media and consulting with the Youth Council on other approaches.

T Fulton noted that staff had talked about the value statements would become a pathway to how members spoke to staff and how staff and members presented themselves to the public. This became an operation matter as well as an aspirational one and could mean some culture change for the Council.

T Allinson noted that Ta Matou Mauri was a staff tool while elected members used the code of conduct. These outcomes talked about the values staff had and how they interacted and with the community as well.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Application to the Board's Discretionary Grant Fund 2023/24 – K Rabe (Governance Advisor)

S Barkle noted that the organisation was called the 'Oxford' Land Search and Rescue, and queried if the group serviced the whole of North Canterbury. K Rabe noted that they did service the whole of North Canterbury not just Oxford.

Furthermore, S Barkle asked if they had applied to the other Community Boards for funding. K Rabe noted that they had not.

P Merrifield noted the Board had declined an application from the North Canterbury Adventure Club Home School Club on the basis that they were not mainly based in the Boards area. He noted that the application from the Oxford Land Search and Rescue had noted 40% of their catchment was from the Rangiora-Ashley ward therefore it was not mainly in the Boards area. He believed that this was a good application to support however had concerns about consistency of the Board's approach. K Rabe noted that the other factor for declining the application from the North Canterbury Adventure Club Home School Club was that the Board did not have sufficient funding at the time whereas now they did not have that issue, but it was up to the Board if they wanted to approve the application.

Moved: N Mealings

Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230623093852.
- (b) **Approves** a grant of \$540 to the Oxford Land Search and Rescue to purchase a radio handset, protective case and charger.

CARRIED

P Merrifield abstained

N Mealings encouraged the Oxford Land Search and Rescue to approach the other Community Boards particularly the Rangiora-Ashley Community Board for funding based on the percentages for cover of service they had used in their application. They were not asking for a lot here and they were volunteers who put their lives on the line to save other people and it benefitted a large area.

S Barkle supported Oxford Land Search and Rescue, she was a member for a number of years, and she thought that they did a brilliant job and definitely serviced the whole of Canterbury. She asked that staff inform them that they could approach the other Community Boards for funding.

T Fulton encouraged the Oxford Land Search and Rescue to approach the other Community Boards for funding as it would be of benefit to them as an organisation and the public, rather than necessarily being about a monetary issue.

S Barkle asked if the Coastguard had applied to any of the other Community Boards for funding. K Rabe noted that they had approached all the Community Boards for funding.

Moved: M Brown

Seconded: M Wilson

- (c) **Approves** a grant of \$500 to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

M Brown commented that reading the report about their proposed braided river response after seeing the flooding recently in the Eyre River, he believed residents would need people with boats who could assist with the right equipment. He believed it would benefit the wider community if they upgraded their swift water rescue vessel.

M Wilson commented that this was such an important service for the community. She noted that their donations were down from 2022 and she believed that it was important to have access to this kind of service.

In regards to the request for storage equipment for documents, T Fulton understood that there were long term plans for renovations at the Mandeville Sports Centre. He queried if N Mealings was aware of any other storerooms that may be fit for purpose. N Mealings noted that they were looking to extend the club rooms at some point in the future, but nothing had been finalised.

Moved: M Brown Seconded: S Barkle

- (d) **Approves** a grant of \$404 to the Mandeville Bowling Club towards the purchase of an office credenza.

CARRIED

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for July 2023**

- The Board was submitting on Plan Change 31 on Monday 7 August 2023 at 3:15pm.
- The Oxford Garage Sale Trail was happening on Sunday 6 August 2023.
- Been contacted by a few residents about safety concerns on Tram Road, mainly about the timing and lack of ice gritting.

G Cleary noted that the contractor did ice gritting and Tram Road being such an important route was a priority. It would be one of the first roads that got dealt with. He explained that ice grit only gave a very small improvement to the traction and the ice grit itself once the ice was gone reduced traction.

- Waimakariri Gorge Bridge, suggested there needed to be a comprehensive press release regarding the costings and repair timetable.

Moved: S Barkle Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report (Trim. 230724111846) from the Oxford-Ohoka Community Board Chairperson.

CARRIED

10. **MATTERS FOR INFORMATION**

- 10.1. Rangiora-Ashley Community Board Meeting Minutes 14 June 2023.
- 10.2. Kaiapoi-Tuahivi Community Board Meeting Minutes 19 June 2023.
- 10.3. Woodend-Sefton Community Board Meeting Minutes 10 July 2023.
- 10.4. Rangiora-Ashley Community Board Meeting Minutes 12 July 2023.
- 10.5. Turbidity Issues at Oxford Rural No.1 Water Supply – Report to Council Meeting 4 July 2023 – Circulates to the Oxford-Ohoka Community Board.
- 10.6. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.7. Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

- 10.8. Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.9. Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.10. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 10.11. Stimulus Programme Close Out Report – Report to Utilities and Roothing Committee Meeting 18 July 2023 – Circulates to all Boards.
- 10.12. Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Roothing Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

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

Moved: P Merrifield

Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.12.
- (b) **Receives** the separately circulated public excluded information in items 10.13 and 10.14.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

S Barkle

- Woodstock Quarry Hearing 3 July 2023 – Attended the full day of hearing. Applicants' experts stating their case.
- Woodstock Quarry Hearing 4 July 2023 – Attended the full day of hearing. Applicants' experts stating their case.
- Woodstock Quarry Hearing 5 July 2023 – Attended Hearing. Applicants' experts back in for further questions. Hearing interrupted by protesters.
- Oxford-Ohoka Community Board Meeting.
- Site meeting at Ashley Gorge Holiday Park – Meeting with Jean Paul, Mitch Alntalo, from Oxford Police and Board Members to discuss anti social behaviour at the Ashley Gorge Reserve to brainstorm some solutions and ideas for further public connection. Noted that Jean Paul and his family were doing an outstanding job at the park.
- Woodstock Quarry Hearing 7 July 2023 – Attended the hearing at Environment Canterbury Chambers. Further questions for previous experts/witnesses for the applicant. Due to hear from the applicants' planners however Commissioners decided to adjourn so that the planners could update their consent conditions and draft emergency action plans to be prepared. Hearing will recommence 28 August 2023.
- Mandeville Resurgence Meeting – Attended Council meeting to listen to its discussion about the plan for Mandeville resurgence public engagement.
- Matariki Celebration Kaiapoi – attended Matariki Celebration in Kaiapoi. Great night out, fireworks a real hit. Might need to consider more food trucks next time.

- Utilities and Roading Committee Meeting – Attended to discuss the Mandeville resurgence updated information for public engagement. A comprehensive plan was coming together.
- Council Meeting – Meeting with Community Board Chairs and Council.
- The Board had talked about having a running report of all the issues and things that the Board had asked for and have it as part of the agenda or available to members. K Rabe noted that it could not go in the agenda as it was a staff working document rather than something for public consumption. She would circulate it to members.
- Asked what the status was on the bridge on Harewood Road structural assessment. G Cleary noted that the bridge was closed during the flood, there was quite a bit of debris build-up against the bridge. Council was getting a more thorough structural assessment done.

M Brown

- Ashley Gorge Motor Camp Meeting with the Community Board, Owner, and Police.
- Oxford-Ohoka Community Board Meeting.
- Oxford Promotions Action Committee (OPAC) Winter lights prizegiving – Great work by OPAC and the West Oxford Hotel to host the event.
- OPAC mix and mingle evening – Black Beech for members.
- Visited several residents in Washington Place, West Eyreton who had flooding – growing frustration by residents, one family had to evacuate.
- All Boards Workshop.
- Biodiversity Trust / Waimakariri District Council Winter Series – very interesting evening about indigenous biodiversity.
- Oxford Rural No 2 Well. G Cleary noted that the Council had approved accelerating the project, staff were hoping to get that drilled and consented in the current financial year and establish it within two financial years. Staff were nursing the number one well to mitigate high turbidity. Staff did not want to take it offline to redevelop and if they had two, they could easily take one of line however if they took the current well off line they would need to switch to the river intake which under the current drinking water standards would need a boil water notice for the duration of the repair time.

T Fulton

- Waimakariri Water Zone Committee Meeting – recently had confirmation that the Environment Awards would now be part of the Council's Community Service Awards.
- Pre-briefing conversation on the Integrated Transport Strategy.
- Council Meeting.
- Meeting with Police – Ashley Gorge Campsite.
- Oxford-Ohoka Community Board Meeting.
- Council Briefing – property Development.
- Council Workshop.
- John Roy site visit – North Eyre Road gravel issues.
- District Plan Hearings – Public gallery.

- Oxford Promotions Action Committee Mix and Mingle.
- Council Meeting.
- Biodiversity Trust / Waimakariri District Council Winter Series – West Eyreton – interesting talk about initiatives from farmers and Ngai Tahu to plant natives.
- Waimakariri District Council Heritage website launch – worth actively encouraging clubs to digitalise their archives and submit picture and video to the website.
- Council workshop on Options Paper – Review of the Building Consent System.
- Flooding – site visits – West Eyreton / Swannanoa.
- All Boards Workshop – Future of Local Government and proposed speed management.
- Drainage and Stockwater Rating Working Party Meeting.

P Merrifield

- Cust Community Network Annual General Meeting – Emergency Hub now active.
- Autosport Club shingle sprint – friendly catchup – see if they had any issues.
- Ashley Gorge site meeting – Met with Jean-Pierre, Mitch, and other Board members regarding security.
- Oxford-Ohoka Community Board Meeting.
- Kaiapoi Art Expo – good to see lots of local art on display.
- Woodend-Sefton Community Board Meeting – Attended as observer.
- Council Workshop – Roading and Mandeville drainage – supported Council staff.

M Wilson

- Ashley Gorge Motor Camp meeting with Board, owner, and Police.
- Kaiapoi Art Expo opening – Great evening showcasing local talent.
- Mandeville Resurgence – Meeting time changed so followed up with discussion and reading.
- Oxford Promotions Action Committee Matariki Winter Lights Festival – speeches by Mike (Principal of Oxford Area School) and Raul (Oxford Observatory). Saw new meteor camera.
- Reading through Proposed District Plan, PC31 and Woodstock Landfill documents.
- Ohoka Residents Association Meeting – Heard from owners of Hallfield Stage 2 land updates regarding the Proposed District Plan and PC31 from subcommittee.
- There was a lot of chat around health related needs and access to GPs. There was a lot of referrals that doctors were having sent back and there were a number of people in the community that had significant ongoing health needs. Knowing that there were workforce challenges the Waimakariri Health Advisory Group, the taxi chits turned out to be only as part of an agreement around paramedic's services.

- Attended the Matariki Lights Festival – low turnout possibly because of Kaiapoi's event.
- Attended the Environment Canterbury drop in session.

R Harpur

- Kaiapoi Art Show – amazing event once again showcasing the talented artists in the area.
- Waimakariri Access Group monthly meeting.
 - A number of issues discussed throughout the district.
 - Their Annual General Meeting was scheduled for 10 August 2023.
 - North Canterbury Sports Festival event to be held on 29 September 2023. Four sports provided: Basketball, Football, Rugby, and Boccia.
- Site visits around the district after the heavy rainfall.
- All Boards Workshop with Jim Palmer.
- Zoom meeting with the Oxford-Ohoka Community Board. Workshop for Environment Canterbury's Future for Canterbury.
- All Boards Workshop – Speed limits discussion.

N Mealings

- Proposed District Plan Deliberations – discussion of stream 1 and 2 issues.
- Council Briefing.
- Waimakariri Youth Council planting day – Took part in a planting day with the Waimakariri Youth Councillors at Silverstream Reserve.
- Council Workshop – Transport proposed funding / National land Transport Programme; Draft Integrated Transport Strategy discussion; Mandeville Resurgence and channel upgrade project.
- Proposed District Plan Hearing Stream 4.
- Mandeville Sports Club meeting – Break in reported, but no theft; new dog signs up – areas on Mandeville Sports Club website; hopeful for upgrades to carpark surface, lighting, and drainage; east boundary planting preparation; need new gang mower – applying for funding.
- Council Briefings.
- Natural Environment Strategy Project Control Group Meeting – progressing strategy for Long Term Plan.
- Abbeyfield Waimakariri Incorporated Annual General Meeting – Most of the executive Committee were returned to office. Fundraising progressing. Heard from two guest speakers – one a retired dietician/food author on nutrition for older people. very interesting.
- Flood Events – site visits around Ohoka village.
- Proposed District Plan Hearings Stream 3.
- Oxford-Ohoka Community Board Workshop – Submission workshop for Environment Canterbury's Future for Canterbury consultation.
- Waimakariri Youth Council Meeting – Guests Community Dental Services Youth Engagement Officer and E. Wood regarding her work on the Alcohol and Drug Harm Prevention Steering Group. Environmental Group planning a river

clean up and Youth Service Awards will open for nominations 21 August 2023 to 18 September 2023.

- Local Government New Zealand National Conference – ‘Superlocal’ theme. Annual General Meeting, Workshops; attended two one on Climate Change and one on Resource Management Act Reform. Political debate, speakers including C Hipkins, C Luxon and Abbas Nazari.
- Community Wellbeing North Canterbury Board Induction – Site visits to Karanga Mai and KCs.
- All Boards Workshop – speed management plans and consultation.
- Oxford-Ohoka Community Board discussion – submission presentation at hearing.
- Constituent meeting – met with a group of constituents looking for advice on the process of presenting submissions at a hearing.
- Council Meeting.
- Oxford-Ohoka Community Board Meeting.

12. **CONSULTATION PROJECTS**

12.1. **Significance and Engagement Policy 2023**

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

Consultation closes Friday 18 August 2023.

12.2. **Waikuku Fire Station Lease**

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

Consultation closes Friday 18 August 2023.

12.3. **Wat’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.

13. **BOARD FUNDING UPDATE**

13.1. **Board Discretionary Grant**

Balance as at 31 July 2023: \$6,159.

13.2. **General Landscaping Fund**

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

The Board noted the funding update.

14. **MEDIA ITEMS**

Nil.

15. **QUESTIONS UNDER STANDING ORDERS**

Nil.

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 6 September 2023 at the Ohoka Community Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 9:22pm.

CONFIRMED

Chairperson

Date

<p style="text-align: center;">Workshop 8:18pm to 9:22pm</p> <ul style="list-style-type: none">• <i>Members Forum</i><ul style="list-style-type: none">- <i>Flooding and Resurgence in West Eyreton.</i>

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

PRESENT:

J Gerard (Chairperson), K Barnett (Deputy Chairperson) (arrived at 7.10pm), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward, S Wilkinson, and P Williams.

IN ATTENDANCE

S Hart (General Manager Strategy, Engagement and Economic Development), D Young (Senior Engineering Advisor), K Straw (Civil Projects Team Leader), S Binder (Senior Transportation Engineer), T Kunkel (Governance Team Leader) and E Stubbs (Governance Support Officer).

There were three members of the public in attendance.

1. APOLOGIES

Moved: J Gerard

Seconded: B McLaren

An apology for lateness was received and sustained from K Barnett, who arrived at 7.10pm.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 12 July 2023

Moved: B McLaren

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 12 July 2023.

CARRIED

3.2. Matters Arising (From Minutes)

J Gerard advised the Council's Utilities and Roading Committee approved the Scheme Design for the River Road Upgrade and the increased funding to implement the Board's preferred option had been approved by the Council.

T Kunkel advised that the road name Ruataniwha Avenue (in Bellgrove development) had been confirmed with the Te Ngāi Tūāhuriri Rūnanga and the naming of the road would therefore proceed.

3.3. **Notes of the Rangiora-Ashley Community Board workshop – 12 July 2023**

Moved: B McLaren Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives**, the notes of the Rangiora-Ashley Community Board workshop, held on 12 July 2023.

CARRIED

4. DEPUTATIONS AND PRESENTATIONS

Nil.

5. ADJOURNED BUSINESS

Nil.

6. REPORTS

6.1. **Transport Choices Project Two – Approval to go to Consultation – K Straw (Civil Project Team Leader) and D Young (Senior Engineering Advisor)**

K Straw advised that staff was seeking approval to proceed with public consultation on the proposed revised design route for the Rangiora Town Cycleway (Stage 1) cycleway. Staff had discussed the various options with PAK'nSAVE and Foodstuffs in developing the Scheme Plan to present to the wider stakeholders. PAK'nSAVE had seen the plan, and the Council was currently awaiting their feedback. Staff had also discussed various options with KiwiRail staff and have completed the Level Crossing Safety Impact Assessment (LCSIA), which had recommended the installation of arms and barriers.

K Straw explained that there were primarily two substantial amendments to the scheme design, which was:

- at the Railway Road / Marsh Road / Station Road intersection where it was proposed to change the intersection priority to give east-west traffic priority,
- changing Railway Road to one-way northbound between Marsh Road and the Railway Road entrance to PAK'nSAVE.

D Young elaborated on the LCSIA that had been presented to KiwiRail, it was anticipated that they would provide feedback within the next two to three months. KiwiRail had agreed to a "So far as is reasonably practicable" (SFAIRP) assessment. This separate assessment was a structured evaluation of the financial cost of carrying out the work, compared to the likely reduction in risk. It followed a very structured process that involved several steps of discussions within KiwiRail, and the Council.

D Young noted the tabled email (Trim 230810121875) from James Flanagan from PAK'nSAVE. Despite the Council's best efforts PAK'nSAVE still did not support the cycleway. D Young commented that through redesign the staff had been able to address most of PAK'nSAVE's concerns, including wider parking space, a buffer between trucks and cycleway and truck tracking manoeuvres. To consider other options at this stage would mean the project would not meet required timeframes for funding.

J Gerard commented that at the site visit he had attended with staff and PAK'nSAVE, the main objection had been that drivers turning right did not have adequate visibility. He asked if this had been resolved with the proposal for a one-way on Railway Road. D Young confirmed that the revised Scheme Design had improved the right turn out of Station Road. In addition, he shared that to ensure that trucks do not over-run the proposed stop limit line on Railway Road, the kerb quadrant on the south-west quadrant would be re-aligned,

and the northbound lane moved to the west. This change would require the removal of seven informal parking area in front of Allied Concrete. Allied Concrete were supportive of the removal of the on-street parking.

P Williams expressed concern that it was previously resolved not to proceed with the cycleway until there was agreement with PAK'nSAVE regarding safety. Staff could still not verify that the cycleway would be 100% safe. Why then should the Council spend \$1.6 million on an unsafe design especially considering the number of major businesses in the area which relied on truck movements. D Young commented that staff believed that PAK'nSAVE concerns had been resolved with the revised design and staff were disappointed that they continued to object. He believed staff had presented what had been requested by the Council and assured members that staff were comfortable with the safety of the revised design.

P Williams raised a further concern that developing the cycleway would encourage complacency in children using the cycleway as they would believe it was safe. D Young highlighted the safety measures built into the revised design. He commented that no cycleway was 100% safe.

In response to a question by P Williams, K Straw explained that there would be a 2 metre buffer between the truck parking and the shared path. This buffer would have kerbing on the traffic side and would be planted with shrubs and trees to provide visual separation.

R Brine noted the concern raised around children using the cycleway and sought clarity on the number of residential properties south of the location. K Straw commented that it was believed most users would be cyclists wanting to access the Passchendaele Path rather than for local use.

S Wilkinson asked if staff had responded to the email from PAK'nSAVE and D Young advised that PAK'nSAVE had been thanked for the response and was advised that the Board would be informed of their position.

S Wilkinson also questioned if PAK'nSAVE had been provided sufficient time to respond to the revised design. D Young noted that PAK'nSAVE had been presented with the revised design on Monday 31 July 2023, and had been advised that staff could provide a verbal update to the Board regarding their response on 9 August 2023. S Wilkinson then asked if staff would consider providing PAK'nSAVE with an opportunity to seek independent advice, however, D Young believed they had sufficient time to comment on the revised design.

J Ward thanked staff for the report and asked about signage to clarify the route for drivers. D Young advised there would be signage on Torlesse Road advising that there was no through route.

K Barnett requested that the consultation material could include improved visually to make it easier for the public to understand. K Straw confirmed that the consultation material would include easy to read maps, and there would also be drop-in sessions to allow members of the public to ask questions.

K Barnett commented that Southbrook was an important area for the whole Rangiora and questioned why only directly impacted residents and stakeholders along the route would be consulted. K Straw advised that consultation would be advertised to the wider community via newspaper and social media, and the drop-in session would be open to all residents.

J Goldsworthy asked if there would be further consultation with PAK'nSAVE and staff advised there PAK'nSAVE would have the opportunity provide input as part of the public consultation.

Moved: R Brine

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

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

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** the revised Scheme Design as per Trim 230726113136 for the purposes of consultation.
- (c) **Notes** that feedback from PAK'nSAVE on the revised Scheme Design would be verbally updated at the meeting.
- (d) **Notes** that staff would present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (e) **Notes** that staff would ensure that the directly affected residents and stakeholders along the route are advised that the revised Scheme Plan was still subject to approval of KiwiRail, and that if this was not forthcoming, the Council would need to re-consider its options.
- (f) **Notes** that if the recommendations in this report were adopted, then the staff would begin consultation with affected residents and stakeholder, within the following two to three weeks. This consultation would include a letter drop including an information pamphlet, at least one drop-in session, targeted meetings with the schools and any businesses that request it, and the opportunity to provide feedback either electronically or via hard copy.
- (g) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design would be reported back to the Board prior to going to tender, by which time it was expected that staff would have received the KiwiRail response to the Level Crossing Safety Impact Assessment (LCSIA), the results of the "So far as is reasonably practicable" (SFAIRP) assessment and KiwiRail's response, and the results of a detailed design Road Safety Audit for the full route.
- (h) **Notes** the scheme design requires the removal of seven on-street car parking spaces as reported in the previous reports, plus the additional removal of eight informal angle parks on Railway Road outside Allied Concrete.
- (i) **Notes** that any parking to be removed as result of the Scheme Design would be communicated directly with the immediate adjacent residents or businesses, and that approval of the draft no-stopping would be sought during the approval of detailed design following consultation.
- (j) **Notes** that the scheme design required the removal of 12 existing street trees. This has not changed from the previous report.
- (k) **Notes** that the removal of street trees had been discussed with the Greenspace Team, who were represented on the Project Control Group. The Greenspace Team was supportive of the removal of the identified trees provided that they were replaced elsewhere along the length of the route.

- (l) **Notes** that this project was funded through the “Transport Choices” funding stream which requires that all works was complete by June 2024.
- (m) **Notes** that a Technical Note would be sought from WSP to consider any changes to their original road Safety Audit, as a result of the revised Scheme Plan.
- (n) **Notes** that the proposed Rangiora Eastern Link Road would include cycle facilities to provide connectivity to east Rangiora. This would not negate the requirement for safe cycle access through Southbrook. The approved Walking and Cycling Network Plan shows both routes servicing different areas of Rangiora.

CARRIED

Against: I Campbell, S Wilkinson, and P Williams

R Brine noted that PAK'nSAVE would be included in the public consultation and their feedback would be considered alongside other submissions. He cycled through Southbrook numerous times and always alighted from his bike and walked due to safety concerns. While there may be a few children using the cycleway, he believed that the main users of this section would be commuters. He supported the motion to go out to public consultation.

B McLaren concurred with R Brine and did not agree that providing a safer environment would encourage complacency amongst children. He referred to the option of ‘Do nothing’ which would result in all cyclists using Southbrook Road, and require them to share the space with 24,463 vehicles per day.

J Ward believed the project needed to go to public consultation as any delay now would mean missing the opportunity for Waka Kotahi funding.

K Barnett commented that she had disagreed with route design from the start, as she believed the better route would be to cross the Flaxton Road intersection as that was safer, more cost effective, and direct – cyclists did not like diversions. She further believed that the cycleway would impact vehicles that used the proposed route as a ‘rat run’ and push more vehicles onto Southbrook Road. There would, therefore, be a high level of interest in the project from the whole Rangiora community, due to the possible increase in traffic challenges on Southbrook Road. Hence, she encouraged Board members to promote the public consultation.

P Williams disagreed that there were no children in the area that would use the cycle lane. He agreed that there should be public consultation, however, believed that aspects of the design including KiwiRail’s requirements needed to be finalised prior to consultation. He noted a major employer in the area was concerned about the safety of the design and there were other trucking businesses in the area. P Williams commented that the focus should not be on securing funding from Waka Kotahi but should be on considering all options and asked if all options had presented to the Community Board.

S Wilkinson agreed that the best option was to cross Flaxton Road and was concerned that only one option was being consulted on. He was also concerned that funding from Waka Kotahi was the driver in decision making.

J Ward assured new Board members that there had been extensive consultation and workshops with the Board on various routes and all options had been considered and debated. The proposed route behind PAK'nSAVE had not been decided on without due consideration of alternatives.

R Brine agreed with J Ward that there had been sufficient discussion on potential routes. It was now time to consult the public on whether they wanted - the status quo of cycling along Southbrook Road or have the option of an alternative route.

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

S Binder and K Straw spoke to the report, noting that the report had been prepared on behalf of the Cenotaph Corner Improvement Project Control Group and outlined the Group's recommended option for the improvement of the pedestrian journey at the Cenotaph Corner intersection. The report then sought the Board's endorsement for the recommended option, which would be presented to the Council in September 2023 for approval to consult with targeted stakeholders.

S Binder explained that the proposed option involved a change to single lane for the intersection's approach from Ashley Street and approach from High Street west and discontinue the option to right turn from north into High Street west, a kerb build out and installation of a splitter island, high amenity surface treatment and landscaping, and signal changes. These changes would improve pedestrian safety and a high-level analysis by Abley suggested the impact on vehicle delay would be minimal as there would not be a major impact on traffic flow.

S Hart provided some broader context around the Rangiora Town Centre Strategy including creating an improved pedestrian link between the large format retail hub east of the railway with the core town centre. It was part of a larger plan which aimed to get people out of cars and walking around the Rangiora town centre. The option provided the least impact on traffic, however, it would improve the pedestrian experience.

K Barnett asked what route she should take from Coffee Works to ANZ, and S Binder advised that the preferred option would be walking, however, an alternate option would be to use Blackett and Queen Streets. He reiterated that the aim was to improve the pedestrian experience, which may entail limiting vehicle movement.

P Williams commented that the lack of right turn from Ashley Street onto High Street would result in Alfred Street becoming a rat run. He questioned if making people drive further in their vehicles was achieving the purpose of reducing carbon emissions. S Binder noted that with the restricted parking volume on High Street, it was better for motorist to head directly to the carparking situated off High Street.

J Goldsworthy sought clarification about the balancing of levels of service. S Binder explained this could be considered quantitatively or qualitatively. There would be a qualitative increase in levels of service to pedestrians as the journey across the intersection would be enhanced and the connection between the 'two halves' of Rangiora would be improved. Quantitatively, there was a small decrease in levels of service to motorists as there would be a slight delay to traffic.

I Campbell enquired what consultation had been undertaken regarding the proposal, and asked if reducing the intersection to one lane would cause vehicles to backup. He questioned what the impact on retailers on High Street would be if it was made more difficult for vehicles to access High Street. S Binder advised there had been no consultation yet as staff were seeking the Board and the Council's permission to proceed with public consultation. He explained that vehicles would not backup behind a right turning vehicle, as there would no longer be an option to turn right, and the same amount of traffic would be traveling through. S Hart commented that in terms of customer experience the Rangiora Town Centre Strategy had three anchors of New World, Farmers, and the Warehouse. It was anticipated that by removing people from cars for the journey between these outlets would encourage pedestrians to walk past the smaller retailers and increase spend in those stores.

P Williams commented that at the Board workshop on the intersection, the majority of the Board members had been in favour of retaining the status quo and questioned why the project had been progressed. He enquired if consideration had been given to the impact that the proposed BNZ corner development may have on the intersection and was it not better to place this project on hold until such impact had been quantified. S Hart noted that with the BNZ corner development was expected to result in more pedestrians using the intersection and therefore a pedestrian safe journey would be of higher priority.

K Barnett asked if there had been any modelling of the effect of the proposed changes on the on Blackett Street roundabout. S Binder advised that Abley had looked at the Cenotaph Corner intersection in isolation, however, they did not believe there would be substantial additional delay.

K Barnett noted that this was a critical intersection through Rangiora and suggested that there should be wider engagement on the project to include people travelling through Rangiora from satellite areas. S Hart suggested a social media campaign would assist in reaching a wider audience.

R Brine noted that the proposed recommendation was to *endorse* the proposal rather than approve consultation. He questioned what the purpose of the project was since the Board had previously indicated that they favoured retaining the status quo. S Binder advised his understanding was the purpose was to enhance the pedestrian experience so they felt they should walk across and bring together the two halves of the town centre.

M Fleming asked if improvements could be considered without the splitter island being installed in Ashley Street as a test, which would improve the pedestrian experience while not taking away the right-hand turn. S Binder noted that there would be financial implications of that if it was decided in the future to install the splitter island as it was more cost effective to complete all the work at the same time.

Moved: R Brine

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230725112093.

CARRIED

R Brine commented that he turned right from Ashley Street into High Street daily. He was not aware of any safety issues with pedestrians crossing the intersection, and that included his experience working for the New Zealand Police. The Board had previously indicated that they favoured retaining the status quo, as there was nothing wrong with the pedestrian crossing. In addition, the effect of the proposed BNZ corner development was unknown. While he did not like going against a staff recommendation, he believed a consultation on this matter was not warranted as it was clear what the response of the public would be.

S Wilkinson noted that he was also a regular user of the right from Ashley Street into High Street and navigated the intersection as both a driver and pedestrian. While he also disliked going against the staff recommendation, he did not agree that it was necessary to enhance the pedestrian experience at the intersection.

P Williams concurred with R Brine that the status quo should remain as there was nothing wrong with the pedestrian crossing. He therefore did not believe the Council should invest funds in upgrading the pedestrian experience at the intersection, especially until the BNZ corner development had gone ahead.

K Barnett appreciated the direction had been provided by the Rangiora Town Centre Strategy. She liked that staff had tried to include greenery in the intersection area, thus making it more pedestrian friendly, however, did not believe the town was ready for proposed pedestrian experience envisaged Town Centre Strategy. Currently the primary purpose of High Street was as a road, and it should not be closed off.

Amendment

Moved: J Goldsworthy

Seconded: None

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230725112093.
- (b) **Does not** endorse the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection.
- (c) **Notes** a report would be prepared for Council for 5 September 2023 that sought Council approval to undertake targeted stakeholder engagement on the Project Control Group's recommended option for works to enhance the pedestrian experience at Rangiora's Cenotaph Corner intersection, with a Scheme Design, noting staff would report back in due course the outcomes of the targeted stakeholder engagement undertaken, together with detailed design.
- (d) **Notes** that it was anticipated that targeted stakeholder engagement was undertaken upon approval by the Council (as per recommendation c) with stakeholders.
- (e) **Notes** that staff would prepare a report to the Rangiora-Ashley Community Board for its November 2023 meeting that outlined the outcomes of the targeted stakeholder engagement undertaken, and that Rangiora-Ashley Community Board's endorsement would be sought at that point to recommend the final intersection improvement option to the Council to enable commencement of the tender process.
- (f) **Notes** that costs relating to any physical works committed through this project would be met within committed relevant Town Centre Project Budgets and would be reported to Council.

LAPSED

The amendment lapsed due to the lack of a seconder.

The original motion remained the substantive motion.

In his right to respond, R Brine noted that there may be a need for another workshop to discuss the pedestrian experience, however he could not endorse the staff recommendation at this stage.

Following the direction of the Board, S Hart undertook to come back to the Board with a workshop on pedestrian access at the intersection after the BNZ corner development was complete.

6.3. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel briefly introduced the report and provided an overview of the five groups who applied for Discretionary Grant funding.

K Barnett asked if the Coastguard were aware that the amount that could be applied for had increased and T Kunkel advised they were, however, the Coastguard applied for \$500 from each Community Board.

Moved: M Fleming

Seconded: J Ward

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230705100589.
- (b) **Approves** a grant of \$500 to the Coastguard North Canterbury towards upgrading its swift water rescue vessel.

CARRIED

I Campbell questioned what age group they were targeting for the cooking classes, and it was noted the application had highlighted older people and people with disabilities.

M Fleming noted that two classes had already been held and T Kunkel explained that the application was received before the classes were held, and the Board tried not to penalise groups due to the Board's meeting schedule.

Moved: K Barnett

Seconded: B McLaren

- (c) **Approves** a grant of \$371 to the Hope Community Trust towards hosting two-day cooking classes.

CARRIED

T Kunkel confirmed that the last grant awarded to the Rangiora and Districts Early Records Society Inc had been \$800 in April 2023.

Moved: J Gerard

Seconded: J Goldsworthy

- (d) **Approves** a grant of \$1,000 to the Rangiora and Districts Early Records Society Inc for the purchase of a replacement computer.

CARRIED

Moved: S Wilkinson

Seconded: L McClure

- (e) **Approves** a grant of \$1,000 to Big Brothers Big Sisters North Canterbury for the purchase of an office printer.

CARRIED

Moved: K Barnett

Seconded: J Ward

- (f) **Approves** a grant of \$500 to the North Canterbury Scouts Group towards the cost of attending the 23rd New Zealand Jamboree.

CARRIED

7. CORRESPONDENCE

Nil.

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for July 2023

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

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

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 19 June 2023.
 9.2. Oxford-Ohoka Community Board Meeting Minutes 5 July 2023.
 9.3. Woodend-Sefton Community Board Meeting Minutes 10 July 2023.
 9.4. Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.5. Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.6. Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.7. Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.8. Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
 9.9. Stimulus Programme Close Out Report – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.
 9.10. Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

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

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) Receives the information in Items.9.1 to 9.10.
 (b) Receives the separately circulated public excluded information in Items 9.11 and 9.12.
 (c) That management be requested to clarify Community Board delegations with regards to the definitions as set out in Part 3(14) and whether reports on the acquisition and sale of properties should be submitted to Community Boards first as suggested in the Community Boards' delegations.

CARRIED
 Abstain R Brine

J Gerard expressed concern that the Council had purchased various properties without first consulting the Community Boards as required in terms Part 3(14) of Delegations to the Community Boards. Staff seemed to be unclear on the role of the Community Boards during the purchase and sale of property by the Council that needed to be clarified.

K Barnett commented that the Community Board had vital local knowledge that should be utilised to assist in making decisions about purchase and sale of Council-owned properties, and stepping over that information source could be dangerous.

R Brine noted that the Council were constantly involved in highly confidential negotiations about Council-owned properties. In many cases the purchase or sale of property were bound by strict time constraints which could not be delayed to meet the Community Boards' timetable. However, he agreed the Board should seek clarity on the matter.

10. **MEMBERS' INFORMATION EXCHANGE**

L McClure

- Attended Waimakariri Health Advisory Group meeting with much active discussion including query around taxi vouchers for Rangiora patients.
- Meeting with J Gerard regarding Facebook and Pick a Project.
- Attended the Kaiapoi Expo.
- Attended the Council/ Community Board's Bunnings site briefing.
- Attended the Matariki celebration in Kaiapoi.

J Ward

- Advised that the Utilities and Roading Committee had approved the River Road upgrade recommended by the Board.
- There had been an update from the regulator regarding a chlorine exemption application.
- The Housing Policy had heard submissions.
- Attended meeting with North Canterbury Sport and Recreation Trust, they were planning their Annual Sports Awards.
- Attended Local Government Conference in Christchurch. There had been discussion on new ways to fund Local Government.
- Attended Rangiora Airfield meeting there was a new Manager for the facility.
- Attended All Boards Briefing and Workshop session.
- The Council had made an application to the National Land Transport Fund for further funding including Skewbridge Road and the Eastern Link Road projects.
- The recently appointed Te Kōhaka o Tūhaitara Trust Manager had been present to report at the Audit and Risk meeting.
- Attended Long Term Plan timeline meeting, staff were preparing budgets for pre-Christmas.

J Gerard asked if the Council had considered talking to Dan Smith regarding Skew Bridge as he had well priced options that may be achieved more quickly. J Ward advised that Skew Bridge had a life expectancy of less than 20 years and staff were proceeding quickly to sign off the application for assisted funding through Waka Kotahi.

J Goldsworthy

- Attended many of the same meetings as J Ward.
- With respect to the Housing Policy hearing, tiny homes were an interesting grey zone that the Council was addressing.
- There had been an increase in special alcohol licencing.
- Attended Rangiora Promotions meeting.
- Rangiora Dog Shelter may be requiring a new home.

S Wilkinson

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed Speed Management.
- Attended Rangiora Community Networking Form and commented on the great organisations in this District and the importance of working collaboratively.
- Assisted with the Enterprise North Canterbury Business Awards, including meeting business owners face to face during judging and commented on the outstanding businesses in this community.
- Attended 25th Anniversary celebrations at the Rangiora Fire Station.
- Rangiora Dog Shelter may be requiring a new home.

M Fleming

- Attended Waimakariri Access Group (WAG) meeting and noted upcoming local event Friday 29th September Canterbury Inclusive Sports Day Festival at MainPower Stadium.
- Regarding a future accessible playground – WAG was best to make a submission to the Annual Plan.
- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended 'In Common' a community event in Woodend which arose out of the mosque attacks and focused on concept of belonging here in Canterbury.

K Barnett

- Performed in Rangiora Players Show and noted issues with Northbrook Studios including carparking, lighting and signage. Had raised these with Greenspace.
- Had referred an opportunity for Dudley Park to the Youth Council.
- The Civil Defence flooding response had gone well including communications to elected members.
- Congratulated MainPower Stadium on their first birthday it was critical facility.

M Clarke

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended meeting at RSA with ECan regarding future development of the district.
- Attended Greypower meeting, there had been a good turnout.
- Advised a member of the community had praised the professional reception he had received from Council service desk staff when he reported pothole issues.
- Had inspected flood prone areas after flooding event and noted repairs had improved issues.

B McLaren

- Assisted and attended meetings with Rangiora Community Patrol.
- Attended Rangiora Community Networking Form – there was a diverse array of community groups addressing hardship issues.
- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Attended Rangiora Early Records Society meeting and would be presenting at the following meeting.
- Attended Kaiapoi Fire and Ice and night market event.

P Williams

- Attended many of same meetings as J Ward.
- Attended Funeral Service for Harry Harper a community minded Kaiapoi resident who had left his entire estate to the Council.
- Attended meeting regarding drainage issues on Lower Sefton Road. Drainage repairs carried out by the Council had not been effective in recent flood event and highlighted importance of consultation on drainage matters with local residents.
- Attended meeting with Cam River farmers, ECan maintenance had not been completed which had caused issues during flood event.
- Noted upcoming presentation on Cam River drainage matters at the August Utilities and Rooding Committee meeting.

I Campbell

- Attended two All Boards Briefing and Workshop sessions on The Future of Local Government and Proposed speed management.
- Noted flooding on Yaxleys Road, local farmers had cleared the culvert.
- Attended Water Race meeting at Oxford.
- Was on site during burst water main event on Ashley Street.
- Attended meeting with P Redmond and K Barnett regarding gravel roads. A new roading cadet had been employed to monitor roading maintenance contract. A regular cycle of road maintenance to be completed rather than reactionary maintenance. There was also the potential to purchase a roller to assist with road maintenance.

R Brine

- Commented on current staffing issues for community facilities.

K Barnett asked if it were possible to communicate community facilities closures more quickly to the public. R Brine advised that was difficult as most closures were over the weekend when staff were not available to update the website. Closures were posted on Facebook.

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: \$17,231.

- 12.2. **General Landscaping Fund**
 Balance as at 31 July 2023: \$27,370.

The Board noted the Board Funding updates.

13. MEDIA ITEMS

Nil.

14. QUESTIONS UNDER STANDING ORDERS

Nil.

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

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

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 9.05PM.

CONFIRMED

 Chairperson

 Date

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 Roading 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

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. Kaipoi-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*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO: GOV-18 / 230829133305
REPORT TO: Council
DATE OF MEETING: 5 September 2023
FROM: Dan Gordon, Mayor
SUBJECT: Mayor's Diary
 Tuesday 1 August – Thursday 31 August 2023

1. SUMMARY

Attend regular meetings with the Chief Executive, Management Team and staff.

Tuesday 1 August	Interview: Compass FM Meeting: Monthly meeting of Council
Wednesday 2 August	Meetings: Waitaha Primary Health Board; AGM of Kaiapoi Promotions Association
Friday 4 August	Meetings: Canterbury Mayoral Forum re Resource Management Reform; Mayors of Chatham Islands and Local Government NZ (LGNZ) Zone 6 to plan for November Zones' meeting
Monday 7 August	Meeting: Local Authority Protection Programme Board
Tuesday 8 August	Interview: Compass FM Meeting: Council Workshop and Briefing Attended: Funeral of the late Harry Harper
Wednesday 9 August	Meeting: Plan Change 31 Hearings; Long Term Plan Project Control Group; representatives of Te Ngāi Tūāhuriri Rūnanga; residents re consenting issue
Thursday 10 August	Meetings: Rural Canterbury Area Commander NZ Police; AGM of Waimakariri Access Group; Salvation Army Rangiora Corps Officers; Compass FM Board; Passchendaele Advisory Group
Friday 11 August	Meetings: Greater Christchurch Partnership (GCP) Sub-Group; GCP Committee; Mayor, Christchurch City Council; resident re flooding impact Attended: Presentation by Waka Kotahi on 'Making Streets healthy for everyone'
Saturday 12 August	Opened: National Young Speechmaker Competition, hosted by Rangiora Lions Attended: Ravenswood Community Social Club Meet and Greet; Oxford Dark Skies Family and Friends Night

Sunday 13 August	Attended: Waimakariri Arts Trust dinner
Monday 14 August	Meetings: Environment Canterbury Councillor Claire McKay; CEO Infinity Group, with Council's CEO; Facilitator, Mayors Taskforce for Jobs Speech: North Canterbury Property Lawyers
Tuesday 15 August	Interview: Compass FM Meetings: Utilities and Roothing Committee; District Planning and Regulation Committee; Briefing to Council; Extraordinary of Council; Council Workshop
Wednesday 16 August	Meetings: Sub-group of Canterbury Mayoral Forum; Speed Management Plan Speech: Kaiapoi Probus Club
Friday 18 August	Attended: Vietnam Veterans' Commemoration Event, laying a wreath at the Rangiora Cenotaph Speech: Vietnam Veterans' Commemoration Event at the Rangiora RSA Judged: Kaiapoi High School Talent Quest
Monday 21 August	Meetings: Representatives of a local sports club re future plans; Daniel Smith Industries, along with Council's CEO; Canterbury Mayoral Forum Climate Change Committee agenda planning Attended: Drop-in session at Woodend on proposed cycleway
Tuesday 22 August	Interview: Compass FM Meetings: Southlink Health re Rangiora Health Hub; Community and Recreation Committee Attended: Drop-in session at Kaiapoi on proposed cycleway
Wednesday 23 August	Meeting: AGM of MainPower Attended: Rangiora High School Kāhui Celebration; Rātā Canterbury Grants Function, with Councillors Cairns and Goldsworthy
Thursday 24 August	Meetings: Civil Defence Emergency Management Joint Committee; Canterbury Regional Transport Committee; Canterbury Mayoral Forum working dinner
Friday 25 August	Meetings: Canterbury Mayoral Forum; Transport Portfolio, with staff; Review report on School Speed Management Attended: and recited at function for National Poetry Day and the Launch of Fuego Vol.1
Saturday 26 August	Collected: North Canterbury Cancer Society's Daffodil Day Attended: Rangiora Croquet Club season opening and ran the first hoop Meeting: Representatives of Rangiora and Kaiapoi RSAs Speech: Kaiapoi Volunteer Fire Brigade Honours Evening
Monday 28 August	Meetings: AGM of North Canterbury Citizens' Advice Bureau; planning for Community Service Awards; planning for opening of McIntosh's Drain; residents re Dudley Pool
Tuesday 29 August	Hosted: Citizenship Ceremony, welcoming 16 new citizens Meetings: MainPower CEO, with Council's CEO; Youth Council, along with meet and greet for all Elected Members

Wednesday 30 August	Meetings: Waitaha Primary Health Board Audit and Risk Sub-Committee, and CEO Performance Review; representatives of Rangiora and Kaiapoi RSAs Judged: Swannanoa School Speech Competitions
Thursday 31 August	Meeting: On-site with residents re roading concern Speech: Loburn Women's Institute Attended: Drop-in session at Rangiora on proposed cycleway

THAT the Council:

- a) **Receives** report N°. 230829133305



Dan Gordon
MAYOR