

# Waimakariri District Council

# Agenda

Wednesday 7 February 2024

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

<b>AGENDA CONTENTS – COUNCIL MEETING 7 FEBRUARY 2024</b>		
<b>Item Number</b>	<b>Item Topic</b>	<b>Pages</b>
4.1	Confirmation of Minutes – Council meeting 5 December 2023	16 - 33
4.2	Confirmation of Minutes – Council meeting 20 December 2023	34 - 35
<b>Adjourned business</b>		
6.1	Nil	
<b>Staff Reports</b>		
7.1	Waimakariri Water Zone Committee Report 2022 - 2023	36 - 47
7.2	Chlorine Exemption Revised Strategy	48 - 74
7.3	Adoption of GCP Joint Housing Action Plan	75 - 121
7.4	Consent Fee Waivers Application John Knox Church	122 - 133
7.5	Emergency Funding for Turbidity issues Oxford Rural No. 1 Water Supply	134 - 155
7.6	Waimakariri Integrated Transport Strategy 2035+ - Final for Adoption	156 - 227
7.7	Fernside Rd/Todds Rd Intersection – purchase of land	228 – 239
7.8	Bradleys Rd/McHughs Rd/Tram Rd Roundabout, scheme design	240 - 245
7.9	Speed Management Plan – Submissions Summary and Next Steps	246 - 535
7.10	Kaiapoi Night Market Proposal	536 - 544
7.11	Chairpersons Report – RACB	545 - 549
7.12	Chairpersons Report – WSCB	550 - 554
7.13	Chairpersons Report – OOCB	555 – 559
7.14	Chairpersons Report – KTCB	560 - 564
7.15	Councillors Attendance at LGNZ Zone 5/6 Conference	565 - 569
<b>Matters Referred</b>		
8.1	New North of High Laneway an Adjacent Car Parking – from RACB	570 - 605
8.2	Kaiapoi Food Forest Education Shelter – from KTCB	606 - 615
<b>Health, Safety and Wellbeing</b>		
9.1	Health, Safety and Wellbeing Report January 2024	616 - 627
<b>Minutes for Information</b>		
10.1	Utilities and Roading 21 November 2023	628 – 645
10.2	Audit and Risk Committee 12 December 2023	646 – 653
10.3	Community and Recreation Committee 12 December 2023	654 – 666
11.1	Kaiapoi-Tuahiwi Community Board meeting 20 November 2023	667 – 682
11.2	Woodend-Sefton Community Board meeting 4 December 2023	683 – 696
11.3	Oxford-Ohoka Community Board meeting 6 December 2023	697 – 706
11.4	Kaiapoi -Tuahiwi Community Board meeting 11 December 2023	707 – 716
11.5	Rangiora-Ashley Community Board meeting 13 December 2023	717 – 728
<b>Mayors Diary</b>		
12.1	Mayors Diary – December 2023 and January 2024	729 - 731

The Mayor and Councillors  
**WAIMAKARIRI DISTRICT COUNCIL**

An ordinary meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, on **WEDNESDAY 7 FEBRUARY 2024 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**

3.1 **Michael Petterson** – former Honorary Belgian Consul to New Zealand.

3.2 **Alwyn Williams** – wife of former Kaiapoi Borough Council Mayor Ben Williams and Mayoress 1971 – 1980.

**New Years Honours**

3.3 **John Brakenridge – Companion of the New Zealand Order of Merit** – for services to the New Zealand food and fibre sectors and the merino industry.

3.4 **Phillip (Phil) Humphreys – Member of the New Zealand Order of Merit** – for services to people with disabilities and sport.

3.5 **Paul Reti – Member of the New Zealand Order of Merit** – for services to ju-jitsu.

**4. CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on Tuesday 5 December 2023**

16 - 33

*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 5 December 2023.

4.2 **Minutes of an extraordinary meeting of the Waimakariri District Council held on Wednesday 20 December 2023**

34 - 35

*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 Wednesday 20 December 2023.

**MATTERS ARISING (from Minutes)**

**5. DEPUTATIONS AND PRESENTATIONS**

**6. ADJOURNED BUSINESS**

Nil.

**7. REPORTS**

- 7.1 **Waimakariri Water Zone Committee Progress Report 2022-2023** – S Allen (Water Environment Advisor)  
*Zone Committee Chairperson Carlyne Lathan and Deputy Chair Erin Harvey will be in attendance.*

36 - 47

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 240117006336.
- (b) **Receives** the Waimakariri Water Zone Committee Annual Report for the year ending 30 June 2023.
- (c) **Notes** a membership refresh, an update of the Waimakariri Water Zone Committee action plan, and committee review will be undertaken this calendar year.
- (d) **Acknowledges** and thanks the Waimakariri Water Zone Committee for their work.
- (e) **Circulates** the Waimakariri Water Zone Committee Progress Report for 2022-23 to Community Boards, and Drainage, Stockwater, and Water Supply Advisory Groups, for their information.

- 7.2 **Chlorine Exemption Revised Strategy** – K Simpson (3 Waters Manager) and C Fahey (Water and Wastewater Asset Manager)

48 - 74

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240123008722.
- (b) **Approves** withdrawing chlorine exemption applications for Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban supplies until investigations required to determine the pathway to chlorine free water have been completed for all Council's on-demand supplies.

- (c) **Notes** that Taumata Arowai has provided a clear indication following the decline of the Cust exemption application that most of the points relevant to Cust are also relevant to the other supplies and therefore, it is highly unlikely that an exemption will be granted for those supplies based on status quo. They have also indicated we should only be submitting applications that are of a standard that will be considered for approval. This brings into question the benefit of continuing with the remaining applications in their current form
- (d) **Notes** that the Woodend-Pegasus exemption application is currently being assessed as this supply has some points of difference to the Cust supply, such as the biological filtration process for manganese removal and larger sized distribution network. Even though this application is also highly likely to be declined, there will be some information gained from the assessment that would benefit the consideration of pathway to chlorine free water for the remaining on-demand supplies.
- (e) **Notes** that a future report will be presented to Council to consider the potential approach, including costs and timeframes, for a pathway to obtain chlorine exemptions for on-demand supplies in the future, based on the decision received for Cust and Woodend-Pegasus and further discussions with the water regulator Taumata Arowai.
- (f) **Circulates** this report to the Community Boards for their information.

7.3 **Adoption of Greater Christchurch Partnership Housing Action Plan** – S Hart (General Manager Strategy, Engagement and Economic Development)

**Note:** *Lucy Baragwanath, Principal Strategic Advisor, Greater Christchurch Partnership will be in attendance.*

75 - 121

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 231221206415.
- (b) **Adopts** the Greater Christchurch Housing Action Plan.
- (c) **Notes** that Phase 1 implementation actions have been included into the appropriate Council Units 2024 work programmes and can be delivered within existing resourcing.
- (d) **Notes** that the Greater Christchurch Housing Action Plan has been endorsed by the Chief Executives of the partnering Councils, and was endorsed by the Greater Christchurch Partnership Committee on 8 December 2023.
- (e) **Notes** that on completion of Phase One, and prior to any work on Phase Two beginning, staff will bring back a report to Council highlighting the results of the phase one actions for consideration and to determine how to proceed.
- (f) **Circulates** this report to all Community Boards for their information.

7.4 **Consent Fee Waivers Application John Knox Church** – K Howat (Parks and Facilities Team Leader)

122 - 133

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. TRIM 231123188486.
- (b) **Notes** the request from John Knox Church to cover the Resource and Building Consent fees has an approximate total cost of \$35,500.

(c) **Approves** a grant to the John Knox Church to cover Resource Consent only, with costs up to a maximum of \$7,500.

(d) **Notes** that recommendation (c) is the preferred staff option.

**OR**

(e) **Approves** a grant to the John Knox Church to cover its request in full of \$35,500 for both the Resource and Building consent fees.

(f) **Notes** that any cost approved for the John Knox Church would be from the Resource and Building Consent budget line item 10.530.100.2467.

(g) **Notes** to date \$862 has been spent from the Resource and Building Consent Budget, leaving a current balance of \$36,758.

7.5 **Emergency Funding for Turbidity Issues at Oxford Rural No. 1 Water Supply** – C Fahey (Water and Wastewater Asset Manager)

134 - 155

*RECOMMENDATION*

**THAT** the Council:

(a) **Receives** Report No. 240116004811.

(b) **Approve** the additional budget for the final spend of \$235,950. This is \$115,950 over the approved budget of \$120,000 originally sought and approved by Council for the emergency works at Oxford Rural No.1 water supply.

(c) **Notes** that the reasons for the additional budget being required is due to additional works that were not identified as part of the initial scope when budget was requested. Considering the hidden nature of the issues, there were difficulties in correctly estimating the required scope at that stage.

(d) **Notes** that the emergency backup supply at Rockford Road River Intake had to be turned on when the primary well was being re-developed, and due to the surface water source not being compliant with the Drinking Water Quality Assurance Rules, a boil water notice had to be issued for the duration that the emergency source was being used.

(e) **Notes** that the rating implication of the \$235,951 spent on the emergency works will increase the Oxford Rural No.1 water rate by 2.1% or by \$18.68 for a standard 2-unit connection, from \$909.20 to \$927.88, effective from July 2024.

(f) **Notes** that the emergency works carried out at the Oxford Rural No.1 water supply has increased the resilience of the water supply as it now has an operational emergency backup supply that is available to be turned on when required.

(g) **Circulates** this report to the Audit and Risk and Utilities and Roding Committees for their information.

7.6 **Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Final Strategy for Adoption** – H Downie (Senior Advisor – Strategy and Programme on behalf of the Integrated Transport Strategy Project Control Group)

156 - 227

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 231128190996.
- (b) **Adopts** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (231212199868).
- (c) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been endorsed by the Waimakariri Integrated Transport Strategy Project Control Group, whose Terms of Reference includes to 'review the final Strategy, provide feedback, and recommend its adoption to Council'.
- (d) **Notes** that the development of the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement, and that wider community feedback was sought through the formal public consultation process during September 2023.
- (e) **Notes** that 102 responses were received during public consultation on the draft *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, which are summarised in Attachment ii (231017165854).
- (f) **Notes** that the final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* reflects the PCG's recommendations, following public consultation, that were discussed with Council at its workshop on 21 November 2023.
- (g) **Notes** that Community Board engagement has informed the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, 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 had the opportunity to submit on the draft Strategy.
- (h) **Nominates** the General Manager, Strategy, Engagement and Economic Development to confirm any minor edits to the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (final print ready version) as required prior to finalising.
- (i) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* is a high-level, flexible and 'live' document, and that should any future significant change in policy by the new Government impact on the strategic directions underpinning the Strategy, the Strategy can be reviewed, amended and brought back to Council for further consideration.

7.7 **Fernside Road/Todds Road Intersection – Purchase of land over current designations held over No. 7 Todds Road and No. 245 Fernside Road** – J McBride (Roading and Transport Manager), K Straw (Civil Projects Team Leader)

228 - 239

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230921148303;
- (b) **Authorises** staff to commence property negotiations to purchase up to 42.5m<sup>2</sup> (more or less as required) from No. 7 Todds Road to allow for the upcoming intersection improvement project.

- (c) **Authorises** staff to commence property negotiations to purchase up to 116m<sup>2</sup> (more or less as required) from No. 245 Fernside Road to allow for the upcoming intersection improvement project.
- (d) **Notes** that staff will also prepare a Memorandum of Agreement with both property owners to include all other ancillary matters such as an easement as required to accommodate a MainPower stay wire within private property (not being purchased), fencing, plantings and driveways.
- (e) **Notes** that the staff will seek approval from the Council to purchase and ratification of the Memorandum of Agreements once the negotiations are completed.
- (f) **Notes** that the Scheme Design has been through an independent Road Safety Audit, minimising the risk that land purchase area will be inadequate for the design.
- (g) **Notes** that there is a total project budget of \$464,000 over the 2023/24 and 2024/25 financial years which is sufficient to allow this property purchase to proceed.
- (h) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

7.8 **Bradleys Road/McHughs Road/Tram Road Roundabout – Approval of Scheme Design and Purchase of land at No. 3 Wards Road, Mandeville** – J McBride (Roading and Transport Manager) and K Straw (Civil Projects Team Leader)

240 - 245

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report No. 231004156477;
- (b) **Approves** the Scheme Design for the proposed roundabout at the intersection of Tram Road / Bradleys Road / McHughes Road.
- (c) **Authorises** staff to commence property negotiations to purchase approximately 247m<sup>2</sup> (more or less) of land from No. 3 Wards Road as required to allow for the upcoming intersection improvement project.
- (d) **Notes** that Council approval is required prior to any land purchase being completed.
- (e) **Notes** that there is a total project budget of \$1,900,000 over the 2023/24 and 2024/25 financial years to allow this property purchase, and subsequent roundabout construction to be completed.
- (f) **Notes** that the Scheme Design has undergone an Independent Road Safety Audit to confirm that the roundabout is appropriately sized, and that the proposed land purchase area is sufficient for the required roundabout. Further Road Safety Audits will be carried out on the Detailed Design, and Post Construction stages of the project.
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for their information.

7.9 **Speed Management Plan – Submissions Summary and Next Steps** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

246 - 535

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240124010183;



- (b) **Receives** all submissions on the Draft Speed Management Plan 2023-2027.
- (c) **Approves** continuing with the Hearings to allow submitters to present their views through the hearings process, for the Hearings Panel to then consider possible speed limit changes, and to make recommendations to Council without adoption of the overarching Speed Management Plan at this time, as outlined in Option Two.
- (d) **Approves** a Hearings date of 28 February 2024 is proposed.
- (e) **Notes** that a separate report to the Hearings Panel meeting will be prepared.
- (f) **Notes** that changes to the original Setting of Speed Limit Rule 2022 were made in December 2023 and this included the removal of the mandate to prepare a Speed Management Plan and implement changes outside of schools by December 2027.
- (g) **Notes** that the Minister of Transport has signalled that a new Setting of Speed Limit Rule is being prepared and will be released in early 2024 and a decision on adoption of the overarching Speed Management Plan can be considered once there is further clarity.

7.10 **Kaiapoi Night Market Proposal** – V Thompson (Senior Advisor Business and Centres)

536 - 544

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240111002941.
- (b) **Approves** the presence of a weekly night market operating on a Saturday or Sunday night at the Kaiapoi Central park-and-ride site (66 Charles Street) under a one-year Licence to Occupy agreement providing Council with the appropriate legal mechanism to protect its land asset.
- (c) **Notes** the commencement of the night market is dependent on a resource consent being secured by Market and Investment Limited. There may be written approvals required as part of the resource consent process, but this determination is made at the time of processing the resource consent.
- (d) **Notes** the following minimum licence fees will be charged as part of the one-year Licence to Occupy agreement:
  - Summer (Oct-Mar) \$161.25 per market day
  - Winter (Apr-Sep) \$88.75 per market day
- (e) **Notes** that the market will likely be open between the hours of 5pm/6pm to 9pm/10pm, depending on any Resource Consent conditions.
- (f) **Notes** that the market will provide vendor opportunities to local suppliers in the first year who might wish to register their interest in being a stallholder. However, the Kaiapoi night market is based on pre-existing model with existing supplier relationships and a reasonable proportion of stallholders may be sourced from outside of the district.
- (g) **Notes** that staff will complete a review of the market and its activity after three-months and then again at six months to assess its impact on existing hospitality businesses.
- (h) **Notes** the Kaiapoi Night Market Business Plan (attachment i), providing further information about the night market business model and proposed activity.
- (i) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their interest.

- 7.11 **Chairperson's Report for the period October 2022 to December 2023** – Jim Gerard (Chairperson, Rangiora-Ashley Community Board)  
*Rangiora-Ashley Community Board Chairperson Jim Gerard will be present to speak to this report.* 545 - 549
- RECOMMENDATION*
- THAT** the Council:
- (a) **Receives** report No. 231004156622.
  - (b) **Circulate** a copy of this report to all the Community Boards.
- 7.12 **Chairperson's Report for the period October 2022 to December 2023** – Shona Powell (Chairperson, Woodend-Sefton Community Board)  
*Woodend-Sefton Community Board Chairperson Shona Powell will be present to speak to this report.* 550 - 554
- RECOMMENDATION*
- THAT** the Council:
- (a) **Receives** report No. 231004156619.
  - (b) **Circulate** a copy of this report to all the Community Boards.
- 7.13 **Chairperson's Report for the period October 2022 to December 2023** – Thomas Robson (Chairperson, Oxford-Ohoka Community Board) 555 - 559
- RECOMMENDATION*
- THAT** the Council:
- (a) **Receives** report No. 231004156608.
  - (b) **Circulate** a copy of this report to all the Community Boards.
- 7.14 **Chairperson's Report for the period October 2022 to December 2023** – Jackie Watson (Chairperson, Kaiapoi-Tuahivi Community Board) 560 - 564
- RECOMMENDATION*
- THAT** the Council:
- (a) **Receives** report No. 231004156628.
  - (b) **Circulate** a copy of this report to all the Community Boards.
- 7.15 **Councillors Attendance at LGNZ Zone 5/6 Conference** – S Nichols (Governance Manager) 565 - 569
- RECOMMENDATION*
- THAT** the Council:
- (a) **Receives** Report No. 240121007784.

- (b) **Approves** Councillors ....., ....., ....., ....., ..... and ..... attending the Local Government New Zealand Zone 5/6 conference on 21 and 22 March 2024 in Christchurch, accompanying the Mayor.
- (c) **Notes** a verbal report from attendees will be provided to a future workshop to discuss information and opportunities learnt from the attendance.

**8. MATTERS REFERRED**

8.1 **New North of High Laneway and Adjacent Car Parking** – H Downie (Senior Advisor – Strategy and Programme), G St8.1ephens (Design and Planning Team Leader) and A Childs (Property Acquisitions and Disposals Officer)  
*(Refer to attached copy of report no. 231109180522 to the Rangiora-Ashley Community Board meeting of 13 December 2023 and minutes of that meeting, (attached as Item 11.5 on pages 717 – 728 in this agenda).*

570 - 605

RECOMMENDATION

**THAT** the Council:

- (a) **Notes** that the Rangiora Ashley Community Board has endorsed the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543).
- (b) **Notes** that the total project cost to implement the Rangiora North of High Street Laneway Concept Plan is estimated to be approximately \$777,000, which is made up of a combination of project components as shown in recommendation (d), the costs of some of which are part of the wider project of acquiring 11 Blake Street on which Council has made previous decisions (\$221,000), and the costs of some of which are new costs for which this report seeks approval to use budget (\$556,000).
- (c) **Approves** the use of the budgets proposed to meet project component 4. as shown in the following table, and 5. as shown in the following table, choosing to fund the balance cost of project component 5 through either option A OR option B.

<b>Project component</b>	<b>Approx. cost</b>	<b>Budget proposed to be met through</b>	<b>Budget decision status</b>
1. New Blake St ROW construction	\$141,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
<b>Project component</b>	<b>Approx. cost</b>	<b>Budget proposed to be met through</b>	<b>Budget decision status</b>
2. Parking rear 202 & 210 High St reconfiguration	\$50,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
3. Residual legalisation for acquisition of 11 Blake St	\$30,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
<i>Subtotal of costs subject to previously approved budget use</i>	<i>\$221,000</i>		
4. 11 Blake St parking formation	\$101,000	Blake St Carpark Extension: full cost (101777.000.5135	Report seeks approval to use existing available budget for project component

		and/or 101782.000.5133)	
5. Laneway construction	\$455,000	RTC Car Parking Property Acquisition: partial cost of \$395,000 (100742)	Report seeks approval to use existing available budget for project component
		Options to fund balance cost of \$60,000: a) High St 'core' streetscape (100359.000.5134) b) Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use budget, either: a) bring forward from 2024/25 budget for project component b) use existing available budget for project component
<i>Subtotal of costs this report is seeking approval to use budget</i>	\$556,000		
<b>TOTAL</b>	<b>\$777,000</b>		

- (d) **Notes** that targeted engagement on a draft Concept Plan has been undertaken over recent months with adjacent property owners and some tenants, as well as with the Rangiora Ashley Community Board and the Waimakariri Access Group, and the Concept Plan has been updated to reflect any relevant feedback.
- (e) **Delegates** authority to the General Manager, Strategy, Engagement and Economic Development to approve any minor adjustments to the final Rangiora North of High Street Laneway Concept Plan (as required) to support the physical works stage.
- (f) **Supports** staff to develop a concept plan in 2024/25 that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in parking spaces, should that be required as an interim measure following any potential changes to other town centre public parking supply.
- (g) **Notes** that the Council's draft Integrated Transport Strategy signals an implementation project that sees the development a Parking Management Plan, which would, among other things, provide further direction for the future of town centre parking supply and management, including the necessity or otherwise for a car parking building as is currently indicated and budgeted by Council within the North of High Street precinct.
- (h) **Notes** that physical works associated with implementing the Rangiora North of High Street Laneway Concept Plan (Attachment i: 231128190543) will be staged, in that it is anticipated that construction of the laneway, private rear parking for 202 and 210 High Street and public parking at 11 Blake Street will occur in April/May 2024, but that the formation of the Right of Way from Blake Street and any other improvements to the wider car park (subject to outcomes of recommendation g) would occur at a later date.

- 8.2 **Kaiapoi Food Forest Education Shelter** – C Taylor-Claude (Parks Officer, Greenspace) and M McGregor (Senior Advisor Community and Recreation)  
*(Refer to attached copy of report no. 231110180701 to the Kaiapoi-Tuahiwi Community Board meeting of 11 December 2023 and minutes of that meeting, (attached as Item 11.4 on pages 707 – 716 in this agenda). **Please note** that the recommendation as resolved by the Community Board is different to that in the staff report.*

606 - 615

**THAT** the Council:

- (a) **Approves** the construction of an appropriate toilet at the Kaiapoi Food Forest.

## 9. **HEALTH, SAFETY AND WELLBEING**

- 9.1 **Health, Safety and Wellbeing Report January 2024** – J Millward (Chief Executive)

616 - 627

*RECOMMENDATION*

**THAT** the Council

- (a) **Receives** Report No 240117005941.
- (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 Utilities and Roading Committee 21 November 2023
- 10.2 Minutes of a meeting of the Audit and Risk Committee of 12 December 2023
- 10.3 Minutes of a meeting of the Community and Recreation Committee of 12 December 2023

628 - 645

646 - 653

654 - 666

*RECOMMENDATION*

**THAT** Items 10.1 – 10.3 be received information.

## 11. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 20 November 2023
- 11.2 Minutes of the Woodend-Sefton Community Board meeting of 4 December 2023
- 11.3 Minutes of the Oxford-Ohoka Community Board meeting of 6 December 2023
- 11.4 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 11 December 2023
- 11.5 Minutes of the Rangiora-Ashley Community Board meeting of 13 December 2023

667 - 682

683 - 696

697 - 706

707 - 716

717 - 728

*RECOMMENDATION*

**THAT** Items 11.1 to 11.5 be received for information.

## 12. **MAYORS DIARY**

### 12.1 **Mayor's Diary – Friday 1 December 2023 – Wednesday 31 January 2024**

729 - 731

#### *RECOMMENDATION*

THAT the Council:

- (a) **Receives** report number 240112003594.

## 13. **COUNCIL PORTFOLIO UPDATES**

- 13.1 **Iwi Relationships** – Mayor Dan Gordon  
 13.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon  
 13.3 **Government Reforms** – Mayor Dan Gordon  
 13.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton  
 13.5 **Climate Change and Sustainability** – Councillor Niki Mealings  
 13.6 **International Relationships** – Deputy Mayor Neville Atkinson  
 13.7 **Property and Housing** – Deputy Mayor Neville Atkinson

## 14. **QUESTIONS**

*(under Standing Orders)*

## 15. **URGENT GENERAL BUSINESS**

*(under Standing Orders)*

## 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:

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 of 5 December 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	Confirmation of Council public excluded minutes of 20 December 2023 extraordinary 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)).
<b>REPORTS</b>			
16.3	Funding of Kairaki Development Contributions	Good reason to withhold exists under section 7	Under section 7 (i),(j) of the Local Government Official Information and Meetings Act 1987, this report remains Public Excluded to maintain the effective conduct of public affairs and commercial

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
			compliance until community communications by the Trust have commenced.
16.4	Discontinuation of 3 Waters Court of Appeal Action	Good reason to withhold exists under section 7	The report, attachments, discussions and minutes remain Public Excluded for reasons of to maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment, and to maintain legal professional privilege as per LGOIMA Section 7(2)(f(ii) and (g). However the recommendations to be made public following the meeting.
16.5	Contract 22/09 Island/Ohoka Road Traffic Signals – Tender Evaluation and Contract Award Report	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes to remain “public excluded” for reasons of protecting the 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 as per LGOIMA Section 7 (2 (i).
16.6	Water and Sewer servicing along Lehmans Road – Stage 1 Works	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain public excluded for reasons of 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) (g) and (i).
16.7	District Road and Drainage Maintenance Contract – One Year Extension to 31 October 2025 (Final Extension)	Good reason to withhold exists under section 7	The report, discussions and minutes remain public excluded for reasons to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) as per LGOIMA Section 7(2)(i), however the decision to become public at the conclusion of the meeting.
16.8	Proposed Partial Sale of 136 Percival Street, Rangiora	Good reason to withhold exists under section 7	The report, discussions, attachments, decisions and minutes remain Public Excluded for reasons to enable the Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and prevent the disclosure or use of official information for improper gain or improper advantage as per section 7(i) (j) of the Local Government Official Information and Meetings Act 1987.
16.9	Waikuku Beach Camp Ground Request for Proposals Evaluation	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain public excluded for reasons of enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities and maintain legal professional privilege as per LGOIMA Section 7 (2)(g), (h) and (i).
16.10	Kaiapoi Regeneration Area – Wai Huka o Waitaha Trust (WHoW) Proposal Update	Good reason to withhold exists under section 7	This report, attachments, discussion and minutes remain public excluded for reasons of protecting the privacy of natural persons and to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or is the subject of the information, and to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; as per the Local Government Official Information and Meetings Act 1987 (LGOIMA) section 7 (2)(a) & (2)(b)(ii) & (2)(h).

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
16.11	Enterprise North Canterbury Trustee Appointment	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain Public Excluded for reasons of protecting the privacy of natural persons and under LGOIMA Section 7 (2)(a). The recommendations become public once all parties have been informed of the decisions however the report, discussion and minutes remain public excluded

**CLOSED MEETING**

*Refer to Public Excluded Agenda (separate document)*

**OPEN MEETING**

**17. NEXT MEETING**

The Council will meet next at 1pm on Tuesday 27 February to approve consultation on the Draft Long Term Plan 2024-34.

The next ordinary meeting of the Council is scheduled for Tuesday 5 March 2024, commencing at 1pm.



**MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY, 5 DECEMBER 2023, WHICH 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), G Cleary (General Manager Utilities and Roading), S Hart (General Manager Strategy, Engagement and Economic Development), C Brown (General Manager Community and Recreation), K Simpson (3 Waters Manager), S Nichols (Governance Manager), J McBride (Roading and Transport Manager), G MacLeod (Greenspace Manager), J Recker (Stormwater and Waterways Manager), B Dollery (Ecologist – Biodiversity) via Teams, K Rabe (Governance Advisor) and T Kunkel (Governance Team Leader).

**1. APOLOGIES**

Moved: Councillor Williams

Seconded: Councillor Ward

Apologies for early departure were received and sustained from Mayor Gordon and Councillor Brine who requested to leave at the meeting at 5.30pm.

**CARRIED**

**2. CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

**3. ACKNOWLEDGEMENTS**

The Mayor acknowledged the Honourable Matt Doocey as the only Member of Parliament from the South Island to be appointed to cabinet, and now holds the following portfolios:

- ∑ Minister for Mental Health
- ∑ Minister for Tourism and Hospitality
- ∑ Minister for Youth.
- ∑ Minister for Accident Compensation Corporation (ACC)
- ∑ Associate Minister of Health
- ∑ Associate Minister for Transport

The Mayor also acknowledged the Christmas displays in towns, which signalled the start of the Christmas season. Also of note were the Christmas trees outside the Council buildings in Kaiapoi and Rangiora, which added a festive ambience to the town centres and attracted many visitors.

**4. CONFIRMATION OF MINUTES**

**4.1 Minutes of a meeting of the Waimakariri District Council held on Tuesday 7 November 2023**

Councillor Redmond noted that Item 7.4 'Adoption of Waimakariri District Community Outcomes', paragraph three, page seven, should be amended to read as follows:

*"Mayor Gordon confirmed that several years ago, it had been considered of value to add these to the Council's goals at that time, however, he wanted to reassure those who expressed concerns that there was **no** linkage or relationship with the United Nations as is being alleged by some in the community."*

Moved: Councillor Williams

Seconded: Councillor Redmond

**THAT** the Council:

- (a) **Confirms**, as a true and correct record, the amended Minutes of the Waimakariri District Council meeting held on Tuesday, 7 November 2023.

**CARRIED**

**MATTERS ARISING (From Minutes)**

There were no matters arising from the Minutes.

**5. DEPUTATIONS AND PRESENTATIONS**

**5.1 Te Whatu Ora Health New Zealand.**

Te Whatu Ora Health apologised for being unable to attend the Council meeting due to unforeseen circumstances.

**6. ADJOURNED BUSINESS**

Nil.

**7. REPORTS**

**7.1 Skew Bridge Status Report – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)**

G Cleary and J McBride were in attendance to provide an outline of the work undertaken on Skew Bridge to date as requested at the Council meeting in October 2023. J McBride provided a brief overview of the information contained in the report.

Councillor Williams noted that the estimated remaining life of Skew Bridge was 17 years and queried who would be responsible for the cost of replacing the bridge at that time. G Cleary replied that staff would continue to lobby Waka Kotahi for funding, and the bridge has again been put forward for inclusion in the 2024/27 Regional Land Transport Plan (RLTP) as a regionally significant project. Also, the project had been included in the 2024/34 Long Term Plan for consideration.

Councillor Ward expressed concern about the disruption the bridge's closure may cause if it was damaged and the pressure this would place on Lineside Road. J McBride acknowledged that the Council considered Skew Bridge critical network infrastructure and a major constraint.

Councillor Redmond questioned the number of vehicles that used the Skew Bridge daily and the options open to the Council if the bridge had to be closed. J McBride replied that approximately 9,000 vehicles used Skewbridge Road daily, stating that diversions could be set up either to Lineside Road or via Mill Road, as had been done when tree felling near Skew Bridge had been carried out recently.

Councillor Cairns queried if the indicative cost of \$11million included realigning Skewbridge Road on either side of the bridge to improve safety and was advised that this would be the total cost for all subsidiary works, which included road alignment.

In response to Councillor Goldsworthy's query regarding the class of vehicle that were able to use the Skew Bridge, G Cleary stated that any vehicle who display a yellow 'HPMV' sticker was prohibited to use the bridge currently.

Councillor Ward queried if it would be possible to retain the use of the current bridge while a new bridge was being constructed, and J McBride replied that would be the optimum solution, however, it may not be feasible.

Moved: Councillor Redmond

Seconded: Mayor Gordon

**THAT** the Council:

- (a) **Receives** Report No. 231123188240.
- (b) **Notes** that Skew Bridge continued to be monitored annually as part of the wider Bridge Inspection Programme and maintenance repairs would be undertaken as required.
- (c) **Notes** that Skew Bridge capacity had been assessed and the bridge was suitable to carry Class 1 vehicles and had been assessed as having approximately 17 years of life remaining.
- (d) **Notes** that improvements had been carried out on the approaches of Skew Bridge in an effort to help improve safety for drivers approaching the bridge.
- (e) **Notes** that replacement of Skew Bridge was a strategic priority and was included in the 2024/34 Long Term Plan to reduce crashes and address safety concerns, allow for increasing growth, better cater for freight movements, and renew this aging infrastructure.
- (f) **Notes** that funding criteria for replacement had not previously been met, and that should this continue then alternate options for funding could be considered at a later date by the Council once the outcome of the 2024/27 National Land Transport Programme was known.
- (g) **Notes** that the current estimate for the cost of the bridge replacement was \$11 million, however, a review of the estimated costs was currently underway.

**CARRIED**

Councillor Redmond supported the motion, acknowledging the critical importance of Skew Bridge, and he noted that the bridge was currently very narrow and quite intimidating to use. He supported the staff's continued lobbying for funding from Waka Kotahi.

Mayor Gordon thanked staff for the clarification and requested that the information be shared with Mr B Bellis, who previously did a presentation to the Council regarding concerns about Skew Bridge.

Mayor Gordon believed that consideration should be given to expediting the replacement of the bridge, given the implied safety issues. However, noted that he was hopeful that the Government would contribute to the cost of the replacement and intended to advocate to the Minister of Transport on this matter in the near future.

Councillor Ward was pleased that this report had been brought to the Council and hoped that consideration would be given to bringing this project forward during the 2024/34 Long Term Plan process.

Councillor Redmond reiterated that this was a critical part of the district's roading network and supported replacing Skew Bridge.

- 7.2 **Waimakariri Gorge Bridge Deck Replacement – Delegation to Approve Award of a Contract** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

*This matter was dealt with in Public Excluded to enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities; and negotiations (including commercial and industrial negotiations) as per S(7)(2)(h) and (i) of the Local Government Official Information and Meetings Act 1987.*

- 7.3 **October 2023 Severe Wind Event – Request for Funding** – J McBride (Roading and Transport Manager), G Cleary (General Manager Utilities and Roading) and G McLeod (Greenspace Manager)

J McBride provided an overview of the October 2023 extreme wind event and sought funding of \$245,000 for the emergency response, immediate recovery works and the removal of the trees / debris, allowing roads to be reopened.

Councillor Williams noted that there seemed to be many fallen trees left on the side of roads and asked who was responsible for removing the debris. J McBride advised that property owners were responsible for removing fallen trees.

In response to a query from Councillor Fulton, J McBride stated it was the Council's responsibility to keep the roading network clear and open for all road users, however, property owners were expected to remove the trees that belonged to them.

Councillor Williams questioned whether it was possible to recover the costs for clearing roads from property owners who were likely to be insured. G Cleary explained that this would be a very onerous administrative process, however, he agreed that staff could investigate the matter further to ascertain if it was economically viable.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Blackie

**THAT** the Council:

- (a) **Receives** Report No. 231121187247.
- (b) **Approves** new budget of \$245,000 for recovery from the severe wind event on the 14 and 15 October 2023, with \$195,000 being for Roading related response (PJ102327.588.2442), and \$50,000 to cover expected costs for asset damage on Greenspace administered land (GL 10.538.809.2514).
- (c) **Notes** that an application for Emergency Event Funding had been submitted to Waka Kotahi, seeking co-funding for the roading related response and recovery costs.
- (d) **Notes** that the current funding rate from Waka Kotahi for Roading related emergency response was 51% and as such (and assuming funding was approved) the Council share of the cost would be \$95,550 (49% share).

**CARRIED**

Deputy Mayor Atkinson noted that weather events were occurring more frequently, and the reality was that the roading network needed to be kept clear and functional to allow emergency services and freight to keep operating during times of crisis. He noted that most residential homes did not carry public liability insurance, and it was therefore unlikely they would be insured against damage caused by fallen trees or blocked roads.

7.4 **Request for Approval in Principle for Riverside Road / Inglis Road Seal Extension and to seek prices to allow setting of a Targeted Rate** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

Staff provided an overview of the report which sought approval, in principle, for the sealing of portions of Riverside and Inglis Roads, on the condition that the adjoining property owners agree to fund the "top-up" required to bring the development share for sealing to 30% contribution, under the Rural Seal Extension Policy.

Councillor Mealings pointed out that the Oxford-Ohoka Community Board was mentioned as part of recommendation (h), however, this portion of Riverside and Inglis Roads were in the Rangiora- Ashely Ward. J McBride acknowledged that this was correct.

In response to a question from Councillor Mealings, J McBride noted that all property owners along this stretch of roads would be expected to pay targeted rates for the resealing. If any of the properties were subdivided later, any new property owners would also incur targeted rating.

Councillor Mealings sought clarity on the options the Council provided to property owners regarding sealing portions of Riverside and Inglis Roads under the Council's Seal Extension Policy. J McBride explained that although residents were provided with three options, the Council had only two options to choose from, i.e. to agree in principle to the resealing or to decline the request as set out in the report.

Councillor Brine noted that mention was made of a number of caveats and queried what these entailed. J McBride pointed out that this mainly related to the calculation of the proposed targeted rates.

Councillor Ward enquired whether the reduced maintenance for gravel roads could offset the cost of the resealing and J McBride replied that maintenance of sealed roads was higher than that of unsealed roads.

In response to a query by Councillor Williams regarding what prompted the proposed sealing of roads, J McBride noted that, in this instance, it had been a request from property owners. However, the Council could consider sealing roads if there was a sufficient increase in traffic using a road to trigger the sealing of a road.

Mayor Gordon asked if staff wished the Council to appoint a hearing panel in the interest of saving time later and J McBride replied that it was too early in the process to determine if a hearing would be required.

Moved: Councillor Ward

Seconded: Councillor Brine

**THAT** the Council:

- (a) **Receives** Report No. 231123188760.
- (b) **Approves** in principle, the sealing of Riverside Road and Inglis Road, from the S-bend on Riverside Road to Inglis Road, and Inglis Road from the bend to the access of no. 52, on the condition that adjoining property owners agreed to fund the "top up" required to bring the development share for sealing to 30% contribution.
- (c) **Notes** that sealing (if approved) would be carried out under the Rural Seal Extension Policy (refer Trim No. 231123188754).
- (d) **Notes** that the previous estimate for the work was \$560,000 excluding GST, however, this needed to be tested with the market to provide more certainty on the costs and to inform setting of a targeted rate.
- (e) **Notes** that a Special Consultative Procedure (SCP) for a targeted rate would be carried out once a firmer price had been received, to allow more certainty around the costs and the targeted rate.

- (f) **Notes** that a report would be brought to the Council in March 2024 seeking approval of the Special Consultative Procedure (SCP) documentation, timeline, and hearings panel.
- (g) **Notes**, that based on current traffic volumes, this road would not currently trigger sealing under the current levels of service.
- (h) **Circulates** this report to the Utilities and Roading Committee and the Rangiora-Ashley Community Board for information.

**CARRIED**

Councillor Ward believed that if the property owners wanted the roads along their properties sealed, the Council should assist them.

Councillor Brine concurred with Councillor Ward and noted that a Special Consultative Procedure and possible hearing would deal with the matter.

**7.5 Climate Change Response Programme – Budget Reallocation (Better Off Funding)**  
– J Cathcart (Senior Project Engineer) and S Hart (General Manager Strategy, Engagement and Economic Development)

S Hart spoke to the report which sought approval to request the Department of Internal Affairs (DIA) to reallocate \$200,000 of its Better Off Funding within subprojects of the Climate Change Response Project.

Councillor Redmond queried if this was merely a 'ticking a box' exercise or if the DIA would take a different view. S Hart replied that he could not respond on behalf of the Department, however, he believed there was little risk of refusal, and this would be primarily an administrative matter.

Councillor Blackie noted that \$80,000 was a significant amount of money for reviewing the Parking Strategy. S Hart replied that the Parking Strategy was reviewed every two years to ensure the Council was utilising its parking provision for the best possible outcomes for residents and commercial activities and to plan for future needs.

Councillor Fulton enquired if the Council could not review the Parking Strategy in-house. S Hart advised that the Council was under-resourced and that the parking review was more than just an analysis of data. The exercise also included technical and practical requirements for property purchase and town planning.

Councillor Williams questioned the need to review the Parking Strategy. S Hart noted that technology and Central Government reforms, including the provision of cycle lanes, had impacted parking provision. For example, vacant commercial land currently used for parking could be withdrawn. With the Central Government no longer requiring developers to provide parking, it fell to the Council to ensure sufficient parking within the town centres. Any land acquisition for possible parking had to be flagged for discussion during the 2024/34 Long Term Plan process as part of planning for future development and growth of townships within the district.

Moved: Councillor Cairns

Seconded: Councillor Brine

**THAT** the Council:

- (a) **Receives** Report No. 231109180114.
- (b) **Approves** Council staff to submit a change request to Department of Internal Affairs (DIA) for the reallocation of \$200,000 Better Off Funding within the Climate Change Response Programme.
- (c) **Notes** that the \$200,000 Integrated Transport Strategy budget would be decreased to \$80,000 due to a reduction in scope.

- (d) **Notes** that the remaining \$80,000 would be utilised to review the District's Parking Strategy in light of Integrated Transport Strategy directions particularly linked to transport choices and emissions reductions.
- (e) **Notes** that \$120,000 would be reallocated to the Climate Change Risk Assessment subproject to offset the predicted budget shortfall.
- (f) **Notes** that the net budget impact on the Climate Change Response Programme Project would be zero.
- (g) **Notes** that this reallocation within the Better off Funding programme of work removed the need to request additional funding through the Long-Term Plan and had no rating impact.

#### **CARRIED**

Councillor Cairns noted that the funding being discussed was not Council funding, and the Chief Executive had made it clear that a biennial review of the Town Centre Parking Strategy was necessary to ensure the growth within the district was considered. Councillor Cairns, therefore supported that motion.

Councillor Brine supported the motion and noted that town centre planning was essential for the future and parking availability was a key factor.

Councillor Mealings noted the impact of the Central Government mandated changes and the use of technology such as Smart Parking to provide sufficient parking in the future, hence, her support for the motion.

Mayor Gordon agreed, reflecting that the Council was criticised for not providing sufficient parking while others criticised the Council for using commercial land to provide parking. However, the Council had to plan for future requirements. He believed it was necessary to utilise technology in the future to manage parking effectively.

Councillor Williams supported the motion, however, he raised concerns that cycleways reduced on-street parking and that there should be more consideration given to maintaining a balance between cycle lane provision and parking provision.

Councillor Fulton also supported the motion and commented that if more people cycled, less parking would be required, and that alternative transport should be encouraged wherever possible.

Deputy Mayor Atkinson supported the motion, cautioning against following the United Kingdom's example, where roadways were leased for parking outside people's homes. He also noted that the new Government may reinstate the need for developers to provide parking in the future.

In his right of reply Councillor Cairns noted it was encouraging to see this level of discussion and passion relating to parking, which proved that a strong Parking Strategy was required in the future planning of town centres.

#### **7.6 Lineside Road Development and Progress Update – B Dollery (Ecologist – Biodiversity)**

C Brown was in attendance while Dr B Dollery attended the meeting via audiovisual link. The report's purpose was to update the Council on the progress of the Lineside Road project, consider an appropriate governance structure, the consultation required, and create a vision and strategy for the land.

Councillor Brine queried if it would be possible to include Community Board members on the Arohata te Awa Working Group. Mayor Gordon explained that it had been suggested that the Working Group should remain small. Also, as this was a Council project, it was proposed to be kept the project within the Council's control. However, there may be an opportunity in future to include other stakeholders. The Working Group's meetings would be open to the public; therefore, any Community Board members interested could keep up to date with the progress.

Councillor Williams questioned if it would be advantageous to have a database of all unutilised reserve land, including the purpose for which it was acquired and any known timelines for its utilisation. C Brown advised that the Greenspace Team already had that information, which Councillors could access.

Councillor Fulton further enquired what, if any, historic or heritage measures would be taken with the current buildings on the site. B Dollery commented that she was unable to respond until the Working Group had discussed the project in full. However, she believed there was a desire for an educational aspect to the project which could utilise some of the buildings.

Councillor Mealings noted that there had been mention of a Charitable Trust being set up to enable other funding opportunities to be explored. C Brown pointed out that Charitable Trusts often failed as they struggled with effective governance and dealing with required administration. Staff, therefore, believed that until the Working Group had been established, the project should remain within the Council's control.

Councillor Redmond noted that the rent for part of the land was a positive surprise and queried if this would go towards funding the work of the Arohata te Awa Working Group or if it would be used towards mitigating the original purchase price of the land. C Brown confirmed that the funds would go towards the costs related to the land purchase.

Moved: Mayor Gordon

Seconded: Councillor Blackie

**THAT** the Council:

- (a) **Receives** Report No. 231123188159.
- (b) **Notes** that the property had now been leased for \$82,800 GST inclusive on an annual basis.
- (c) **Approves** the recommendation of the Lineside Road Development Project be governed by the same Working Group as the Arohata te Awa Project to ensure project cohesiveness.
- (d) **Approves** the adoption of the modified Terms of Reference for the Arohata te Awa Working Group (Trim 231123188215).
- (e) **Approves** the use of the Arohata te Awa budget for any planning or operational works required.
- (f) **Notes** that once a governance structure was in place the project could formally progress with engagement, inform the vision, and begin the development design.

**CARRIED**

Mayor Gordon noted that the purchase of this property had been a lifetime opportunity, and the foresight of the Council had been commended by our partners and residents alike. He believed that the best approach was to keep the Working Group small to begin with and see what opportunities arose and what other stakeholders may be interested in the project once it was established. Mayor Gordon stated that there may also be opportunities in future to dispose of some of the land or for land swaps.

Councillor Blackie noted that establishing a Charitable Trust at this point would be counterproductive and time-consuming. He supported the motion and believed that proceeding with the recommended option was better.

Deputy Mayor Atkinson stated that there was Community Board representation on the Working Group as the Councillors were also Community Board members. He also agreed with the staff assessment to keep the Working Group to manageable numbers to ensure that it could work more efficiently and effectively to achieve the desired outcomes.



Councillor Redmond supported the motion and thanked staff for the detailed report, which should mitigate some of the misinformation being spread throughout the community.

Councillor Mealings said she was pleased to see such enthusiasm from the public and believed that the Arohatia te Awa Working Group was a good fit for the project.

Councillor Fulton agreed with Councillor Mealings and encouraged staff to investigate longer land leases to offset the purchase price.

Mayor Gordon noted it was a good reminder that Councillors were also Community Board members. However, this did not preclude other groups from becoming involved at the appropriate time. He also noted that M Blackwell had been an avid supporter of this project and hoped that the Council would honour his memory by achieving a lasting legacy with this project. The Mayor also thanked Board member S Stewart for her email in support when the property was purchased.

7.7 **Establishment of Māori Wards** – S Nichols (Governance Manager and Deputy Electoral Officer)

S Nichols provided information on the process for the Council to establish a Māori Ward, if required, before the 2025 local elections. This was a legislative requirement, however, the Waimakariri District had insufficient people on the Māori Roll to trigger the establishment of a Māori Ward. The Rūnanga were aware of this and supported this position.

There were no questions from members.

Moved: Deputy Mayor Atkinson      Seconded: Councillor Blackie

**THAT** the Council:

- (a) **Receives** Report No. 231122188011.
- (b) **Resolves** that no Māori Ward be established for the 2025 Local Government Triennial Elections.
- (c) **Circulates** a copy of this report to the Community Boards for their information.

**CARRIED**

Councillor Blackie noted that the Rūnanga was not interested in having representation on the Council, and he did not support the appointment of non-elected representatives to Standing Committees.

Councillor Remond supported the motion.

Mayor Gordon noted that while the population numbers did not allow for representation at this time, he believed that the Council and Ngai Tūāhuriri had established a good working relationship and had long-standing positive connections.

7.8 **Management Team Delegations Update** – N Robinson (General Manager Finance and Business Support)

J Millward requested the Council to consider approving over expenditure on estimated quotes or tendered works up to a lesser amount of 10% or the value of \$50,000.

In response to technical questions regarding the recommendations, J Millward explained that when a project budget had been established, and projects were subsequently tendered, the tenders received were sometimes slightly higher than initially estimated, however, still within the approved budget. Currently, the Council had to approve the higher tender received after going to market.

The proposed change in the Management Team Delegations was an administrative shortcut during times of high inflation; however, there would still be the requirement for a two-person authorisation process, which would be reported quarterly to the Audit and Risk Committee.

Moved: Councillor Brine

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Receives** Report No. 231122187694.
- (b) **Approves** the updates to S-DM 1047 Management Team Delegations for the Management and/or the Chief Executive to approve over expenditure on an estimate, quoted, or tendered works up to a lesser amount of 10%, or the value of \$50,000.
- (c) **Notes** that a report would be provided to the Audit and Risk Committee on a quarterly basis detailing the cumulative amount of over expenditure, which would not exceed \$500,000 in any one financial year.

**CARRIED**

Councillor Brine supported the motion noting that the Council had exceptional staff who were trusted to work in conjunction with the Council to achieve desired outcomes.

Councillor Redmond agreed with Councillor Brine's assessment and supported the motion.

Mayor Gordon concurred noting that he was comfortable with simplifying the process.

## 8. MATTERS REFERRED

### 8.1 Exempting the Waimakariri Public Arts Trust from reporting on performance requirements under the Local Government Act 2002 – P Christensen (Finance Manager) and M Garrod (Accountant)

*(Refer to report 231108179678 that was considered at the Audit and Risk Committee meeting of 14 November 2023)*

Deputy Mayor Atkinson, as the Audit and Risk Committee Chairperson, took the report as read, noting that audits and informal reporting would still be brought before the Audit and Risk Committee in the future.

There were no questions from members.

Moved: Councillor Blackie

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Approves** the exemption for the Waimakariri Public Arts Trust from reporting on performance requirements under the Local Government Act 2002.
- (b) **Notes** the Council may revoke the exemption at any time.
- (c) **Notes** the Council must review an exemption every three years.
- (d) **Notes** that it was recommended that the Trust amended the Trust Deed to remove the requirement of an audit.
- (e) **Notes** that unaudited financial statements signed by the Chairperson and another Trustee would be provided to the Council annually, with a six month progress report.
- (f) **Notes** the 2020/21, 2021/22 and 2022/23 financial years would be audited by Audit New Zealand.

- (g) **Notes** that the Statements of Intent were not prepared for 2020/21, 2021/22 and 2022/23.
- (h) **Recommends** that the Trust's financial statements were to be audited when, in each of the two preceding financial years, the operating expenditure of the Trust was more than \$550,000.

**CARRIED**

Councillor Blackie thanked staff for the work done to achieve the exemption and noted that this would be a trend followed by other small entities. He believed there needed to be less time and money wasted on unnecessary bureaucracy.

Deputy Mayor Atkinson noted that at the time of the discussion during the Committee meeting, the Auditor had been present and had not seemed concerned regarding the proposed exemption.

- 8.2 **School Road Woodend Drainage Upgrade** – M Henwood (Project Engineer) and J Recker (Stormwater and Waterways Manager)  
*(Refer to report 230324141614 that was considered at the Woodend-Sefton Community Board meeting of 4 December 2023.)*

J Recker was in attendance to update the Council on the progress of work done on the School Road drainage and to seek approval for an additional budget to achieve compliance with the Council's one-in-five-year stormwater system. He also spoke to the Woodend-Sefton Community Board's amended recommendation, which requested the Council to consider the setting of a precedent.

Councillor Williams queried how many other properties did not meet the Council's level of service, and J Recker noted that non-compliance was monitored, and service requests investigated with the view of upgrading the system. K Simpson indicated that if all systems were brought up to standard it would be at considerable cost to the Council.

Deputy Mayor Atkinson was concerned that other properties, which were known to flood regularly would be at a disadvantage and that setting a precedent was a real risk. K Simpson responded that some systems had been improved at properties, such as Wesley Street and Baker Park, however, he acknowledged there were other areas in a similar situation.

Deputy Mayor Atkinson cautioned staff that such proposals could create tension between communities. K Simpson stated that staff tried to find practical solutions to problems, which assisted residents but did not create significant funding issues.

Mayor Gordon suggested that this report be left to lie on the table until further information on properties in similar situations had been brought to the Council for consideration and also indicated that this matter should be submitted to the 2024/34 Long Term Plan process for assessment.

Councillor Blackie queried the age of the property and the consenting information to ascertain if the correct consents had been applied for. J Recker confirmed that the consents were in order.

Councillor Cairns questioned the property owner's responsibilities in such a situation and what the owner had done to mitigate flooding. K Simpson replied that the resident had been cooperative and had paid for some mitigating features, however, was now struggling with ill health.

Councillor Redmond enquired if other nearby residents would benefit from the proposed works in School Road and was advised that all the School Road residents would benefit during smaller weather events.

Moved: Deputy Mayor Atkinson      Seconded: Councillor Cairns

**THAT** the Council lay this report on the table until further information on affected properties had been investigated and that this matter be considered as part of the 2024/34 Long Term Plan process for a decision to be made.

**CARRIED**

## 9. HEALTH, SAFETY AND WELLBEING

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

There were no questions from the members.

Moved: Mayor Gordon      Seconded: Deputy Mayor Atkinson

**THAT** the Council

- (a) **Receives** Report No 231121187169.
- (b) **Notes** that there were no notifiable incidents this month. The organisation was, so far as 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 Audit and Risk Committee of 14 November 2023

Moved: Councillor Ward      Seconded: Councillor Cairns

**THAT** the Council

- (a) **Receives** Item 10.1 for information.

**CARRIED**

## 11. COMMUNITY BOARD MINUTES FOR INFORMATION

### 11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 16 October 2023

### 11.2 Minutes of the Oxford-Ohoka Community Board meeting of 8 November 2023

Moved: Councillor Blackie      Seconded: Councillor Goldsworthy

**THAT** the Council

- (a) **Receives** Item 11.1 and 11.2 for information.

**CARRIED**

## 12. MAYORS DIARY

### 12.1 Mayor's Diaries 1 October – 31 October and 1 – 30 November 2023

Moved: Deputy Mayor Atkinson      Seconded: Councillor Ward

**THAT** the Council:

- (a) **Receives** Reports No 231121186842 and 231121186763.

**CARRIED**

### 13. **CORRESPONDENCE**

Nil.

*Item 17 was considered next, however, the Minutes follow the order of the agenda.*

### 14. **COUNCIL PORTFOLIO UPDATES**

#### 14.1 **Iwi Relationships** – Mayor Dan Gordon

Mayor Gordon reported that the Council's relationship with the local iwi was strengthening, and the Rūnanga Liaison meetings had resumed. He noted that Justin Tipa was elected Kaiwhakahaere (Chairperson) of Te Rūnanga o Ngāi Tahu.

#### 14.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon

Mayor Gordon advised that the next meeting would be held on 8 December 2023, and he would report back in the new year.

Deputy Mayor Atkinson commented that Stage One of the Greater Christchurch Partnership Enquiry assessed the housing shortage in the Greater Christchurch area, which may evolve to include the whole of Canterbury.

#### 14.3 **Government Reforms** – Mayor Dan Gordon

Mayor Gordon noted that the Central Government had stated their position on various proposed government reforms. However, the Council would only react once it was formally notified of the different Ministries' official positions.

In response to questions, Mayor Gordon advised that the Central Government had yet to clarify their position on the chlorination of water supplies.

#### 14.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton

Councillor Fulton reported that the Water Zone Committee had a field trip to the Tūhaitara Coastal Park as part of an assessment of a fish passage application that would connect the Ashley/ Rakahuri and Waimakariri Rivers. The Water Zone Committee would have to consider the area's hydrology and the wetland's interaction with the groundwater when evaluating the application.

Councillor Fulton commented that the Our Future Canterbury – Let's Pick a Path Summit hosted in Rangiora on 20 November 2023 by Environment Canterbury. All aspects of the environment were discussed, however, an in-depth discussion was hampered since the Central Government had yet to state their official position on various environmental matters.

#### 14.5 **Climate Change and Sustainability** – Councillor Niki Mealings

Councillor Mealings highlighted the following:

- ∑ Business cases were being prepared for the Canterbury Climate Partnership Plan and she would report back in due course.
- ∑ Due diligence was underway for the procurement of the Climate Risk Assessment.
- ∑ Staff attended the Self-challenge Symposium Canterbury, which focused on adapting New Zealand to a sustainable food system. One of the findings of the symposium was that opportunities needed to be created for Councils to work with farmers to advance food security.
- ∑ The Council had an opportunity to host students from Ara as part of an internship programme created as part of the newly developed Waimakariri Economic Development Strategy.

- Σ Canterbury Biodiversity Champions meeting was held earlier on 5 December 2023, and the panel noted that it was essential that significant indigenous vegetation be protected even if legislation about Significant Natural Areas was repealed.

*Mayor Gordon left the meeting at 5.30pm and vacated the Chair in favour of Deputy Mayor Atkinson.*

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

Deputy Mayor Atkinson advised that the fundraising for the Waimakariri Passchendaele Advisory Group's visit to Belgium in November 2024 continued.

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

Deputy Mayor Atkinson reported that he visited Dunedin City Council in conjunction with staff to view how they developed pensioner housing.

15. **QUESTIONS (under standing orders)**

Nil.

16. **URGENT GENERAL BUSINESS (under standing orders)**

Nil.

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

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

Moved: Mayor Gordon                      Seconded: Deputy Mayor Atkinson

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 was moved:

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

- 17.1 Confirmation of Council public excluded Minutes of 7 November 2023 meeting
- 17.2 For information - Public Excluded Minutes Audit and Risk Committee meeting 14 November
- 17.3 Southbrook Recovery Park
- 17.4 Contract Award Darnley Square Water Main Upgrade
- 17.5 Woodend Land Acquisition
- 17.6 Proposed Kaiapoi Land Sale
- 17.7 Waimakariri Gorge Bridge Deck Replacement

The general subject of each matter to be considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
17.1	Confirmation of Council public excluded minutes of 7 November 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)).

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
17.2	For information - Public Excluded Minutes Audit and Risk Committee meeting 14 November	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)).
<b>REPORTS</b>			
17.3	Southbrook Recovery Park	Good reason to withhold exists under section 7	The recommendations in this report are to be made publicly available but the contents remain public excluded as there is good reason to withhold in accordance with section 7, h of the Local Government Official Information and Meetings Act. "The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities".
17.4	Contract Award Darnley Square Water Main Upgrade	Good reason to withhold exists under section 7	The recommendations in this report be made publically available but the contents remain "Public Excluded" as it would be likely to unreasonably prejudice the commercial position of G&T Construction and Council as per Local Government Official Information and Meetings Act 1987 Section 7 (2)(b)(ii).
17.5	Woodend Land Acquisition	Good reason to withhold exists under section 7	The report, attachments, discussion, and minutes remain public excluded until the various negotiations and transactions are concluded, for reasons of 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). After negotiations and transactions are concluded, the recommendations in the report may be made public
17.6	Proposed Kaiapoi Land Sale	Good reason to withhold exists under section 7	The report, attachments, discussion, and minutes remain public excluded until the various negotiations and transactions are concluded, for reasons of 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). After negotiations and transactions are concluded, the recommendations in the report may be made public.
17.7 (7.2)	Waimakariri Gorge Bridge Deck Replacement – Delegation to Approve Award of a Contract	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) as per S(7)(2)(h) and (i).

**CARRIED**

**CLOSED MEETING****Recommendation to resume Open Meeting**

Moved: Mayor Gordon

Seconded: Councillor Blackie

**THAT** the Council:

- (a) **Resolved** that the open meeting resumes and that the business discussed with the public excluded remained public excluded unless otherwise resolved in the individual resolutions.

**CARRIED**17.3 **Approval of further budget to complete drainage works at Southbrook Resource Recovery Park**

Moved: Councillor Brine

Seconded: Councillor Williams

**THAT** the Council:

- (a) **Receives** Report No. 231113182375.
- (b) **Approves** an additional \$65,000 to be brought into the Southbrook Minor Improvements budget (PJ 100666.000.5045) for the 2023/24 financial year to fund a stormwater cut-off drain at Southbrook Resource Recovery Park.
- (c) **Notes** that there was a forecast equity balance of \$1,703,181 for the 2023/24 financial year in the Solid Waste Cost Centre 401, which the additional budget would be obtained from, and therefore, there would be no rates impact.
- (d) **Notes** that PJ 100666.000.5045 had a total budget of \$128,000 for the 2023/24 financial year, while the final expenditure against this budget (including allowance for the cut-off drain) is forecast to be \$192,000.
- (e) **Notes** that an allowance of \$90,000 had been made for the proposed cut-off drain.
- (f) **Notes** that the works were planned to be conducted in late January 2024, during the quieter time of year for the green waste drop-off operation.
- (g) **Notes** that while wider upgrades were planned at the site, the cut-off drain would form part of the longer-term plans for the site and provide a short-term solution to the current issues.
- (h) **Resolves** that the recommendations in this report be made publicly available but that the contents of the report, attachments, and discussion remained "Public Excluded" as withholding of the information was necessary to enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities as per Section 7(h) of the Local Government Official Information and Meetings Act 1987.
- (i) **Circulates** the report to the Rangiora-Ashley Community Board for information.

**CARRIED**



17.4 **Contract 23/31 Darnley Square Trunk Water Main Upgrade – Additional Budget Request and Tender Award Report**

Moved: Councillor Williams

Seconded: Councillor Goldsworthy

**THAT** the Council:

- (a) **Receives** Report No. 231101175018.
- (b) **Authorises** Council staff to award 23/31 Darnley Square Trunk Water Main Upgrade to G&T Construction for a sum of \$509,145.12, excluding GST.
- (c) **Approves** an additional budget of \$184,000 in the 2023/2024 financial year Darnley Square – Growth Budget (101902.000.5105) for the construction of the Darnley Square Trunk Water Main Upgrade. This would give a total budget of \$614,000.
- (d) **Notes** that the additional budget for 2023/2024 would be funded by the Kaiapoi Growth Fund which would be funded by Development Contributions. There would be a rating impact on the Kaiapoi water rate with an approximate increase of \$1.46 or 0.47% per property in 2024/2025 financial year only, which would have a minimal (i.e.: less than 0.001%) impact on the total rate take and the effects would be carried into 2024/34 Long Term Plan.
- (e) **Notes** the forecast budgets include a 10% contingency allowance to cover any unforeseen construction costs.
- (f) **Notes** that in accordance with the Conditions of Tendering, all tenderers would be advised of the name and price of the successful tenderer, and the range and number of tenders received.
- (g) **Notes** that recommendation (c) was required to allow the award of Contract 23/31 Darnley Trunk Water Main Upgrade.
- (h) **Resolves** that the recommendations in this report be made publicly available but that the contents of the report, attachment and discussion remained “Public Excluded” as it would be likely to unreasonably prejudice the commercial position of G&T Construction and the Council as per Section 7 (2)(b)(ii) of the Local Government Official Information and Meetings Act 1987.

**CARRIED**

*The public excluded portion of the meeting commenced at 3.40pm and concluded at 4.45pm.*

**OPEN MEETING**

*The meeting adjourned for a Briefing Session between 4.45pm and reconvened 5.10pm.*

**18. NEXT MEETING**

The Council is scheduled to next meet in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora. at 9am on Tuesday and Wednesday 30 and 31 January 2024 to consider the Draft Long Term Plan Budget.

The first ordinary meeting of the Council is scheduled for **Wednesday** 7 February 2024, commencing at 1pm (noting that Tuesday 6 February is Waitangi Day).

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 5.40PM.

CONFIRMED

\_\_\_\_\_  
Chairperson  
Mayor Dan Gordon

\_\_\_\_\_  
Date

**MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD REMOTELY VIA TEAMS ON WEDNESDAY 20 DECEMBER 2023, WHICH COMMENCED AT 9.00AM.**

**PRESENT**

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

**IN ATTENDANCE**

J Millward (Chief Executive), C Brown (General Manager Community and Recreation), S Hart (General Manager Strategy, Engagement and Economic Development), M Maxwell (Strategy and Business Manager) R Hawthorne (Property Unit Manager), G Steele (Acquisition and Disposal Manager), A Smith (Governance Coordinator).

**1. APOLOGIES**

Moved Mayor Gordon

Seconded Deputy Mayor Atkinson

**THAT** an apology for absence be received and sustained from Councillor Fulton.

**CARRIED**

**2. CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

**3. 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 Councillor Goldsworthy

Seconded Councillor Redmond

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
3.1	Potential property purchase, High Street, Rangiora	Good reason to withhold exists under Section 7	To maintain legal professional privilege and enable any local authority holding the information to carry out without prejudice or disadvantage, commercial activities, as per LGOIMA Section 7 (2) (g) and (h).

**CARRIED**

**CLOSED MEETING**

*Refer to Public Excluded minutes*

**Resolution to resume open meeting**

Moved Mayor Gordon

Seconded Deputy Mayor Atkinson

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

**CARRIED**

**OPEN MEETING****4. NEXT MEETING**

The Council is scheduled to next meet in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora. at 9am on Tuesday and Wednesday 30 and 31 January 2024 to consider the Draft Long Term Plan Budget.


The next ordinary meeting of the Council is scheduled for **Wednesday** 7 February 2024, commencing at 1pm (noting that Tuesday 6 February is Waitangi Day).

There being no further business, the meeting concluded at 9.47am.

CONFIRMED

\_\_\_\_\_  
Chairperson  
Mayor D Gordon

\_\_\_\_\_  
Date

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXT-01-35-01/240117006336**REPORT TO:** COUNCIL**DATE OF MEETING:** 7 February 2024**AUTHOR(S):** Sophie Allen – Water Environment Advisor**SUBJECT:** Waimakariri Water Zone Committee Progress Report 2022-23**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to present Council with the Waimakariri Water Zone Committee (WWZC) progress report for the year ending 30 June 2023, and update on the future planning for the WWZC.
- 1.2. As a joint committee of Environment Canterbury and the Waimakariri District Council, the WWZC is required to report annually.
- 1.3. The 2022-23 Annual Report includes the following highlights carried out by the WWZC:
  - 1.3.1. Supported a suite of Action Plan budget projects; Ashley Rakahuri/Saltwater Creek estuary shorebird monitoring, visioning workshop for the Waimakariri Biodiversity Trust, inanga spawning habitat improvements in Taranaki Stream.
  - 1.3.2. Consolidated relationships with key organisations in the zone, such as the Ashley Rakahuri Rivercare Group, the Waimakariri Landcare Trust, and the Waimakariri Biodiversity Trust.
  - 1.3.3. Initiated the inaugural Waimakariri Environmental Awards for 2023.
  - 1.3.4. Developed a resource which provides environmental tips for lifestyle block owners (see Top Ten Tips attachment).

**Attachments:**

- i. The Waimakariri Water Zone Committee Progress Report for 2022-23 (TRIM 240115004268)
- ii. Top 10 Tips for Lifestylers (TRIM 240118006502)

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** report No. 240117006336.
- (b) **Receives** the Waimakariri Water Zone Committee Annual Report for the year ending 30 June 2023.
- (c) **Notes** a membership refresh, an update of the Waimakariri Water Zone Committee action plan, and committee review will be undertaken this calendar year.
- (d) **Acknowledges** and thanks the Waimakariri Water Zone Committee for their work.

- (e) **Circulates** the Waimakariri Water Zone Committee Progress Report for 2022-23 to Community Boards, and Drainage, Stockwater, and Water Supply Advisory Groups, for their information.

### 3. **BACKGROUND**

- 3.1. The WWZC is a joint committee of Environment Canterbury and the Waimakariri District Council, established to implement the Canterbury Water Management Strategy, and was formed in partnership with Te Rūnanga o Ngāi Tahu and Te Ngāi Tūāhuriri Rūnanga. Water Zone Committees are required to report annually.
- 3.2. Membership of the WWZC is currently: Carolyne Latham (Chair), Erin Harvie (Deputy Chair), Martha Jolly, Claire Aldhamland, Kirk Blumers, Ruby Gill-Clifford (Youth Representative), Arapata Reuben (Ngāi Tūāhuriri Representative), John Cooke (Ngāi Tūāhuriri Representative), Cr. Tim Fulton (WDC appointee), and Cr. Claire McKay (Environment Canterbury appointee).

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

- 4.1. Environment Canterbury and Waimakariri District Council adopted the Zone Committee's Zone Implementation Plan Addendum (ZIPA) in December 2018. The ZIPA provided the drafting instructions for Plan Change 7 to the Canterbury Land and Water Regional Plan, and Plan Change 2 to the Waimakariri River Regional Plan.
- 4.2. Key achievements of the WWZC in 2022-23 included:
- 4.2.1. Utilising the CWMS Action Plan budget for 2022/23 (\$50,000, provided by Environment Canterbury) across four projects that align well with the WWZC Action Plan.
- 4.2.2. Continuing support for the work of leading groups in the zone such as the Ashley Rakahuri Rivercare Group, the Waimakariri Landcare Trust, and the Waimakariri Biodiversity Trust.
- 4.2.3. Initiating the inaugural Waimakariri Environmental Awards, which were successfully incorporated into the Waimakariri District Council Community Service Awards.
- 4.2.4. Seeing the Rangiora Reach consultation completed, and Masterplan developed for this section of the Ashley Rakahuri River.
- 4.2.5. Developing a 'Top Ten Tips for Lifestylers' brochure as a simple information resource on environmental improvements aimed at the more than 6,500 small block owners in the district. There is now interest in using this brochure in other zones. A permanent webpage providing ongoing information for lifestyle block owners has also been developed.
- 4.3. Plan Change 7 of the Land and Water Regional Plan became partially operative on 1 September 2023. The drafting of this plan change was based on advice developed by the WWZC members, published in the Zone Implementation Programme Addendum (ZIPA).
- 4.4. A refreshment of membership will be undertaken in the last quarter of 2023-24 for the WWZC. Members who have served their three-year term are reviewed, with expressions of interest sought for new members.
- 4.5. The term of the current 3-year WWZC Action Plan is 1 July 2021 – 30 June 2024. Therefore, this Action Plan is due to be updated by 1 July 2024.
- 4.6. A review of the future of Water Zone Committees has been signalled by Environment Canterbury to be carried out in 2024. The first phase, to be completed before 30 June, will seek feedback on the effectiveness of Water Zone Committees to implement the

Canterbury Water Management Strategy. The second phase, completed by the end of 2024, is proposed to focus on developing an agreed approach to supporting and advancing local leadership for the Canterbury Water Management Strategy and freshwater outcomes for the next 5-10 years.

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

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

- 4.8. There are implications on community wellbeing by the issues and options that are the subject matter of this report, such as protecting and enhancing our environment for recreation, mahinga kai and amenity values.

### **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. There are two Te Ngāi Tūāhuriri representatives on the WWZC who update Te Ngāi Tūāhuriri Rūnanga on progress of the WWZC.

#### **5.2. Groups and Organisations**

There are groups and organisations likely to have an interest in the subject matter of this report. Waimakariri District-based environmental organisations such as the Ashley Rakahuri Rivercare Group, the Waimakariri Landcare Trust, and the Waimakariri Biodiversity Trust regularly cooperate with the Waimakariri Water Zone Committee.

#### **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. Interested community members have often expressed views to the WWZC through deputations at meetings, and other engagement events with the Zone Committee.

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

#### **6.1. Financial Implications**

6.1.1. There are not financial implications of the decisions sought by this report. The Waimakariri Water Zone Committee Action Plan budget of \$50,000 annually is provided by Environment Canterbury for allocation to projects.

6.1.2. There is a WDC budget for Zone Implementation Programme Addendum implementation (ZIPA) included in the WDC Annual Plan/Long Term Plan under Drainage and Greenspace, however are not the subject of this report. \$214,000 per annum is allocated for operational and minor capital works. A position of Ecologist – Biodiversity and biodiversity education is from additional ZIPA budgets.

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

6.2.1. The recommendations in this report do have sustainability and/or climate change impacts, such as improving resilience of indigenous species to adapt to climate change effects such as sea level rise.

#### **6.3 Risk Management**

6.2.2. There are no risks arising from the adoption/implementation of the recommendations in this report. The range of potential risks, if Canterbury Water Management Strategy targets are not achieved, include the risk of nitrate and other contaminants leaching to groundwater, the risk of declining surface water quality, the risk of negatively impacting on the District's economy from reduced water take consents, and the risk of stream depletion from surface water and groundwater takes.

### 6.3 **Health and Safety**

6.2.3. 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**

7.2.1. Section 63 of the *Resource Management Act 1991* requires Regional Councils to prepare Regional Plans to carry out its functions i.e. the Canterbury Land and Water Regional Plan.

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

7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report, such as there is a healthy and sustainable environment for all.

### 7.4. **Authorising Delegations**

7.4.1. This report is for information only, therefore no delegations apply.



## Waimakariri Water Zone Committee

---

### Waimakariri Water Zone Committee progress report

---

Each of Waitaha/Canterbury's water zone committees has an [action plan](#) which outlines how they will work with the community to deliver their aspirations for freshwater as outlined in the Canterbury Water Management Strategy (CWMS). Committees report annually, to let the CWMS partners and community know how things are tracking.

#### 2022/23 Progress report

[From the chair: Focusing on our direction of travel](#)

[Local projects helping to deliver on the CWMS targets](#)

[Future challenges and opportunities – 2023/24](#)

#### From the chair: Focusing on our direction of travel

2022/23 has been a successful year for the committee, with a suite of good Action Plan budget projects supported in the second year of utilising this budget.

The committee continued to consolidate relationships with key organisations in the zone, including the Waimakariri Biodiversity Trust and the Waimakariri Landcare Trust. The committee has also initiated the inaugural environmental awards for 2023 which featured as part of the Waimakariri District Council Community Awards ceremony, held in October.

Our zone has a significant number of lifestyle blocks, and the committee worked with other experts to develop a resource which provides the [top ten tips](#) that would make the most difference to the environment if widely



*Carolyn Latham, Waimakariri Water Zone Committee chair.*

## Waimakariri Water Zone Committee

adopted by lifestylers. This is also supported by a new [Lifestyle Block Hub](#) on Environment Canterbury's website.

We were delighted to welcome Ruby Gill-Clifford as the committee's first Youth Representative. Since first joining us in late 2022, Ruby has impressed with her maturity and passion, built off her tertiary focus on Environmental Science, Biochemistry, Māori, and Indigenous studies.

This year was also a time of great loss for the committee and the Waimakariri community with the passing of former Zone Committee members Michael Blackwell and Clare Williams. Both Michael and Clare were hugely respected for their thoughtful guidance and passion for the environment and community, which will continue to influence the committee into the future.

### Committee's key achievements for 2022/23

- Utilising our available CWMS Action Plan budget for 2022/23 (\$50,000) across four projects that align well with our Action Plan.
- Continuing support for the work of leading groups in our zone such as the [Ashley Rakahuri Rivercare Group](#), the [Waimakariri Landcare Trust](#), and the [Waimakariri Biodiversity Trust](#).
- The committee's Biodiversity Working Group initiated the inaugural Waimakariri Environmental Awards, which were successfully incorporated into the Waimakariri District Council Community Awards in October 2023.
- Seeing the Rangiora Reach consultation completed, and [Masterplan developed](#) for this section of the Ashley Rakahuri River.
- The committee's Lifestyle Block Working Group developed a 'Top Ten Tips for Lifestylers' brochure as a simple information resource on environmental improvements aimed at the more than 6,500 small block owners in the district. There is now interest in using this brochure in other zones.
- A permanent webpage providing ongoing information for [lifestyle block owners](#) has also been developed.



[Good management tips for lifestyle blocks.](#)

## Waimakariri Water Zone Committee

---

### Delivering the community's vision for freshwater

The [Canterbury Water Management Strategy \(CWMS\)](#) puts some responsibility for finding solutions for freshwater management in the hands of the community, with support from councils, Ngāi Tahu, and others. The strategy sets out freshwater goals and targets to deliver the community's vision for freshwater.

Each of the [community-led water zone committees](#) work collaboratively to develop freshwater recommendations for councils to help ensure plans give effect to these goals and targets.

Within each target area, there are several specific time-bound targets to be achieved and these are [monitored and reported](#) on to ensure progress is being made.

**The CWMS targets are:** [Environmental limits](#), [Ecosystem health and biodiversity](#), [Natural character of braided rivers](#), [Kaitiakitanga](#), [Drinking water](#), [Recreational and amenity opportunities](#), [Water use efficiency](#), [Irrigated land area](#), [Energy security and efficiency](#) and [Indicators of regional and national economies](#).

### Local projects helping to deliver on the CWMS targets

Read some of the stories about what is being done in the zone to deliver on the CWMS targets.

### Working with key partners

The [Waimakariri Biodiversity Trust](#) (WBT) was established in 2021, after it was identified by the Zone Committee's Biodiversity Working Group that there was an appetite for an independent community-based Trust to work collaboratively to protect, restore and develop native biodiversity in the zone. The founding trustees were appointed last year, and the Trust was incorporated as a Charitable Trust earlier this year.

The WBT received Action Plan budget support in 2022/23 to host a visioning workshop and to assist with the employment of a coordinator to support locals wanting to restore areas of native biodiversity on their land.

The WBT is aiming for a collaborative approach where locals work together to restore and enhance biodiversity so that we can protect and develop our local indigenous ecosystems. It is also working alongside community groups, such as the Sefton Saltwater Creek Catchment Group, and has hosted informative seminars in different parts of the zone.

## Waimakariri Water Zone Committee

Waimakariri Landcare Trust and Waimakariri District Council are also supporting the WBT's establishment, with the District Council also supporting the employment of a coordinator to get the trust up and running.

**The CWMS targets are:** [Ecosystem health and biodiversity](#), [Natural character of braided rivers](#) and [Recreational and amenity opportunities](#).

### Action Plan budget project

Managed by the [Ashley Rakahuri Rivercare Group](#) (ARRG), this monitoring programme received \$5,000 from the [CWMS Waimakariri Action Plan budget](#) to monitor the breeding of shorebirds around the Ashley Rakahuri/Saltwater Creek estuary – their species, nest locations, and breeding outcomes.

This monitoring focused on [banded dotterel/tūturiwhatu](#), [pied stilt/poaka](#), [black-fronted tern/tarapirohe](#), [white-fronted tern/tara](#), [South Island pied oystercatcher/tōrea](#), [black-billed gull/tarāpuka](#) and [black-backed gull/karoro](#) in the Saltwater Creek and Ashley Rakahuri River estuary from August 2022 to February 2023.

A report on findings was compiled and presented to the committee in March 2023. A key finding from this first year of monitoring around the estuary is that reducing human disturbance around the estuary is a difficult issue, given the recreational value of the area. However, gathering qualitative information on the risks to the birds and the frequency of large-scale events could help bolster the case for greater protection of this important bird habitat.

**The CWMS targets are:** [Ecosystem health and biodiversity](#), [Natural character of braided rivers](#) and [Recreational and amenity opportunities](#).



*Black-fronted tern/tarapirohe. The population is small and declining, with just 5000-10,000 remaining.*

## Waimakariri Water Zone Committee

### Ground work in the zone

This project was supported through the [CWMS Waimakariri Action Plan budget](#) in 2021/22 (\$8,560) and sought to restore inanga spawning habitat, increase mahinga kai values, and reduce sediment and control erosion in Taranaki Stream near Ashley-Rakahuri Estuary. The total project cost nearly \$23,000, with additional funding from [Waimakariri District Council](#), and Environment Canterbury's Fish Habitat Fund.



*After completion of native planting and installation of a fence in February 2023.*

The project focused on 105 metres of Taranaki Stream, requiring regrading and planting to restore the area and allow native fish species to thrive. Six bays were created with earthwork on the True Right bank of the Taranaki Stream, just upstream of the floodgate at Waikuku Beach. These bays have a reduced slope, to increase the area of flooded vegetation available for inanga spawning. Funding from the Waimakariri Water Zone Committee was granted for the planting of 800 native grasses and low shrubs, and a fence was installed to prevent stock grazing on the native planting.

**The CWMS targets are:** [Ecosystem health and biodiversity](#), [Natural character of braided rivers](#), [Kaitiakitanga](#) and [Recreational and amenity opportunities](#).

### Future challenges and opportunities – 2023/24

The committee has maintained momentum heading into the 2023/24 year and has focused on broadening its networks within the community through the promotion of the inaugural Environmental Awards hosted as part of the Waimakariri District Council's Community Service Awards ceremony in October 2023. This initiative has been very well received and the committee's Biodiversity Working Group will look to continue these Environmental Awards for the Waimakariri district in 2024/25.

The committee has also promoted the [CWMS Action Plan budget for 2023/24](#) which has expanded the range of projects and initiatives the committee can look to support through the implementation of the CWMS. This approach builds on the existing initiatives underway in our zone, such as Waimakariri Landcare Trust's water monitoring gap analysis, and efforts

## Waimakariri Water Zone Committee

to protect and enhance biodiversity values in the zone by the Ashley-Rakahuri Rivercare Group and the Waimakariri Biodiversity Trust.

Following on from the extensive community engagement for the Waimakariri ZIP Addendum (2016-2019), the committee is keen to support stakeholder engagement for the [Our Future Canterbury](#) planning process being undertaken by Environment Canterbury in 2023/24.

The committee also intends to continue to raise public awareness and education on freshwater management, including promotion of the [Top Ten Tips for Lifestyle Blocks](#) brochure that was developed in 2022/23.

### Find out more

- Learn more about the [Waimakariri Water Zone Committee](#).
- See the [Waimakariri Water Zone Committee Action Plan 2021-2024](#).
- Download the [Waimakariri Water Zone Implementation Programme \(PDF file, 8.05MB\)](#).

**WAIMAKARIRI HAS MORE THAN 6,500 LIFESTYLE BLOCKS COVERING NEARLY 13% OF THE DISTRICT – ABOUT 29,780HA AND GROWING.**

Collectively, lifestyle blocks can have a significant impact on our environment as they typically have more people and infrastructure on a smaller land area, and are concentrated in areas where they become the dominant land use.

Check out the Waimakariri Water Zone Committee's **TOP TEN TIPS** to love your land and help keep our rivers and streams healthy.

*Advice and support is available from NZ Landcare Trust, Waimakariri Biodiversity Trust, Environment Canterbury and Waimakariri District Council.*

*Top Ten Tips for Lifestylers was produced by Waimakariri Zone Committee with support from NZ Landcare Trust, Environment Canterbury and Waimakariri District Council.*

Visit [ecan.govt.nz/get-involved/news-and-events/zone-news/waimakariri/keep-your-block-tip-top](https://ecan.govt.nz/get-involved/news-and-events/zone-news/waimakariri/keep-your-block-tip-top)



# KEEP YOUR BLOCK TIP TOP!

**PROTECTING OUR WATERWAYS, WETLANDS, DRAINS, SPRINGS, DAMS AND PONDS – ANYTHING THAT CONNECTS TO A WATERWAY WHETHER NATURAL OR MAN-MADE, PERMANENT OR TEMPORARY.**

# HERE ARE YOUR TOP TEN TIPS

## 1 UNDERSTAND YOUR LAND

Know where water flows and where it goes! What's it like in a drought? And in a flood? Know where NOT to put fences, troughs and buildings. Avoid blockages and potential contaminants getting into water by clearing branches and debris, especially near culverts. Keep stored materials, equipment, containers and animal facilities away from areas that flood.

## 2 KEEP ANIMALS OUT

Heavy animals such as cattle, deer, horses and pigs can damage soil, drain and stream banks, and put mud, faeces and urine in our water.

## 3 STABILISE AND BUFFER

Keep waterway and drain banks well vegetated as bare banks can easily collapse and erode. Spot spray weeds if needed. Have a wide buffer strip each side – long grass does a good job of filtering sediment.

## 4 WATER IS PRECIOUS

Ensure that trough ballcocks are well protected from stock. Check troughs and tanks regularly for leaks and fix straight away. If irrigating, monitor soil moisture to determine requirements, make sure water use is within any take limits\*, and avoid ponding, run-off, and wasting water.

## 5 LOVE YOUR NATIVE PLANTS AND ANIMALS

Big and small! Get help\* to identify and protect what you have, and plan to enhance. Control weeds and pests to protect these native treasures. Bring back your natives e.g. *Carex secta* is an ideal native grass for bank protection and drain/waterway weed suppression.

## 6 MANAGE YOUR STOCK

Match your animal numbers to the pasture you can grow. Avoid overgrazing and pugging paddocks. Fewer well fed stock stay in better health and can give better returns than under-fed stock. If in doubt, get advice.

## 7 MONITOR SEPTIC TANKS

If it pongs, something's wrong! If your tank hasn't been emptied for more than 5 years consider getting a septic tank contractor to pump it out. Regularly check the land application area to make sure effluent is not ponding. Filters need cleaning 3-6 monthly or get your system serviced by a professional. Use eco-friendly cleaning and laundry products to keep your wastewater treatment bugs happy.

## 8 FIND YOUR HOT SPOTS

Identify areas of bare ground and spots that become muddy when it's wet, making our water dirty. Keep animals out with temporary fencing and only graze when dry.

## 9 MANAGE FERTILIZER AND MANURE

Apply in warmer months when pasture is actively growing and best able to absorb nutrients. Avoid spreading if heavy rain is forecast and keep well away from waterways and gullies. Seek professional advice to avoid over-application.

## 10 RESPONSIBLE RUBBISH DISPOSAL

Recycle waste such as baleage wrap, expired chemicals and containers, and household waste. Rubbish holes and waste can degrade your land and cause contamination. Compost dead stock or bury well away from waterways. Burning dry tree trimmings produces less smoke than green/wet.

\*Help is available! Go to [ecan.gout.nz/get-involved/news-and-events/zone-news/waimakariri/keep-your-block-tip-top](http://ecan.gout.nz/get-involved/news-and-events/zone-news/waimakariri/keep-your-block-tip-top)



**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** WAT-03 / 240123008722

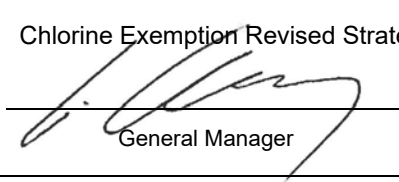
**REPORT TO:** COUNCIL

**DATE OF MEETING:** 7 February 2024

**AUTHOR(S):** Kalley Simpson, 3 Waters Manager  
Caroline Fahey, Water & Wastewater Asset Manager

**SUBJECT:** Chlorine Exemption Revised Strategy

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report is to seek Council approval for the proposed revised approach to chlorine exemption applications for the previously unchlorinated on-demand supplies in the Waimakariri district, being Rangiora, Kaiapoi, Woodend - Pegasus, Waikuku Beach, Oxford Urban and Cust.
- 1.2. The Water Services Act (WSA) requires a residual disinfectant (chlorine) in all its water supplies unless an exemption is obtained from the water regulator Taumata Arowai. Chlorine exemption applications for all 6 on-demand water supplies were submitted to Taumata Arowai in 2022 with the first application assessed for Cust supply being declined in June 2023. The second application for Woodend-Pegasus supply is currently being assessed.
- 1.3. Following the decline of the Cust application, a decision was made by Council to chlorinate all its previously unchlorinated water supplies (refer attachment i) in order to meet mandatory legislative requirements, while still continuing to gain evidence on what would be required to remove the chlorine in the future.
- 1.4. Taumata Arowai has provided a clear indication following the decline of the Cust exemption application that most of the points relevant to Cust are also relevant to the other supplies and therefore, it is highly unlikely that an exemption will be granted for the remaining supplies seeking exemption based on status quo. They have also indicated we should only be submitting applications that are of a standard that will be considered for approval. This brings into question the benefit of continuing with the remaining applications in their current form.
- 1.5. The Woodend-Pegasus exemption application has some points of difference to the Cust supply, such as the biological filtration process for manganese removal and larger sized distribution network. Whilst this application is also highly likely to be declined, there will be some information gained from the assessment that would benefit the consideration of pathway to chlorine free water for the remaining on-demand supplies.
- 1.6. Council is still committed to understanding what is involved in pursuing a pathway to chlorine free water for its on-demand supplies even though all on-demand water supplies in the District are now chlorinated. This would require gaining a clear understanding on what additional upgrade works are required at each supply to get them to a standard that is acceptable for Taumata Arowai to consider for an exemption. The feedback received for the Cust and Woodend-Pegasus supplies would provide a good basis for the standard expected.

- 1.7. Staff recommends that the remaining 4 chlorine exemption applications be withdrawn now as there is nothing further to be gained from pursuing these applications now, until investigations required to determine the pathway to chlorine free water for Council's on-demand supplies have been completed.

Attachments:

- i. Chlorination Decision (Trim 230717106788)
- ii. Report to Council Obligations Regarding Chlorination of Public Water Supplies (Trim 221013178519)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 240123008722.
- (b) **Approves** withdrawing chlorine exemption applications for Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban supplies until investigations required to determine the pathway to chlorine free water have been completed for all Council's on-demand supplies.
- (c) **Notes** that Taumata Arowai has provided a clear indication following the decline of the Cust exemption application that most of the points relevant to Cust are also relevant to the other supplies and therefore, it is highly unlikely that an exemption will be granted for those supplies based on status quo. They have also indicated we should only be submitting applications that are of a standard that will be considered for approval. This brings into question the benefit of continuing with the remaining applications in their current form
- (d) **Notes** that the Woodend-Pegasus exemption application is currently being assessed as this supply has some points of difference to the Cust supply, such as the biological filtration process for manganese removal and larger sized distribution network. Even though this application is also highly likely to be declined, there will be some information gained from the assessment that would benefit the consideration of pathway to chlorine free water for the remaining on-demand supplies.
- (e) **Notes** that a future report will be presented to Council to consider the potential approach, including costs and timeframes, for a pathway to obtain chlorine exemptions for on-demand supplies in the future, based on the decision received for Cust and Woodend-Pegasus and further discussions with the water regulator Taumata Arowai.
- (f) **Circulates** this report to the Community Boards for their information.

**3. BACKGROUND**

- 3.1. The Water Services Act (WSA) came into force in November 2021, followed by new Drinking Water Standards and Drinking Water Quality Assurance Rules (DWQAR). These were issued in November 2022 and replaced the Drinking Water Standards NZ (DWSNZ) 2005 (Revised 2018). Under the WSA, all Council water supplies have to be chlorinated and the only way a water supply could remain unchlorinated was to gain an exemption from the water regulator Taumata Arowai.
- 3.2. Chlorine exemption applications for all 6 on-demand water supplies were submitted to Taumata Arowai by September 2022. The first application to be assessed was for the Cust supply which was declined in June 2023. Following the decline of the Cust application, a decision was made by Council to chlorinate all its previously unchlorinated water supplies (refer attachment i) in order for the Council to meet its legislative requirements.
- 3.3. Even though all water supplies in the Waimakariri district are now chlorinated, Council is still committed to understanding what a pathway to chlorine free water for all its on-demand supplies would involve. This would require gaining a clear understanding on what additional upgrade works are required at each supply to get them to a standard that is acceptable for Taumata Arowai to consider for an exemption. The feedback received for the Cust application provides a good basis for the expected standard.

- 3.4. Assessment of the Woodend-Pegasus exemption application is currently underway. This is the second application that is being assessed. Prior to commencing assessment of this application, Taumata Arowai had consulted with staff to get confirmation that Council still intends to continue with chlorine exemption applications for the remaining supplies.
- 3.5. Staff had confirmed to Taumata Arowai to progress with the assessment of the Woodend-Pegasus exemption application as there are some points of difference between this supply and the other supplies. The Woodend-Pegasus water treatment plant utilises biological filtration treatment for manganese removal which is unique to this supply. It is also a larger water supply compared to Cust, serving a larger distribution zone. Therefore the feedback from the application would be able to inform the standard required for a supply of a larger scale.
- 3.6. At that time, staff provided no comment on the remaining live applications. Confirmation on our approach to these will be provided to Taumata Arowai after the Council decision.
- 3.7. There is a cost to Council for the exemption application and assessment, which is in the order of \$18,000 per application based on the fees for Cust. The cost is dependent on the size of the water supply and as Cust is by far the smallest in comparison, it is expected for this cost to increase for the larger supplies. This does not consider staff's time in providing input to and managing the applications, which is quite involved.

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

- 4.1. A decision is required on whether Council wishes to continue with the applications for the remaining 4 on-demand supplies (Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban) at this stage.
- 4.2. The main consideration being if there is anything to be gained from continuing with the remaining applications, considering the clear indication from Taumata Arowai that the reasons for Cust's declined application is directly applicable to all other supplies and it is unlikely that an exemption will be gained for any of the other supplies based on status quo. They have also indicated we should only be submitting applications that are of a standard that will be considered for approval. This brings into question the benefit of continuing with the remaining applications in their current form
- 4.3. The Cust application was declined on several points that are highly relevant to the other on-demand supplies in the district that are awaiting chlorine exemption assessment. These include acceptability of viral risk, backflow risk, leakage levels, bore heads not meeting new requirements, risk of contamination due to proximity to sewer infrastructure and inadequately explained historical events.
- 4.4. The remaining applications in front of Taumata Arowai only address these above issues to a similar extent as the application that has been declined for Cust. Therefore it is clear that they will not be approved with the current mitigations. In order to have any chance of achieving an exemption the applications need to be withdrawn and then (if agreed by Council) resubmitted with mitigations that better address the risks highlighted.
- 4.5. The next steps to addressing the points Taumata Arowai made for declining the Cust exemption application before a re-application for Cust can be considered include:
  - 4.5.1. Reviewing the reasons for the decline decision, and programming in works required (could include upgraded treatment, new source, renewals, metering, response plans for temporary chlorination);
  - 4.5.2. Socialising with Taumata Arowai to gain agreement on these;
  - 4.5.3. Prepare cost estimates of all works required to address all the points raised by Taumata Arowai;
  - 4.5.4. Gaining approval from the Council as to the intended approach;

- 4.5.5. If agreed by Council, consult with public on the cost and implement upgrades if community accepts the proposal.
- 4.6. It is expected that the same assessment above will be required to be carried out for Woodend-Pegasus once a decision has been received. Based on Taumata Arowai's clear indication on expectations of the standard that is required, it is expected that the Woodend-Pegasus application will be declined.
- 4.7. The collective learnings from the Cust and Woodend-Pegasus applications would be sufficient in informing the works required for pathway to chlorine free water for the remaining schemes.
- 4.8. There are two options available to Council for the remaining chlorine exemption applications that have not yet been assessed, being that for Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban:
- 4.8.1. Option 1 – Withdraw the applications for reasons that there is nothing further to be gained from proceeding with them at this time and considering the potential cost savings in terms of fees and staff's time. This is the recommended option.
- 4.8.2. Option 2 – Request that the applications are assessed by Taumata Arowai. This option is not recommended as it will cost at least \$72,000, take at least 12 months to complete and it is unlikely that there is anything further that will be gained from the assessments.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Some members of the community may feel they are negatively impacted by the introduction of chlorine. This is well understood, and these community views have been carefully considered, but not at the expense of the Council ensuring it meets its primary obligation under the WSA to provide safe drinking water.

- 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 likely to be affected by, or have an interest in the subject matter of this report. Mahaanui Kurataiao Limited have been engaged with to provide input on behalf of Ngai Tuahuriri and have given their support for the chlorine exemption process, and the use of UV treatment in favour of chlorine if possible.

Chlorination had been discussed at the joint representatives meetings between Te Ngāi Tū Ahuriri Rūnanga and Waimakariri District Council in 2023 and Council had provided updates to the Rūnanga office on changes to the chlorination status across the District.

#### **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.

#### **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.

Through previous consultation with the community it is clear to Council that the preference is for chlorine free water, which can only be achieved through an exemption from Taumata Arowai.

Upon acceptance of this report, it is proposed that a statement explaining the rationale for the change in approach by Council (with regards to withdrawal of the remaining chlorine

exemption applications) that also outlines the next steps Council intends to take, be released to the community to keep them informed.

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

### **6.1. Financial Implications**

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

Not proceeding with the remaining 4 chlorine exemption applications at this stage will present a minimum cost savings in the order of \$18,000 per supply (total of \$72,000) based on the actual fees charged by Taumata Arowai for Cust. This is likely to be much higher for the larger supplies. This does not include Staff's time required to provide input and manage the process which is quite involved.

It is possible that the upgrade works required to address the issues (raised in the Cust and Woodend-Pegasus applications) on all the on-demand supplies, to get them to a standard that can be considered for chlorine exemption by Taumata Arowai could cost in excess of \$100 million. This coarse estimate is based on advice other councils have received (i.e. Napier) with the investment likely to take in excess of 10 years, if pursued. It is noted that this is provided as an indicative figure only, to give an idea of the possible order of magnitude of investment that may be required. Staff will be able to provide more accurate advice following completion of the Woodend-Pegasus assessment, and completion of the further steps outlined in Section 4.4.

The budget to achieve chlorine exemptions has not yet been fully costed or included in Council budgets as there isn't sufficient information to inform that at this stage.

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

The recommendations in this report do not have sustainability and/or climate change impacts. Whether schemes do or do not have chlorine is not thought to have a significant impact upon the Council's emissions profile.

### **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. All Council water supplies are now chlorinated and will remain chlorinated until exemptions have been gained.

## **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, in that the Council is simply giving effect to requirements under legislation.

### **7.2. Authorising Legislation**

The Water Services Act is relevant 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. In particular:

*Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely – manner.*

7.4. **Authorising Delegations**

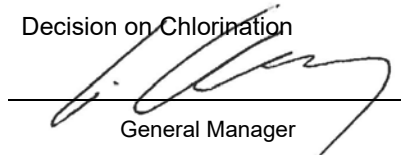
Council has the delegated authority to approve the recommendations of this report.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** WAT-03 / 230717106788**REPORT TO:** COUNCIL**DATE OF MEETING:** 03 October 2023

**AUTHOR(S):** Gerard Cleary, General Manager Utilities and Roding  
 Kalley Simpson, 3 Waters Manager  
 Colin Roxburgh, Project Delivery Manager  
 Caroline Fahey, Water and Wastewater Asset Manager

**SUBJECT:** Decision on Chlorination

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

  
 General Manager

  
 Chief Executive

**1. SUMMARY**

1.1. This report is to:

- Update the Council on the progress with the chlorination exemption applications and the change in approach taken by the other Canterbury councils with regards to chlorination, since the report on “Obligations Regarding Chlorination of Public Water Supplies” was presented to Council on 8 November 2022 (refer Attachment i);
- Advise that the outcome of the Cust exemption application, following completion of the Internal Review, was for the Water Regulator (Taumata Arowai) to decline the application, which means that the Cust supply must continue to be chlorinated; and,
- Seek approval to continue chlorinating the Kaiapoi and Woodend-Pegasus water supplies and to turn on chlorine for all the remaining unchlorinated supplies, namely Rangiora, Waikuku Beach and Oxford Urban water supplies, until an exemption approval and compliance with the Water Services Act (WSA) and Drinking Water Quality Assurance Rules (DWQAR) has been achieved for each water supply.

1.2. While staff had previously been working towards the removal of chlorine from the Kaiapoi and Woodend-Pegasus schemes and were anticipating that Rangiora, Waikuku Beach and Oxford Urban water supplies would remain unchlorinated until exemption decisions had been made, the recommended change in approach to chlorination is based on:

- Assessing the implications of the final decision following the Internal Review from Taumata Arowai to decline the Cust exemption application, and the relevance of the key factors in declining the application to other supplies in the district;
- Taking into consideration that the potential cost to obtain chlorine exemptions on all the Council’s urban supplies could exceed \$100 million, with the investment likely to take in excess of 10 years if pursued across all on-demand supplies;
- Taking into consideration the approach of other neighbouring councils going through a similar process, with other councils who have failed with their initial exemption applications opting to chlorinate all their supplies (not just the supply subject to the failed application);

**ATTACHMENT i**

- Acknowledging the extended time taken to assess these applications and noting the ongoing non-compliance of these supplies with the WSA and DWQAR in the interim period;
  - Recognising that chlorination is required to be implemented as it is a legal requirement and that the water regulator Taumata Arowai has stated that not chlorinating presents an unacceptable risk to the public. Without implementing chlorination, Council will be in breach of legislative requirements and risk prosecution of the Council and staff under the WSA.
  - Taking into account advice provided by the Chief Executive of the water regulator Taumata Arowai at the recent briefing to elected members and staff in September 2023.
- 1.3. Careful communication planning will be required to inform community of the reasons why chlorination is now required to be turned on and the changes that have triggered this decision. The proposed approach for the rollout of chlorination and informing the public is set out within this report. It is estimated that it will take approximately 8 weeks to implement chlorination of all schemes.

**Attachments:**

- i. Report to Council Obligations Regarding Chlorination of Public Water Supplies (TRIM 221013178519)
- ii. Response to Taumata Arowai Cust Chlorine (Residual Disinfection) Exemption Report (TRIM 230223025164)
- iii. Final Decision Report for Cust Chlorine Exemption Application (TRIM 230720109842)
- iv. Internal Review Decision Report for Cust Chlorine Exemption Final Decision (TRIM 230919146498)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. TRIM 230717106788.
- (b) **Approves** keeping the chlorine turned on in the Kaiapoi (July 2022 and February 2023) and Woodend-Pegasus (December 2022) water supplies and introducing chlorination across the currently unchlorinated supplies of Rangiora, Waikuku Beach and Oxford to comply with the Water Services Act requirements regarding chlorination, until residual disinfection exemptions and full compliance with the Drinking Water Quality Assurance Rules has been obtained for each of the supply.
- (c) **Notes** that the Water Services Act (WSA) requires a residual disinfectant (chlorine) in all its water supplies, both directly via Section 31 of the Water Services Act for all supplies unless an exemption is obtained, and the Drinking Water Quality Assurance Rules (DWQAR) for any supply that does not have an alternative mechanism to provide bacterial treatment such as UV disinfection.
- (d) **Notes** that the water regulator Taumata Arowai have advised that Council is legally required to provide residual disinfection (chlorination) and consequently Council can no longer elect to operate its normally unchlorinated supplies without chlorine as exemption applications are being processed.
- (e) **Notes** that a final decision for the Cust supply exemption application was issued by the water regulator Taumata Arowai on 29 June 2023 declining the application and the Internal Review issued on the 8 September 2023 confirming the original decision. This decision means chlorine has to remain turned on in the Cust water supply and the community needs to be made aware of the decision by the water regulator Taumata Arowai.
- (f) **Notes** that a number of the reasons for the Cust application being declined also apply to other supplies in the district, and as the water regulator Taumata Arowai have concluded



**ATTACHMENT I**

that they believe the Cust supply cannot be safely operated without the use of chlorine, therefore the same conclusions will apply on other supplies, and as such it is now considered that the Council would be in breach of the Water Services Act if it were to continue to operate other supplies without the use of chlorine, based on the decision reached on Cust.

- (g) **Notes** that Waimakariri District Council is now the only known council who is continuing to supply water to large populations without the use of chlorine as required by the WSA, while pursuing chlorine exemptions. Both Selwyn District Council and Christchurch City Council have had their first chlorine exemption applications declined and are chlorinating all their previously unchlorinated supplies and zones.
- (h) **Notes** that chlorination is required to be implemented as it is a legal requirement and not chlorinating presents an unacceptable risk to Council, staff and the public.
- (i) **Notes** that the risk profile of these water supplies has not changed, however the law and regulations have changed, which must be responded to.
- (j) **Notes** that the Council has taken numerous opportunities to express the views of its communities with respect to chlorination and the community desire for water supplies to be free of chlorine wherever possible, the Mayor and General Manager Utilities and Rooding submitted on these points to the Government's select committee, as part of the Water Services Act consultation period, and attended meetings with the Taumata Arowai Chief Executive to reinforce these community views.
- (k) **Notes** that of the 13 public water supplies in the district, Council has applied for chlorine exemptions for the six on-demand supplies (Cust, Woodend-Pegasus, Kaiapoi, Rangiora, Waikuku Beach and Oxford), while the remaining restricted supplies (Ashley Gorge, Garrymere, Mandeville-Fernside, Ohoka, Oxford Rural No.1, Oxford Rural No.2 and West Eyreton-Summerhill-Poyntzs) will continue to remain chlorinated due to the inherent risks associated with rural restricted supplies.
- (l) **Notes** that the community has given significant support to the Waimakariri unchlorinated water supplies remaining chlorine free and the Council has taken all steps to find a way to achieve this while protecting public health and remaining compliant with standards and will continue to explore a pathway to be chlorine free.
- (m) **Notes** that news stories have been published by Council over the past several years to raise general community awareness of the need to chlorinate water supplies if exemptions are not gained, and that further targeted communications will take place following the adoption of this report to update the community on the next steps.
- (n) **Notes** that a communication plan is being developed that will include a joint statement by the water regulator Taumata Arowai and a letter to all users on Council supplied water schemes.
- (o) **Notes** that for supplies not already chlorinated, there will be a staged approach to ensure adequate notice is provided to residents.
- (p) **Notes** that a future report will be presented to Council to consider the potential approach, including costs and timeframes, for a pathway to obtain chlorine exemptions for on-demand supplies in the future., based on the decision received for Cust and further discussions with the water regulator Taumata Arowai.
- (q) **Resolves** that this report remains Public Excluded to maintain the effective conduct of public affairs until the community communications on chlorination has been issued.
- (r) **Circulates** this report to the Community Boards for their information.

### 3. **BACKGROUND**

Prior to November 2022 Report to Council

**ATTACHMENT i**

- 3.1. The Water Services Act (WSA) came into force on 15 November 2021. There are several sections of the Act with specific relevance to chlorination of water supplies. It is noted that the Act refers to 'residual disinfection' which in practical terms, means chlorination. These relevant sections are:

- Section 22, 1, requires that *"A drinking water supplier must ensure that the drinking water supplied by the supplier complies with the drinking water standards"*. The Drinking Water Quality Assurance Rules (DWQAR) came into effect on 14 November 2022 which sets out what drinking water suppliers need to do to comply with key parts of the new Drinking Water Standards (DWS) and other requirements under the WSA. There is a requirement with the new rules that all water be treated for bacteria, and for any scheme without UV treatment already in place, chlorine is the only available way to meet this requirement.

Previously the majority of supplies intended to be non-chlorinated achieved bacterial compliance via *E. coli* sampling, however with the new requirement to treat for bacteria, either chlorine treatment or UV disinfection is required.

The net effect of the above is that for schemes without an alternative mode of bacterial treatment (i.e. without UV disinfection in place yet), chlorine must be used at least as a temporary treatment barrier, if bacterial compliance is sought under the DWQAR. This conclusion applies to all urban supplies, except for Waikuku Beach and Cust that already has UV treatment.

- Section 31, 1, j of the WSA requires that a water supplier have a Drinking Water Safety Plan that: *"where a drinking water supply includes reticulation, require, and provide for the use of, residual disinfection in the supply unless an exemption is obtained under section 58"*. This essentially makes the default be that a supply be chlorinated, and it only be the granting of an exemption that may exempt a supplier from this legislative obligation.
  - Section 58 of the WSA sets out that the Chief Executive of Taumata Arowai may exempt a water supplier from the use of residual disinfection, and some of the considerations in doing this.
- 3.2. The Waimakariri District Council has 12 water supply schemes, of which 6 are chlorinated, based on Council's risk-based approach due to particular risks with rural restricted schemes. The remaining 6 water supplies have very high-quality water sources and distribution systems that prior to the WSA coming into effect have not been required to be permanently chlorinated. This lack of chlorination is enjoyed and held to a high level of importance by much of the community.

Developments since November 2022

- 3.3. A report was taken to Council on 22 November 2022 (refer Attachment i) to inform the Council of the requirement to add chlorine to the water of all its water supplies from 14 November 2022, as per the requirements of the WSA. The report also presented options to the Council to provide a pathway to give effect to these requirements. Council sought a meeting with the Chief Executive of Taumata Arowai and the agreement was water supplies would remain chlorine free until we went through the chlorine exemption process. As a result of this agreement, Council elected to instruct staff to continue to operate its normally unchlorinated supplies as they were, while working with Taumata Arowai on an agreed pathway towards compliance taking into account the outcome of the residual disinfection exemption application assessments that were underway.
- 3.4. Council staff have been working proactively with the regulator, Taumata Arowai, on the chlorine exemption process for all its unchlorinated water supplies since March 2022. The

**ATTACHMENT I**

first exemption application for the Cust supply was submitted in July 2022, followed by remaining applications for the Oxford Urban, Waikuku Beach, Rangiora, Kaiapoi and Woodend-Pegasus supplies submitted in September 2022.

- 3.5. In December 2022, a draft exemption decision for the Cust supply was presented to Council to decline the application. Council staff had reviewed this thoroughly and submitted a detailed response challenging Taumata Arowai on a number of points raised in the draft decision document (refer Attachment ii). A final decision was issued by Taumata Arowai on 29 June 2023 declining the exemption application for the Cust supply (refer Attachment iii). Council staff had requested a review of the decision internally by Taumata Arowai, in accordance with sections 89 to 92 of the Water Services Act 2021. A response was received from Taumata Arowai for the Internal Review which confirmed the final decision issued on 29 June 2023 (refer Attachment iv)
- 3.6. The Cust application was declined on several points that are highly relevant to the other supplies in the district that are awaiting chlorine exemption assessment. These include acceptability of viral risk, backflow risk, leakage levels, bore heads not meeting new requirements, risk of contamination due to proximity to sewer infrastructure and inadequately explained historical events. Taumata Arowai have also signalled that response plans for temporary chlorination will be required as the scheme will still need to be intermittently chlorinated for pipe repairs or incidents.
- 3.7. The next steps to addressing the points Taumata Arowai made for declining the Cust exemption application before a re-application can be considered includes:
- Reviewing the reasons for the decline decision, and programme in works required (could include upgraded treatment, new source, renewals, metering, response plans for temporary chlorination);
  - Socialising with Taumata Arowai to gain agreement on these;
  - Prepare cost estimates of all works required to address all the points raised by Taumata Arowai;
  - Consult with public on the cost and implement upgrades if community accepts the proposal;
  - Acknowledging that this would likely take in excess of 10 years to implement and potentially cost millions of dollars for Cust and upwards of \$100 million for the entire district if pursued, based on advice other councils have received (i.e. Napier City Council).
- 3.8. To date only the assessment of the Cust chlorine exemption application has been completed. Taumata Arowai have started assessing the Woodend-Pegasus chlorine exemption as of 23 August 2023 and the remaining applications are yet to be processed. Taumata Arowai have indicated that they will process one application per council at a time due to resourcing constraints. Based on the processing timeframe indicated by Taumata Arowai, assessment of all the applications will only be completed by the end of 2024.
- 3.9. Both Selwyn District Council (SDC) and Christchurch City Council (CCC) have had their initial chlorine exemption applications declined. SDC received its final decision for their Rakaia Huts supply and by this time had already elected to continue chlorinating and UV treating all its supplies. CCC received its draft decisions for the Brooklands-Kaingā zone and have changed their original approach towards the chlorination requirements under the WSA. They have started chlorinating all remaining unchlorinated zones in the city upon receiving the draft decline decision from Taumata Arowai. Waimakariri District Council (WDC) is now the only council who is actively pursuing chlorine exemptions, that is continuing to supply water to large populations without the use of chlorine as required by the WSA.
- 3.10. The Kaiapoi and Woodend-Pegasus water supplies currently have temporary chlorination in place. This was triggered by water quality incidents relating to coliform detection in the water supplies discovered through routine sampling. Investigation of the water quality

**ATTACHMENT I**

incidents have led to reservoir remediation works being undertaken in both schemes. The reservoir remediation works at Kaiapoi were completed at the end of June 2023, and the works at Woodend-Pegasus are due to be completed in late September 2023. Monitoring equipment that provides continuous coliform bacteria monitoring of the water has also been installed in the Kaiapoi reticulation, and continuous monitoring equipment of other water quality parameters (pH, turbidity, conductivity, temperature and pressure) has been installed on both supplies.

- 3.11. ESR (Institute of Environmental Science and Research) have been carrying out metagenomic sequencing research work on some of Council's water supplies as part of their research on understanding the microbial population in water supplies. As part of this work, microbial communities in sample water are categorised as either "Low", "Medium" or "High" risk to help ascertain if there is anything of concern being detected. Based on sampling taken from the Rangiora and Kaiapoi supplies, there were several species of "Low" level pathogenic concern detected in the Rangiora reticulation and Kaiapoi reticulation and source wells. While this testing is in an emerging area, it does highlight the level of living organisms within drinking water that are not necessarily being detected by existing conventional testing methods.
- 3.12. Continuous Monitoring equipment has now been installed within the distribution systems of all urban supplies to provide quicker detection of any changes in water quality. In addition, an equipment that provides continuous coliform bacteria monitoring have also been installed in the Kaiapoi reticulation. Emergency chlorine dosing equipment is available to be turned on at all treatment plants to response to any water quality incidents. The UV treatment equipment are expected to be operational at the end of June 2024 which will then provide compliance in terms of bacteria treatment requirements at the treatment plant. However, without a chlorine exemption being obtained, the supply will still be non-compliant in terms of residual disinfection requirements of the WSA.
- 3.13. It is important to note that the Waimakariri District Council has very high quality water sources and has always supported, and agreed to comply with, the Drinking Water Standards. The current DWQAR rules require chlorination unless a residual disinfection exemption is obtained. The Cust exemption decision has outlined a number of areas that show the scheme does not meet the standard for a chlorine exemption (i.e.: to operate without chlorine). This does not imply that there is an issue with the quality of the Cust water or the supply scheme. It is an indication of how extremely challenging it will be to obtain a chlorine exemption which is an extremely high bar, well in excess of the drinking water standards, which are based on water supplies being chlorinated.
- 3.14. The Mayor, Chief Executive (CE) and 3 Waters Manager sought a meeting with the current CE of Taumata Arowai (Allan Prangnell), on 24 July 2023 to understand if the previous understanding that was agreed with the previous CE of Taumata Arowai would continue, which he undertook to consider. The CE of Taumata Arowai was subsequently invited for a visit to WDC on 20 September 2023, which he accepted, along with Principal Advisor Drinking Water (Jim Graham) and Board Member (Anthony Wilson). During the visit, the CE of Taumata Arowai made it clear that as a decision for Cust has now been confirmed, the advice from Taumata Arowai is that chlorine will need to be added to all unchlorinated supplies.

**4. ISSUES AND OPTIONS**

- 4.1. Council have previously provided an undertaking to the community that the temporary chlorination in both the Kaiapoi and Woodend-Pegasus water supplies will be turned off once the reservoir remediation works have been completed and the monitoring equipment have been installed. However, there have been several developments since that time. These are:

**ATTACHMENT I**

- The final decision on the Cust exemption application, being to decline the application, and the relevance of many of the points made to other supplies in the district.
  - The developments with other neighbouring councils going through a similar process, with other councils who have failed with their initial exemption applications opting to chlorinate all their supplies (not just the supply subject to the failed application).
  - Acknowledging the extended time taken to assess these applications and noting the ongoing non-compliance of these supplies with the Water Services Act and DWQAR in the interim period, especially for those supplies with no other treatment barrier available until UV treatment projects are completed by the end of June 2024.
  - Advice given by the Chief Executive of Taumata Arowai to elected members and staff at a briefing in September 2023 on the topic of the Cust chlorine exemption application decision and the relevance to other supplies in the district.
- 4.2. As the chlorine exemption application for the Cust water supply has now been declined, chlorination of the supply will need to continue. The Cust community will need to be informed of this decision from Taumata Arowai. The next steps for the Council will be for staff to work with Taumata Arowai on quantifying what further works would be required in order to re-apply for an exemption, followed by consultation with the community on the cost of this work.
- 4.3. There are two options available to Council for the remainder of its normally unchlorinated schemes:
- Option 1 (Not recommended) - Remove chlorine on the Kaiapoi and Woodend-Pegasus water supplies and continue operating the other schemes without chlorine, until exemption decisions are reached.**
- 4.4. This would mean that there are provisions within the WSA that are not met in the interim period while exemption applications are processed. Even though Taumata Arowai have previously indicated in principle to the Council that they would take a pragmatic approach towards compliance enforcement during the interim period while exemption applications are processed, the Council have now received a declined exemption application for the Cust water supply, and concluded that many of the points made in relation to Cust also apply to other schemes. Further to this, Cust could be considered to be safer than other supplies, given it now has UV treatment in place, so if Cust is deemed to have an unacceptable level of risk, therefore the same conclusions will also apply to other supplies.
- 4.5. In addition, CCC have also changed their approach to chlorination obligations under the WSA by initiating chlorination of all their previously unchlorinated zones within the city upon receipt of a declined draft exemption application decision for one of the zones.
- 4.6. This option would also go against advice provided by the Taumata Arowai Chief Executive in September 2023 when considering the relevance of the Cust application to the other supplies in the district.
- 4.7. Based on the above, this option is considered to be no longer tenable, as firstly Taumata Arowai consider that operating the Cust supply, and by inference the other supplies in our district, without chlorine presents an unacceptable level of risk to the public, and secondly it exposes the Council and staff to prosecution under the Water Services Act should a contamination event occur. Consequently, this option is not available and therefore not recommended.

**ATTACHMENT I**

- 4.8. **Option 2 (Recommended)** – Continue chlorinating the Kaiapoi and Woodend-Pegasus water supplies and also initiate chlorination of all other schemes currently unchlorinated.
- 4.9. This option ensures that the Council will achieve the greatest level of compliance that is practically possible at this time with the WSA and Drinking Water Quality Assurance Rules, and presents the lowest risk in terms of both water safety, and the risk of any enforcement actions being taken.
- 4.10. The staff recommendation is to proceed with Option 2, as it is a legal requirement and not chlorinating presents an unacceptable risk to Council, staff and the public. Without implementing chlorination, Council will be in breach of legislative requirements and risk prosecution under the WSA.

**Discussion**

- 4.11. There are provisions within the WSA that are not met in the interim period, until chlorine exemptions have been granted by Taumata Arowai for the supplies and UV treatment equipment are operational to be able to provide both bacterial and protozoal compliance at the treatment plants.
- 4.12. While it is noted that the likelihood of there being a contamination event on any of these supplies in this interim period is low, the changing of legislative requirements with regard to chlorine would still present a risk that if such an event were to occur where chlorine could have prevented the event, or minimised the consequences, there would be a greater chance of enforcement actions being taken.
- 4.13. Section 29 of the WSA imposes a duty on every officer, employee and agent of a drinking water supplier to exercise due diligence to ensure that the drinking water supplier complies with any legislative duty. Due diligence includes taking reasonable steps to acquire knowledge of the supply of safe drinking water and identify and control any risks (section 29(4)). The fines for breaching the duty to exercise due diligence are also substantial. An employee or agent of a drinking water supplier is liable to a fine of up to \$50,000 (section 192(2)), and an officer of a drinking water supplier is liable to a fine not exceeding \$100,000 (section 192(2)).
- 4.14. The penalties for the Council as a drinking water supplier are much larger than these and fines of up to \$3 million could be imposed for offences under Section 171-192 of the Water Services Act.
- 4.15. It is noted that in terms of a water safety and risk point of view, the risk associated with the supplies that are currently unchlorinated did not change with the new DWQAR coming into effect on 15 November 2022. These normally unchlorinated supplies already have an additional level of risk compared to if they were chlorinated, and up until this point in time this level of risk had been deemed acceptable. However, the legislation has changed, and perceptions and appetite for risk have changed which requires consideration.
- 4.16. While a number of improvements have been made over recent years to reduce the risk associated with the Council's supplies as part of a continuous improvement process, there are still projects ongoing to reduce this risk further in the coming years. A particular example of this is UV treatment upgrades which is required to ensure that all treatment plants in the district are able to comply with the new DWQAR. This is of relevance, because until these upgrades are completed, many of the supplies where exemptions are sought do not comply with the new standards (despite meeting previous standards), making the Council and staff especially vulnerable if an event were to occur.

**ATTACHMENT I**

- 4.17. The staff recommendation is to proceed with Option 2, as it is a legal requirement and not chlorinating presents an unacceptable risk to Council, staff and the public. Without implementing chlorination, Council will be in breach of legislative requirements and risk prosecution under the WSA.

**Chlorine Rollout and Communications**

- 4.18. Careful communication planning will be required to inform community of the reasons why chlorination is now required to be turned on and the changes that have triggered this decision. The implementation of chlorination will be carried out in a staged way in order to minimise risk of operational issues. Personalised letters will be delivered to all affected residents (delivered by NZ Post) and the rollout plan is estimated to take a total of 8 weeks, from Council decision occurring to all schemes being chlorinated. This rollout plan provides for 2 weeks between each key stage, being:

- Council decision being made
- Delivering letters to all affected communities
- Chlorination of first supply
- Chlorination of 2<sup>nd</sup> supply
- Chlorination of last supply

**Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Some members of the community may feel they are negatively impacted by the introduction of chlorine. This is well understood, and these community views must be carefully considered, but not at the expense of the Council ensuring it meets its primary obligation under the WSA to provide safe drinking water.

The Waimakariri District has very high quality source water and high quality water infrastructure. The community is provided with a high quality supply that is important in protecting public health. It is important that all steps are taken to ensure compliance with drinking water standards including the provision of chlorinated water.

- 4.19. 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. Mahaanui Kurataiao Limited have been engaged with to provide input on behalf of Ngai Tuahuriri and have given their support for the chlorine exemption process, and the use of UV treatment in favour of chlorine if possible.

Chlorination has been discussed at the recent joint representatives meetings between Te Ngāi Tū Ahuriri Rūnanga and Waimakariri District Council. The Rūnanga representatives have requested that Council provide an email update to the Rūnanga office on any changes to the chlorination status across the District.

The Mayor and Chief Executive will be seeking a meeting with the Chair and Upoko of Te Ngāi Tūāhuriri.

**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.

**5.3. Wider Community**

**ATTACHMENT i**

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

The Council is well aware of its communities' expectations and preferences regarding chlorination, and have taken every opportunity to express these as the regulations that have ultimately required chlorination were being prepared and consulted on.

The community has given significant support to the Waimakariri water supplies being chlorine free and the Council has taken all steps to find a way to achieve this while protecting public health and remaining compliant with standards.

Throughout the past year the Council has been running news stories to raise awareness of this matter in general, including a pamphlet that was distributed across the district and also included in the rates bill. A number of drop-in sessions were also held in Cust, Kaiapoi, Woodend and Rangiora that had staff and Elected Members attendance.

Once the outcome of this report is known, a public news story will be published to keep the community up to date and informed, including by a joint statement by the Council and Taumata Arowai informing the community the decision, the reasons and other information. Letters will be provided to ratepayers with at least three weeks' notice of the decision and chlorination being implemented, to provide time for residents to prepare for chlorination.

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

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report. The operational cost of chlorination has been allowed for in operational budgets to allow for the possibility that chlorine may be required. Due to the uncertainty around this matter, there is some risk as to whether the actual costs will match the anticipated costs, however reasonable attempts have been made to allow for this.

While further investigation and analysis is required, it is possible that the steps needed to address all matters raised with respect to the Cust supply could cost in excess of \$1 million. By extension, and based on advice other councils have received (i.e. Napier), the cost to obtain chlorine exemptions on all the Council's urban supplies could exceed \$100 million, with the investment likely taking in excess of 10 years, if this is pursued.

This budget for implementation of chlorine is included in the Annual Plan/Long Term Plan, however the required budget to achieve chlorine exemptions has not yet been fully costed or included in Council budgets.

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

The recommendations in this report do not have sustainability and/or climate change impacts. Whether schemes do or do not have chlorine is not thought to have a significant impact upon the Council's emissions profile.

### **6.3 Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. The recommended option of complying with the legislation carries the least risk for Council and the public in terms of reputation, compliance, enforcement actions and safety. The alternative option of not chlorinating presents a high degree of risk, especially now given that Taumata Arowai have finalised their assessment of the Cust supply, and the applicability of these conclusions to other supplies in the District.

The implementation needs to be carried out in a manner that will ensure the public have trust and confidence in the water they are being supplied and drinking. There is likely to be concern from the community due to the taste and odour of the water when chlorine is introduced. This is why it is important that there is a period of time before the chlorine is introduced to notify the public of this happening using all available channels including, mail, media and social media.



**6.3 Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. The recommendation presents the lowest risk in terms of health and safety to the community.

**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, in that the Council is simply giving effect to requirements under legislation.

**7.2. Authorising Legislation**

The Water Services Act is relevant 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. In particular:

*Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely – manner.*

**7.4. Authorising Delegations**

The Council has the delegated authority to receive this report and adopt the recommendations.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** WAT-03 / 221013178519**REPORT TO:** COUNCIL**DATE OF MEETING:** 8 November 2022**AUTHOR(S):** Gerard Cleary, General Manager Utilities and Roothing  
Kalley Simpson, 3 Waters Manager  
Colin Roxburgh, Water Asset Manager**SUBJECT:** Obligations Regarding Chlorination of Public Water Supplies**ENDORSED BY:**(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager\_\_\_\_\_  
Chief Executive**1. SUMMARY**

1.1. This report is to:

1. Inform the Council of the requirement to add chlorine to the water of all its water supplies from 14 November 2022, as per the Water Services Act (WSA).
2. Present options to the Council to provide a pathway to give effect to these requirements.

1.2. Under the Water Services Act (WSA), all water supplies are required to have a residual disinfectant in place, unless an exemption is gained from Taumata Arowai. It is important to note that the Council has opposed these requirements at all available opportunities and expressed the community desire for water supplies to be free of chlorine wherever possible. To some extent this has been successful in that there is the ability to apply for chlorine exemptions. However, the process to obtain exemptions has been and will continue to be complex. Council staff have been working proactively with the regulator, Taumata Arowai, on the chlorine exemption process.

1.3. The Waimakariri District Council has 12 water supply schemes, of which 6 require chlorination based on the Council's current risk based approach where rural restricted schemes have traditionally been chlorinated, even if not strictly required to do so under the Drinking Water Standards. The remaining 6 Water supplies have very high quality water sources and distribution systems that to date have not been required to be permanently chlorinated. This lack of chlorination is enjoyed and held to a high level of importance by much of the community.

1.4. There are two key mechanisms by which chlorine is required:

**Residual Disinfectant**

1.5. Section 31 of the WSA provides that a drinking water safety plan in relation to a reticulated supply must require and provide for the use of residual disinfection (for example chlorination) unless an exemption is obtained under section 58 of the WSA. While chlorine exemptions have been submitted for all the Council's normally unchlorinated supplies no exemptions have yet been gained.

- 1.6. This obligation comes into effect on 15 November 2022, and applies to all supplies.

Treatment of Source Water for Bacteria

- 1.7. Further, in July 2022 Taumata Arowai released the Drinking Water Quality Assurance Rules (the Rules), which included the need to treat all water for bacteria. There are two common ways to treat water for bacteria; either by chlorine disinfection, or by UV treatment. Of the urban on-demand supplies for which residual disinfections are sought (Waikuku Beach, Oxford Urban, Cust, Rangiora, Kaiapoi, Woodend-Pegasus), only Waikuku Beach currently has UV as a bacterial treatment barrier. Therefore, the remaining supplies also will need chlorine to comply with the Rules regarding bacterial treatment, as well as to comply directly with the WSA with relation to having a residual disinfectant.
- 1.8. There is a requirement under the WSA to meet the Drinking Water Standards (Section 22, 1). The Drinking Water Quality Assurance Rules (which require the treatment of bacteria) set out what drinking water suppliers need to do to comply with key parts of the Drinking Water Standards.
- 1.9. These come into effect on 14 November 2022, therefore triggering the need to chlorinate from this time. Due to the short time period between the release of the Rules in July, and the timeframe to obtain a chlorine exemption it puts us in a very challenging position. This is exacerbated by the complexity and interactive process to obtain an exemption as it is a new process to both Council and the Regulator.
- 1.10. It is important to note that with new drinking water standards there is always a need to have an implementation period. It is also apparent the new regulations and standards do not have specific provision to allow adequate timeframes to bring previously fully compliant water schemes to full compliance without some period of transition where full compliance is not achieved. Specifically, for Waimakariri this presents a challenge to install UV at existing headworks and to implement chlorination if an exemption cannot be achieved.
- 1.11. The challenge with implementing temporary chlorination is that it would cause a significant level of service change and go against the wishes of the majority of the community for a relatively short time while exemptions are processed, despite there being an alternative pathway towards compliance that is currently being worked through. Waimakariri District Council has a long record of operating safe and compliant non chlorinated water supplies.
- 1.12. There are two options that the Council can consider in response to the above:

Option 1 – Introduce Temporary Chlorine from 14 November 2022 Until Exemptions are Gained

- 1.13. This option ensures that the Council will achieve the greatest level of compliance that is practically possible at this time with the WSA and Drinking Water Quality Assurance Rules, and presents the lowest risk in terms of both water safety, and the risk of any enforcement actions being taken. However, it would mean introducing chlorine without allowing the exemption application process to be seen through to its completion, and would cause significant community disruption for something that the Council could soon become exempt from, depending on the outcome of the coming exemption applications.

Option 2 – Await the Outcome of the Residual Disinfection Exemption Process

- 1.14. This option would involve not introducing chlorine to any currently unchlorinated schemes (or parts of schemes), but also not removing chlorine from schemes currently chlorinated, until the outcome of the chlorine exemption application process is known.

- 1.15. This would mean that there are provisions within the WSA that are not fully met in the interim period, however Taumata Arowai have proposed that an agreed programme of works is developed that sets out a pathway for Council to work towards compliance over a 1-2 year timeframe. Taumata Arowai have also indicated in principle to the Council that they would take a pragmatic approach towards compliance enforcement during the interim period while exemption applications are processed. It is also likely that the outcome of the first plan submitted for approval is likely to be provided within 3 weeks.
- 1.16. The staff recommendation is based purely on a compliance and lowest risk approach, which is to proceed with Option 1, however Option 2 does provide a viable alternative that the Council may wish to approve provided a suitable pathway towards compliance can be agreed with Taumata Arowai. Given these 6 supplies have proven record of delivery this appears to be a pragmatic way forward with Taumata Arowai, with any compliance and agreements on timeframes being strictly adhered to.

Attachments:

- i. nil

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 221013178519.
- (b) **Notes** that the Water Services Act (WSA) requires a residual disinfectant (chlorine) in all its water supplies from 14 November 2022, both directly via Section 31 of the Water Services Act for all supplies unless an exemption is obtained, but also via the Drinking Water Quality Assurance Rules for any supply that doesn't have an alternative mechanism to provide bacterial treatment such as UV disinfection.
- (c) **Notes** that there is a process currently underway where all the Council's urban and on-demand supplies have applied for exemptions to having a residual disinfectant (chlorine), and that assessment of these applications is currently underway with Taumata Arowai, but that it is unlikely any of these assessments will be complete by the 14 November deadline when the WSA requirements taken effect.
- (d) **Notes** that given the ongoing assessment, discussions have been held with Taumata Arowai in relation to the implications of the Water Services Act, and it has been agreed a pragmatic approach could be taken to allow a programme of works towards compliance be agreed and implemented over the coming 12 months, taking into account the residual disinfection (chlorine) exemption application process that is still underway.

*Either*

- (e) **Approves** the introduction of temporary chlorination across the currently unchlorinated supplies of Rangiora, Kaiapoi, Woodend, Waikuku Beach, Oxford, and Cust commencing from 14 November through to 21 November to comply with the Water Services Act requirements regarding chlorination, until exemptions and compliance has been obtained.

*Or*

- (f) **Instructs** staff to continue to operate its normally unchlorinated supplies as they are now, while working with Taumata Arowai on an agreed pathway towards compliance taking into account the outcome of the residual disinfection exemption application assessments that are underway at present.
- (g) **Approves** the programme towards compliance to be agreed with Taumata Arowai (as referred to above) to include bringing forward all the UV disinfection upgrades on the currently unchlorinated schemes into the 2023/24 financial year, and also the introduction of additional *E. coli* samples over and above existing levels.

- (h) **Notes** that there is infrastructure in place to implement emergency chlorination at short notice in response to any test results or operational issues that are considered by staff to be a potential risk to drinking water safety and that staff will implement chlorination as part of the response to any potential event they deem necessary.

*And*

- (i) **Notes** that whether chlorine is or isn't introduced in response to the November 2022 deadline, the Council will still not be fully compliant with the new Drinking Water Quality Assurance Rules, as there are a series of other upgrades (not related to chlorination) that are underway or required in response to the new Rules that were issued in July 2022.
- (j) **Notes** that the risk profile of these supplies has not changed. The law has changed and perceptions and appetite for risk have changed, but the supply risk level has not.
- (k) **Notes** that the Council has taken numerous opportunities to express the views of its communities with respect to chlorination and the community desire for water supplies to be free of chlorine wherever possible, the Mayor and Manager Utilities and Roading submitted on these points to the Government's select committee, as part of the Water Services Act consultation period, and attended meetings with the Taumata Arowai Chief Executive to reinforce these community views.
- (l) **Notes** that news stories have been published by Council throughout the year to raise general community awareness of the need to chlorinate water supplies if exemptions are not gained, and that further targeted communications will take place following the adoption of this report to update the community on the next steps.
- (m) **Circulates** this report to the Community Boards for their information.

### 3. **BACKGROUND**

- 3.1. The Water Services Act (WSA) came into force on 15 November 2021. There are several sections of this Act with specific relevance to chlorination of water supplies. It is noted that the Act refers to 'residual disinfection' which in practical terms, means chlorination. These relevant sections are:

1. Section 22, 1, requires that "*A drinking water supplier must ensure that the drinking water supplied by the supplier complies with the drinking water standards*". This in itself did not require chlorination as the implications were dependant on the standards getting published. In July 2022 the Drinking Water Standards and associated Drinking Water Quality Assurance Rules were published which required that all water be treated for bacteria, and for any scheme without UV treatment already in place, chlorine is the only available way to meet this requirement.

Previously the majority of supplies intended to be non-chlorinated achieved bacterial compliance via *E. coli* sampling, however with the new requirement to treat for bacteria, either chlorine treatment or UV disinfection is required.

The nett effect of the above is that for schemes without an alternative mode of bacterial treatment (i.e. without UV disinfection in place yet), chlorine must be used at least as an temporary treatment barrier, if bacterial compliance is sought from 14 November onwards. This conclusion applies to all urban supplies, except for Waikuku Beach that already has UV treatment.

Clearly the implementation of this provision is going take some time and regardless of our response there will be some level of transitional non-compliance for protozoal treatment and possibly bacteria depending on the option chosen.

2. Section 31, 1, j of the WSA requires that a water supplier have a Drinking Water Safety Plan that: "*where a drinking water supply includes reticulation, require, and*

*provide for the use of, residual disinfection in the supply unless an exemption is obtained under section 58". This essentially makes the default be that a supply be chlorinated, and it only be the granting of an exemption that may exempt a supplier from this legislative obligation.*

3. Section 58 of the WSA sets out that the Chief Executive of Taumata Arowai may exempt a water supplier from the use of residual disinfection, and some of the considerations in doing this.
- 3.2. In March 2022 Taumata Arowai opened up the ability to submit exemption applications, and published guidance of the criteria and information that must be supplied with any such exemption application. This started off the process to prepare and submit applications, with the first being submitted in July for the Cust supply, and the remaining applications for Oxford Urban, Waikuku Beach, Rangiora, Kaiapoi and Woodend-Pegasus submitted in September 2022.
- 3.3. The processing of the Cust exemption application is underway, with a kick-off meeting held with Taumata Arowai, and a series of questions submitted to Council in 28 September, which were responded to on 14 October. A site visit is planned with Taumata Arowai representatives in November, with the date at which a decision will be made still uncertain, although unlikely to be published by 14 November.
- 3.4. With the remaining applications, it is almost certain that these will not be processed by the date by the 14 November deadline, given the Cust assessment is still underway and that the others will follow from this.

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

- 4.1. Given the requirement to have a residual disinfectant unless an exemption is gained (as per the Water Services Act), and the requirement to treat water for bacteria (as per the Drinking Water Quality Assurance Rules), in order to strictly comply with the residual disinfection provisions of the WSA from the 15<sup>th</sup> of November, chlorine must be added to all supplies.
- 4.2. Additionally, for all the urban schemes excluding Waikuku Beach, chlorine is also required to provide bacterial treatment at the treatment plants, if compliance is sought from 14 November onwards. It is noted however that this would be a temporary measure only, as the preferred strategy to achieve bacterial compliance for the urban on-demand schemes is by way of UV treatment, which is provided for in the Council's Long Term Plan.
- 4.3. As is outlined above, the situation is complex in that in the immediate term, chlorine is required to meet the WSA requirements for residual disinfection, and bacterial treatment of the source water as of 14 November 2022. However, the Council has an alternative strategy to achieve compliance with respect to these two requirements which is:
  1. Bacterial compliance at treatment plants to be achieved by UV treatment;
  2. Residual disinfection requirements to be met by gaining of residual disinfection exemptions.
- 4.4. Given that the Council is working towards compliance via a chlorine free path, but the applications to gain approval for the above are still being assessed by Taumata Arowai, a meeting was held on 1 November 2022 between Councillors, Council staff, and the Taumata Arowai Chief Executive and Principal Advisor Drinking Water to discuss the implications of the 14 and 15 November dates with respect to the WSA. It was that introducing chlorine temporarily would cause significant disruption to the community, for something that may only be a temporary measure as residual disinfection applications are processed. It was also agreed that the timing of the legislation did not allow sufficient time for the processing of all exemption applications, or to construct necessary upgrades to allow full compliance with the new requirements by the November deadlines.

4.5. In recognition of this, an alternative approach was proposed by Taumata Arowai for consideration. This alternative option would involve:

- Continuing to operate the unchlorinated supplies as they currently are as an interim step as the chlorine exemption process is worked through.
- Ensuring that there are emergency chlorination systems ready to be used should they be required to manage the safety of the supplies.
- Agreeing a pathway with Taumata Arowai by which the Council would work towards full compliance with the WSA.

4.6. There are two options that the Council can consider in response to the above:

Option 1 – Introduce Temporary Chlorine from 14 November 2022 Until Exemptions are Gained

4.7. This option ensures that the Council will achieve the greatest level of compliance that is practically possible at this time with the WSA and Drinking Water Quality Assurance Rules, and presents the lowest risk in terms of both water safety, and the risk of any enforcement actions being taken. However, it would mean introducing chlorine without allowing the exemption application process to be seen through to its completion, and would cause significant community disruption for something that the Council could become exempt from, depending on the outcome of the coming exemption application assessment process.

4.8. This option as well as providing the highest level of compliance possible, also presents the lowest risk from a water safety perspective, and the lowest risk in terms of any enforcement actions that may be taken by Taumata Arowai against the Council in respect to the WSA.

4.9. It is noted that in terms of a water safety and risk point of view, the risk associated with the supplies that are currently unchlorinated will not change when the November deadline passes. These normally unchlorinated supplies already have an additional level of risk compared to if they were chlorinated, and up until this point in time this level of risk had been deemed acceptable. However, the legislation has changed, and perceptions and appetite for risk have changed which requires consideration.

4.10. While a number of improvements have been made over recent years to reduce the risk associated with the Council's supplies as part of a continuous improvement process, there are still projects ongoing to reduce this risk further in the coming years. Examples of such projects which are proposed but not yet completed are:

- Construction of UV treatment facilities on all on-demand supplies to manage the risk associated with contamination from the source water;
- Repairs to reservoirs on the Kaiapoi, Rangiora, Woodend-Pegasus and Oxford Urban supplies following detailed inspections over recent months to reduce the risk of contamination entering a supply via a reservoir.
- Installation of continuous monitoring equipment within the distribution systems of all supplies to provide quicker detection of any changes in water quality.

4.11. All the above projects are designed to reduce the risk with these supplies further, so it is implicit that until they are completed the Council is carrying a higher degree of risk now than it will be following their completion. The temporary introduction of chlorine would help lower this risk in the meantime, although as previously noted, this level of risk already exists now, prior to the November 14 and 15 deadlines.

- 4.12. However, it is important to note that there already have been a number of measures in recent years that have already reduced the risk on what have been complaint and safe water supplies. These include, a significant increase in backflow prevention implementation, some reservoir repairs, increased water quality sampling, continued rollout of the renewals programme, and continuous improvement with the development and implementation of hygiene practices involving water supplies. In addition the schemes have all been fitted with equipment to allow emergency chlorination in response to any operational risks.
- 4.13. It should be noted also that this option would cause the greatest level of community disruption, and represent a significant change to the level of service for residents on usually unchlorinated schemes, despite an alternative option being proposed in discussions with Taumata Arowai, and despite there being an alternative pathway towards compliance that is actively being worked towards.

#### Option 2 – Await the Outcome of the Residual Disinfection Exemption Process

- 4.14. This option would involve continuing to operate the chlorine free supplies without chlorine, until the outcome of the residual disinfection process is known. This would mean not introducing chlorine to any currently unchlorinated schemes (or parts of schemes), but also not removing chlorine from schemes currently chlorinated.
- 4.15. This would mean that there are provisions within the WSA that are not met in the interim period, however as proposed by Taumata Arowai there could be an agreed programme of works developed by staff and agreed with Taumata Arowai to work towards compliance. Taumata Arowai have agreed in principle to the Council taking this pragmatic approach during the interim period while exemption applications are processed, although still noted that ultimately the Council must take ownership for the responsibility of the delivery of safe water, irrespective of whatever agreements are made.
- 4.16. While it is noted that the likelihood of there being a contamination event on any of these supplies in this interim period is low, the changing of legislative requirements with regard to chlorine would still present a risk that if such an event were to occur where chlorine could have prevented the event, or minimised the consequences, there would be a greater chance of enforcement actions being taken.
- 4.17. Section 29 of the WSA imposes a duty on every officer, employee and agent of a drinking water supplier to exercise due diligence to ensure that the drinking water supplier complies with any legislative duty. Due diligence includes taking reasonable steps to acquire knowledge of the supply of safe drinking water and identify and control any risks (section 29(4)). The fines for breaching the duty to exercise due diligence are also substantial. An employee or agent of a drinking water supplier is liable to a fine of up to \$50,000 (section 192(2)), and an officer of a drinking water supplier is liable to a fine not exceeding \$100,000 (section 192(2)).
- 4.18. This risk of enforcement actions being taken can be minimised by continuing to demonstrate due diligence with the management of its supplies. One tool used to do this is the Council's emergency chlorine systems which can be activated within a matter of 2 – 4 hours of a decision being made. The availability and recent examples where emergency chlorination has been used within the district was acknowledged by Taumata Arowai as an important factor to consider.
- 4.19. Other measures that the Council could propose as part of a pathway towards compliance, and as a way to manage the residual risk associated with the operation of unchlorinated supplies, would be:



- Fast-tracking of the UV upgrade projects via the 2023/24 Annual Plan process.
  - Increased *E. coli* sampling over and above minimum requirements.
  - Continued processes regarding the activation of emergency chlorination systems as and when required.
- 4.20. It is acknowledged that with or without temporary chlorine in place, not every element of the new Rules will be met from 14 November, so even by introducing chlorine from this time, complete compliance with all parts of the Rules will still not be met. For example:
- There are some below ground bore heads on the Rangiora, Kaiapoi, Woodend-Pegasus and Cust supplies that will require either UV Treatment or upgrading to sanitary bore standards to achieve protozoal compliance;
  - The chlorine contact time achieved within the system in some cases where storage is limited is not adequate to achieve bacterial compliance, and;
  - In the case of Ashley Gorge which has no protozoal barrier, this will require joining to the Oxford Rural No.2 scheme to become complaint.
- 4.21. The staff recommendation if based purely on a compliance and lowest risk approach is to proceed with Option 1, however Option 2 does provide a viable alternative that the Council may wish to approve provided a suitable pathway towards compliance can be agreed with Taumata Arowai.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Some members of the community may feel they are negatively impacted by the introduction of chlorine. This is well understood, and these community views must be carefully considered, but not at the expense of the Council ensuring it meets its primary obligation under the WSA to provide safe drinking water.

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. Mahaanui Kurataiao Limited have been engaged with to provide input on behalf of Ngai Tuahuriri and have given their support the chlorine exemption process, and the use of UV treatment in favour of chlorine if possible.

#### **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.

#### **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.

The Council is well aware of its communities' expectations and preferences regarding chlorination, and has taken every opportunity to express these as the regulations that have ultimately required chlorination were being prepared and consulted on.

Throughout the past year the Council has been running news stories to raise awareness of this matter in general.

Once the outcome of this report is known, a public news story will be published to keep the community up to date and informed.

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

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report. The operational cost of chlorination has been allowed for in operational budgets to allow for the possibility that chlorine may be required. Due to the uncertainty around this matter, there is some risk as to whether the actual costs will match the anticipated costs, however reasonable attempts have been made to allow for this.

This budget is included in the Annual Plan/Long Term Plan. Also included in the Long Term Plan is provision for UV treatment on all the Council's normally unchlorinated supplies. It is proposed that these budgets all be brought into the 2023/24 financial year as part of the 2023/24 Annual Plan process as part of the Council pursuing its pathway towards chlorine free and compliant water.

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

The recommendations in this report do not have sustainability and/or climate change impacts. Whether schemes do or do not have chlorine is not thought to have a significant impact upon the Council's emissions profile.

### **6.3 Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. The recommended option of complying with the legislation carries the least risk for Council and the public in terms of reputation, compliance, enforcement actions and safety. The alternative option however has ways in which these risks in terms of water safety, compliance and any enforcement actions can be managed, but not eliminated.

### **6.3 Health and Safety**

There are not direct health and safety risks arising from the adoption/implementation of the recommendations in this report. Staff are trained and familiar with the use of chlorination equipment, and are already doing so on a number of supplies.

## **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, in that the Council is simply giving effect to requirements under legislation in a way which best finds the balance between giving effect to community expectations and legislation.

### **7.2. Authorising Legislation**

The Water Services Act is relevant 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. In particular:

*Core utility services are sustainable, low emissions, resilient, affordable; and provided in a timely - manner*

### **7.4. Authorising Delegations**

The Council has the delegated authority to receive this report and adopt the recommendations.



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

**FILE NO and TRIM NO:** EXC-63 / 231221206415

**REPORT TO:** COUNCIL

**DATE OF MEETING:** Tuesday 7<sup>th</sup> February 2024

**AUTHOR(S):** Simon Hart, General Manager Strategy, Engagement and Economic Development

**SUBJECT:** Adoption of Greater Christchurch Partnership Housing Action Plan

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

  
 General Manager

  
 Chief Executive

---

**1. SUMMARY**

- 1.1. This report presents the Greater Christchurch Partnership (GCP) Joint Housing Action Plan (the Plan) to Council for adoption and implementation. This plan is being coordinated alongside work of the Canterbury Mayoral Forum housing work stream which undertook and Investment Logic Mapping (ILM) exercise in 2023 to define housing issues across the wider Canterbury region. It is also complimentary to the Housing Policy adopted by the Waimakariri District Council last year, which provides a framework to guide Council activities in this space. Specifically, Phase One of the GCP Housing Action Plan will provide important information, data and modelling, that will also contribute to the development of Council's own housing strategy.
- 1.2. On the 8<sup>th</sup> December 2023 the Greater Christchurch Partnership Committee (GCPC) endorsed the Housing Action Plan and recommended that the Council Partners of the Greater Christchurch Partnership Committee adopt the Plan and commit to implementing Phase 1.
- 1.3. Implementation of the plan will be incorporated into the appropriate work programmes within respective Councils, and oversight and coordination of the implementation will be provided by the greater Christchurch Partnership Housing Steering Group which this Council has senior management representation on.
- 1.4. Phase 1 implementation actions primarily focus on tasks related to identifying and investigating collaborative opportunities and solutions to the current housing challenges within the greater Christchurch area.
- 1.5. The Plan satisfies the directive from the GCPC to produce a housing action plan to increase the provision of quality, affordable housing in Greater Christchurch:
  - 1.5.1. It is a joint effort developed collaboratively with input from Partners and critical stakeholders.
  - 1.5.2. All actions are technically feasible.
  - 1.5.3. All would lead to outcomes that cannot be achieved by the individual partners alone.
  - 1.5.4. All would contribute to an increase in housing choice and the provision of affordable, quality housing in Greater Christchurch.

Attachments:

- i. Great Christchurch Joint Housing Action Plan – Trim 231221206412
- ii. Joint Housing Action Plan Presentation Slides to GCP Committee 8th December 2023 – Trim 231221206408
- iii. Waimakariri District Council Housing Policy – Trim 230807119704

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 231221206415.
- (b) **Adopts** the Greater Christchurch Housing Action Plan
- (c) **Notes** that Phase 1 implementation actions have been included into the appropriate Council Units 2024 work programmes and can be delivered within existing resourcing.
- (d) **Notes** that the Greater Christchurch Housing Action Plan has been endorsed by the Chief Executives of the partnering Councils, and was endorsed by the Greater Christchurch Partnership Committee on the 8th December 2023.
- (e) **Notes** that on completion of Phase One, and prior to any work on Phase Two beginning, staff will bring back a report to Council highlighting the results of the phase one actions for consideration and to determine how to proceed.
- (f) **Circulates** this report to all Community Boards for their information.

**3. BACKGROUND**

- 3.1. Housing affordability has long been recognised as a critical issue for the GCP to address. In 2018 the 'Our Space' document signalled the need for an action plan to address housing affordability in Greater Christchurch. Two comprehensive reports were commissioned:
  - 3.1.1. Community Housing Aotearoa (2020), GCP Social and Affordable Housing Action Plan Report.
  - 3.1.2. The Urban Advisory (2021/22), GCP: Innovators in Affordable Housing. This report provided a strategic roadmap to inform the development of a joint housing action plan.
- 3.2. The GCPC on 9 September 2022 received the Urban Advisory report and resolved:
  - 3.2.1. That the Greater Christchurch Councils, working in partnership with central government and other partners, will take forward a collective approach, led by the Christchurch City Council, to agree the specific actions where collective effort will accelerate the provision of affordable housing over the next 12 months... The partners will use the report to inform this action.
  - 3.2.2. The GCP will secure funding for the development of the Kāinga Nohoanga Strategy.
  - 3.2.3. That partners expect the joint work programme resulting from the Greater Christchurch Spatial Plan to include joint actions on accelerating the provision of social and affordable housing. As the Spatial Plan and Kāinga Nohoanga strategy development progresses, consideration will be given to how collective action to address housing needs to close the gap is integrated into the joint work programme of the Whakawhanake Kāinga Committee resulting from these two pieces of work.

- 3.2.4. That dedicated resourcing is required to progress this programme of work.
  - 3.2.5. That the Greater Christchurch Councils, working in partnership with central government and other partners, will take forward a collective approach, to close the gap by supporting more public housing to be built, and by completing a joint strategy on the issues of homelessness, emergency and transitional housing.
- 3.3. At the time there was insufficient resourcing to progress this work. However, In response to a proposal presented at the August 2023 workshop, the GCPC supported the renewed initiative to develop a joint Housing Action Plan. Following that meeting, a working group was convened comprising Partner representatives and key external stakeholders to develop the scope of the Plan. The working group identified the following scope:
- 3.3.1. The physical boundary of the Housing Action Plan may not necessarily be restricted to Greater Christchurch as the Selwyn and Waimakariri districts extend beyond the Greater Christchurch area.
  - 3.3.2. The full housing continuum is under consideration.
  - 3.3.3. Consolidation of existing knowledge of supply and demand across the housing continuum by typology, location, household income and size rather than new research.
  - 3.3.4. Analysis of the gap between supply and demand, identifying barriers and opportunities: barriers to alternative typologies, incentives.
  - 3.3.5. Particular focus: areas of market failure (e.g. affordable rentals and ownership).
  - 3.3.6. Building a relatable narrative around the benefits of more intensive living, confronting the actual and perceived drawbacks of intensification, providing good exemplars.
  - 3.3.7. Contributing to the reappraisal of the risk appetite of public agencies and the development sector, to enable alternative forms of development.
  - 3.3.8. Aligning council policies and statutory plans where necessary to deliver housing priorities (long term – as the Canterbury Regional Policy Statement and District Plans are reviewed).
  - 3.3.9. Identifying and quantifying public land that may have potential for development, consistent with the desired pattern of growth identified in the Greater Christchurch Spatial Plan.
  - 3.3.10. Advocacy in all spheres that have an impact on delivering better housing outcomes.
  - 3.3.11. Contributing to national frameworks and policy development (e.g. Government Policy Statements on Housing and Urban Development updates, simplify the funding regime).
  - 3.3.12. Complementing the housing initiatives currently being developed and implemented by Mana Whenua through its development entity and longer term, to align the delivery of housing within the context of multi-use and inter-generational urban kāinga nohoanga.
  - 3.3.13. The action plan will focus on areas where the GCP can add value beyond what partner organisations do individually.
- 3.4. At the GCPC meeting in October 2023, draft actions were presented to members, and the Plan was endorsed for further development.
- 3.5. The scope was further refined through meetings with the GCP Housing Champions and Senior Officials. Engagement continued with other critical stakeholders including private sector developers to advance our understanding of barriers and opportunities within the

influence of the GCP Partners. It is designed to complement other initiatives including the Canterbury Mayoral Forum's Housing Workstream and the Mana Whenua Kāinga Nohoanga strategy (Figure 1).

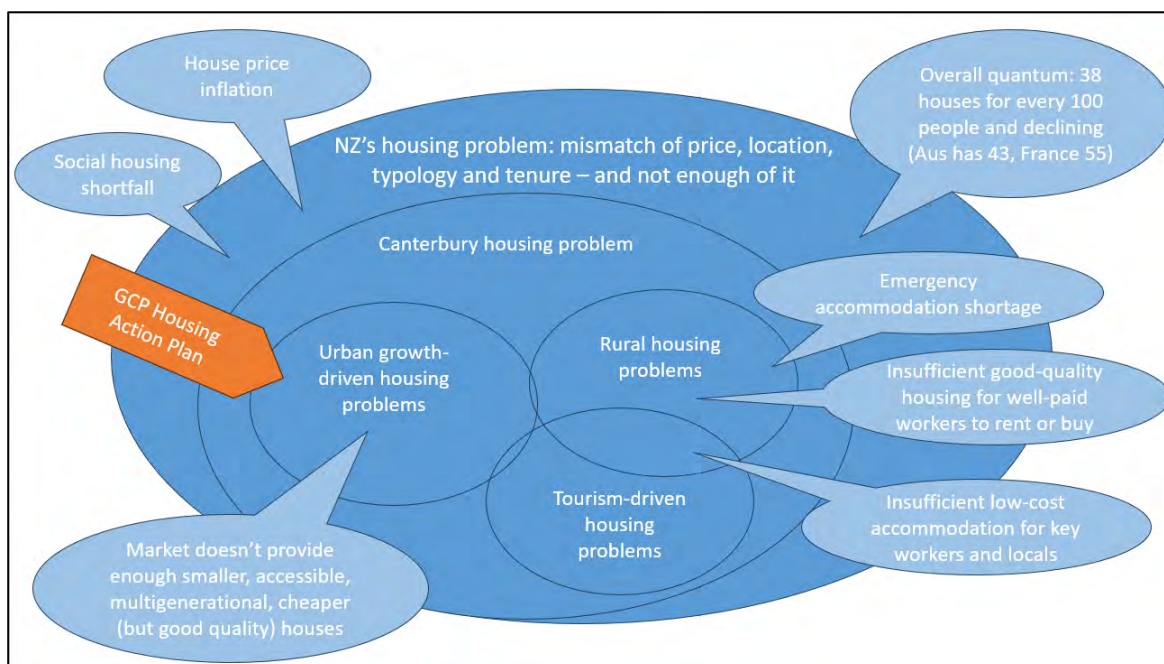


Figure 1: The NZ, Canterbury and Greater Christchurch housing problem

### 3.6. The dimensions of the problem:

- 3.6.1. The overall quantum of housing in NZ is insufficient with 38 houses per 100 people, compared with 45 in the UK and 55 in France. To achieve the same number of homes per 100 people as Australia, New Zealand would need a further 250,000 houses nationwide.
- 3.6.2. The cost of housing has increased at a far greater rate than household incomes.
- 3.6.3. Unprecedented migration is driving house price inflation as new arrivals increase demand:
  - 118,000 net gain nationwide in the year to September 2023.
  - 1500 a month into Canterbury.
- 3.6.4. Demographic change is amplifying unaffordability. The ageing population is contributing to the increase in the number of smaller households (1-2 person), and the one in four New Zealanders with accessibility needs, which the housing market does not sufficiently meet.
- 3.6.5. Rents are rising more rapidly in Christchurch than in any other city in NZ.
- 3.6.6. The supply-side predominance of 3-4 bedroom houses contributes to the under-utilisation of housing stock as alternatives are either not available, or not affordable for low and modest-income households.
- 3.6.7. Market provision favours the right-hand side of the housing continuum where the profit margin is higher (Figure 2).

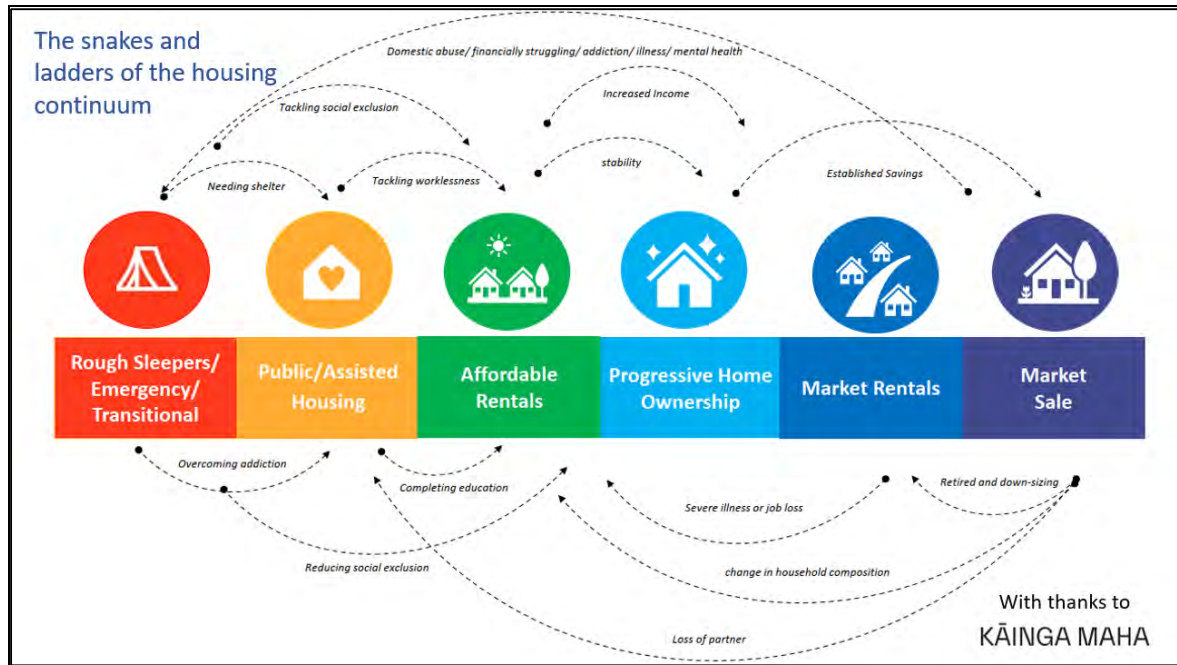


Figure 2: The housing continuum

- 3.7. The working group undertook background research and identified significant gaps between supply and demand across the housing continuum in Greater Christchurch (Figure 2): homelessness, a shortfall in social housing, expansion of the intermediate housing market, and the suboptimal use of housing.
- 3.8. On the left of the spectrum, emergency housing is unavailable, oversubscribed or inadequate. Research by the Te Waipounamu Community Housing Network demonstrated that 700 children and 800 adults were in emergency housing in mid-2023. Absent from official figures is the covert homelessness manifest in overcrowding and inappropriate housing such as camping grounds, motels and garages.
- 3.9. As of December 2023, 25,000 public homes are needed nationwide. Despite record building from Kāinga Ora, 2784 applicants were on the MSD housing and transfer registers for Greater Christchurch in October 2023. Māori and Pacific people are significantly overrepresented.
- 3.10. The intermediate housing market is growing, meaning that there is an increasing number of working people who cannot afford housing in the bottom quartile of the market (Figure 3).
- 3.11. In 2020 36,800 households were experiencing housing need. This includes financially stressed private renters, households supported by social, third sector and emergency housing, and people who are homeless or live in crowded dwellings (Figure 3). These figures are three years old and have worsened since because of inflation.
- 3.12. Rental stress is an important barometer, as 50% of the children in NZ live in rented accommodation, and in 25 years, 40% of retirees will be renting.



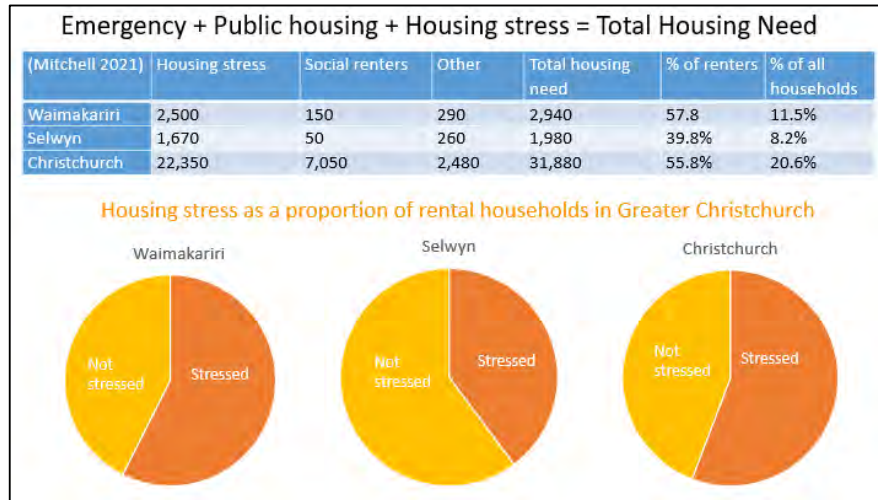


Figure 3: Housing Need in Greater Christchurch

- 3.13. A major gap is in the provision of affordable, smaller, quality houses at a price point that is achievable to avoid housing stress, defined as those in the bottom 40% of household income spending over 30% of their income on housing-related costs. Half of the houses in Greater Christchurch are experiencing housing stress, including working people not eligible for government support (Figure 3). Accordingly, the housing shortage is not just Central Government's problem.
- 3.14. Restricted choice in housing development exacerbates the housing shortage and adversely affects affordability. The shortage of good-quality smaller houses being built prevents people from downsizing, contributing to poor utilisation of existing housing stock as they stay in large houses that could otherwise accommodate families. In addition, housing is not available to meet the needs of multigenerational families.
- 3.15. Left to its own devices, the market is not delivering sufficient smaller, good quality, well-located houses of a range of typologies to suit the needs of the population of Greater Christchurch. The Partners collectively have levers that can be mobilised to improve the situation.
- 3.16. In a constrained environment where there is intense competition for every dollar, there are several reasons why the Partners of the GCP have chosen to progress the housing action plan:
- 3.16.1. Housing is a human right and fundamentally determines health and wellbeing for individuals and communities.
  - 3.16.2. Investment in affordable housing returns significant wider economic benefits. Melbourne estimated that a dollar invested in affordable housing returns \$3 of benefit to the community, including improving life chances, enhancing health and education outcomes, retaining key workers and reducing antisocial behaviour.
  - 3.16.3. The Partners have the levers to make a difference and this is our opportunity.
- 3.17. Accordingly, the GCPC endorsed the housing action plan on 8 December 2023.

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

- 4.1. Phase 1 of the Action Plan has 8 actions that could be started immediately within existing resources. Most of these relate primarily to the Council partners based on the action required, and because of the recent election. The eight actions are as follows:

- 4.1.1. Identify publicly owned sites (Crown and Council) appropriate for affordable housing development across all three council districts; and determine what is required to acquire/consolidate these for development.
  - 4.1.2. Identify mechanisms to enable development of affordable housing on public land e.g. lease holding. Requires trade-offs between release of capital and other objectives.
  - 4.1.3. Investigate the introduction of inclusionary zoning by all three Councils to collectively increase the supply of social and affordable rental housing. This has been identified elsewhere e.g. by QLDC and Waikato as being the game-changer to get the outcomes we seek. CCC has already undertaken this investigation.
  - 4.1.4. Investigate and test incentives to encourage development of affordable/variety of housing.
  - 4.1.5. Investigate expanding CCC's development contribution rebates for social housing to all 3 councils, and investigate extending this to include social, affordable rental and progressive home ownership.
  - 4.1.6. Support wider advocacy to influence financial institutions to invest in affordable housing solutions e.g. pension fund investment in build-to-rent housing in Greater Christchurch, and to explore tweaks to the settings more generally (e.g. the cost of construction).
  - 4.1.7. Investigate expanding or mirroring the Ōtautahi Community Housing Trust model (providing charities and CHPs access to finance and land).
  - 4.1.8. We will develop a monitoring framework to make sure our actions are having an effect.
- 4.2. The actions in Phase 1 principally require the support of the Councils and Council-affiliated organisations including ChristchurchNZ and the Ōtautahi Community Housing Trust. Central Government colleagues are supportive, noting they will have a more active role in Phase 2 once the new government has established its priorities and structure. Mana whenua are supportive, as the Plan complements their own priorities and strategy.
- 4.3. Christchurch City Council, Selwyn District Council, Environment Canterbury and the Waimakariri District Council have indicated sufficient staffing to undertake Phase 1 alongside GCP staff, subject to work programme prioritisation within each Council. Alongside the contribution of staff time from each Council, there is sufficient funding in the GCP Secretariat housing action plan development budget for the expert advice that is likely to be required.
- 4.4. Should Council support the recommendations in this report, the following next steps would be undertaken:
- 4.4.1. The Council adopts the Plan.
  - 4.4.2. The Council then supports the implementation of the adopted Plan.
  - 4.4.3. A coordinated, collaborative work programme advances Phase 1 using collaborative working groups to progress each action in 2024.
  - 4.4.4. Progress updates will be reported to the GCPC and to individual Partners for the Phase 1 actions which will provide the foundation for Phase 2.
  - 4.4.5. Following the implementation of Phase 1, Phase 2 actions will be refined, prioritised, and resourcing requirements identified, and this will be brought back to the GCPC and Partner Councils.

- 4.4.6. The Plan will be used as part of an aligned and coordinated communications plan to ensure that the Greater Christchurch community is aware of the actions being taken to improve housing outcomes in Greater Christchurch.
- 4.5. Notwithstanding the above, Council has a number of options available to it with regards to the Housing Action Plan.
- 4.6. **Option One – Adopts the GCP Joint Housing Actions Plan.** Council could choose to adopt the GCP Joint Housing Action Plan as per the recommendations in this report, committing to implementation of Phase One actions during the course of 2024. GCP Senior Officials, Chief Executives and the GCP Committee have already endorsed the Action Plan and recommending it to each partner Council for adoption. Phase 1 actions do not commit Council to any additional expenditure beyond planned staff time, and do not commit Council to any particular course of permanent action.

In addition, the Plan's Phase 1 actions are consistent with the directions and objectives of the Council's adopted Housing Policy. Following the completion of Phase 1 actions, the Action Plans Phase 2 activities would be reviewed, and presented back to each partner Council for further consideration. This is the recommended option.

- 4.7. **Option Two – Declines to adopt the GCP Housing Action Plan.** Council could choose to decline the adoption of the GCP Housing Action Plan. Other GCP Partners may either continue to adopt or not as they see appropriate. As Phase 1 actions primarily relate to 'identifying' and 'investigating' opportunities and solutions that aim to address the housing challenges identified in this report, not participating would likely result in a missed opportunity to gain valuable data and information that could lead to subsequent actions that then have significant benefit the communities of the Waimakariri District.

In addition, there is very little cost associated with participation in Phase 1 actions, and Council would benefit from the inputs of partner Councils also adopting the Action Plan. As such, this is not the recommended option.

- 4.8. **Option Three – Adopt selected or specific actions within the Action Plan.** Council could choose to identify specific actions within the Action Plan to Adopt and decline to participate in the remaining actions. This would enable certain information and data to be collected on particular actions of interest to Council, but would not provide the full picture of information adopting the Plan in its entirety would have. Also, this may send a signal to partner Council's and the community that Council is not prepared to consider the wider range of housing challenges identified in this report and experienced by the community.

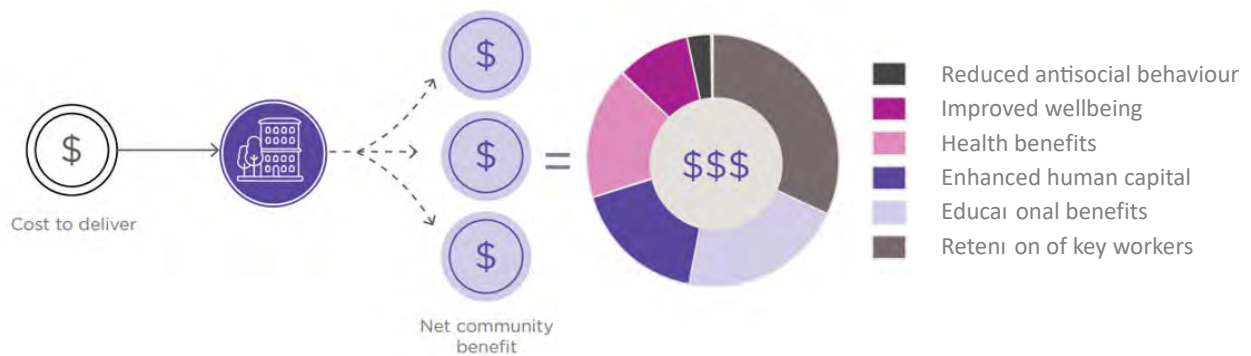
In addition, because there is no significant time or financial saving from this option, and because there is no required commitment of funding or resource beyond Phase 1 at this point, this is not the recommended option.

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

There are not direct implications on community wellbeing by the issues and options that are the subject matter of this report. However, this report seeks approval for the initial steps required to develop solutions to the various housing challenges experienced within the community.

The Local Government Act stipulates Councils' responsibilities for wellbeing, including social wellbeing. A well-established body of research demonstrates wellbeing and other benefits from secure and affordable housing. The Social Infrastructure and Green Measures for Affordable Housing calculator allows decision-makers to understand how costs can be avoided from areas such as health, policing, and community services through improved access to housing, and estimates benefits from higher consumption, income and educational attainment.

Melbourne's housing action plan quantified the wider economic benefits in terms of \$1 spent on affordable housing furnishes \$3 in community benefits (figure 3).



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 likely to be affected by, or have an interest in the subject matter of this report. The draft housing action plan is being developed collaboratively among the Partners and complements other initiatives including the Mana Whenua Kāinga Nohoanga Strategy.

### 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 Council's Property Portfolio Working Group, and Council have received feedback and submissions over the last year from a variety of interested groups and organisations such as Community Housing Providers (CHPs), Kainga Ora, Tiny Home Builders, and Abbeyfield amongst others.

These groups are interested in how Council may be able to assist with the development of more affordable housing within the district, and where partnership opportunities might exist.

### 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. For the bottom half of household incomes in Greater Christchurch, the most significant affordability issue is felt by the 5% of households with incomes under \$30,000 and the 13% with incomes between \$30-50,000. The 35% of households with incomes between \$50,000 and \$100,000 are also likely to experience housing affordability issues, particularly given competition from households in higher income groups who may purchase the available stock. Housing supply and affordability challenges disproportionately impact low to moderate income renting households.

Around a quarter of households renting in Waimakariri spend 50% or more of household income on housing-related costs. In 2021, more than 55% of all renters within the Waimakariri District were experiencing 'Housing Stress'.

As such, it is likely that the community will be interested in Council activities related to housing within the District.

## 6. OTHER IMPLICATIONS AND RISK MANAGEMENT

### 6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report. All activities required to implement Phase 1 actions can be undertaken within existing staff resources across the GCP partners.

Any additional resourcing required of Council for Phase 2, would be subject to further Council consideration of the Action Plan following completion of Phase 1.

**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 any significant 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

**7.3. Consistency with Community Outcomes**

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

- 1.1.1. Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.
- 1.1.2. Housing is available to match the changing needs and aspirations of our community.
- 1.1.3. Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

**7.4. Authorising Delegations**

Council has the delegation to adopt strategies, plans and collaborative work programmes, including those developed through the Greater Christchurch Partnership of which it is a partner.

# The Greater Christchurch Partnership Housing Action Plan



## 1. Why we need a Housing Action Plan

Greater Christchurch is not immune to the national housing crisis. Historically, Christchurch has been relatively more affordable than other urban centres in New Zealand. In 2023 this is no longer the case: it is now relatively more expensive to rent in Christchurch than in Wellington, Auckland and Hamilton<sup>1</sup>. Household incomes have failed to keep up with housing costs, and half the households in Greater Christchurch are facing housing affordability<sup>2</sup> challenges.

The ‘affordability gap’ is not just Government’s responsibility. Many households in Greater Christchurch struggling with housing costs are above the threshold for government support. The housing problem is compounded by the lack of choice in housing options in typology and location. The demographic composition of Greater Christchurch is changing, particularly as the proportion of those 65 years and over is increasing faster than other age-groups, resulting in strong growth in couple-only and one-person households<sup>3</sup>. The housing market is not providing sufficient variety in terms of typology as well as price, for people wishing to downsize, who prefer small houses, who have accessibility needs, or who live multigenerationally. There is unmet demand for housing in all three districts that is smaller and of good quality<sup>4</sup>.

The profit margins of private-sector developers are more easily achieved with larger, standalone greenfield developments at a higher price point. The supply-side predominance of 3-4 bedroom homes contributes to an under-utilisation of housing stock<sup>5</sup>, for people wishing to downsize cannot because alternatives are either not available, or not affordable for low- and modest-income households. In Christchurch city, smaller houses are being built, but at a price well above the affordability threshold for low- and modest-income households. A diversity of building typologies and price points is needed in appropriate places, that are future-proofed against climate change and well-connected with transport routes linking employment, education and amenities.

The housing crisis affects the entire community: housing is a right and the common denominator in determining wellbeing: “The centre of our social, emotional and sometimes economic lives, a home should be a sanctuary—a place to live in peace, security and dignity”<sup>6</sup>, and a critical determinant of the health and wellbeing of individuals and communities.

<sup>1</sup> CoreLogic 2023: <https://www.corelogic.co.nz/news-research/reports/housing-affordability-report>

<sup>2</sup> Housing is defined as affordable when housing costs comprise less than 30% of the income of households in the lowest 40% income bracket. Affordability varies with the movement in household incomes, interest rates, market rents and house prices, and is typically measured as:

- Renter affordability – renters’ ability to pay affordably the median market rent; and
- First home buyer affordability - renters’ ability to purchase a dwelling at either the lower quartile or median dwelling sale price (Mitchell, 2021: 43).

Housing affordability comes under pressure when housing costs increase at a faster rate than household incomes. Variations in interest rates can mask the underlying trends in first home buyer affordability in the short to medium term.

<sup>3</sup> Mitchell, I. 2021. *Housing Demand and Need in Greater Christchurch*.

<sup>4</sup> Quality developments and quality housing are intrinsic to successful intensification and lie at the heart of thriving neighbourhoods. This includes the quality of each house, and also the quality of the overall design of neighbourhoods and involves a variety of aspects including housing choice (household size, typology, sustainability of design - warm, dry, accessible), avoiding adverse outcomes (susceptibility to flooding and other hazards, traffic) and promoting positive outcomes (connectivity to education, work and amenities). Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

<sup>5</sup> Foy, R. (2003), *Social Impacts of Housing Intensification: Research Review* (CCC, 2023: 29).

<sup>6</sup> UN Special Rapporteur on the right to adequate housing (<https://www.ohchr.org/en/special-procedures/sr-housing/human-right-adequate-housing>).

The adverse social and economic outcomes of insufficient, inappropriate, inadequate and unaffordable housing are apparent in Greater Christchurch, and can only be tackled collectively<sup>7</sup>. This is why the GCP is using its combined levers and resources to improve the provision of quality, affordable housing in suitable locations and improved housing choice. The draft housing action plan is being developed collaboratively among the Partners and complements other initiatives including the Mana Whenua Kāinga Nohoanga Strategy and the Canterbury Mayoral Forum’s housing strategy. Phase 1 is focused on short-term actions to instigate change. Phase 2 signals longer-term interventions to increase provision of quality, affordable housing in Greater Christchurch.

## 2. The dimensions of the problem

For the bottom half of household incomes in Greater Christchurch, the most significant affordability issue is felt by the 5% of households with incomes under \$30,000 and the 13% with incomes between \$30-50,000. The 35% of households with incomes between \$50,000 and \$100,000 are also likely to experience housing affordability issues, particularly given competition from households in higher income groups who may purchase the available stock<sup>8</sup>. Housing supply and affordability challenges disproportionately impact low to moderate income renting households<sup>9</sup>.

Table 1 shows that one in five households renting in Christchurch, a quarter of households renting in Waimakariri, and 14% of households renting in Selwyn spend 50% or more of household income on housing-related costs.

MSD, MHUD, StatsNZ, CoreLogic	Households whose rent is equal to or greater than 40% of income	Households whose rent is equal to or greater than 50% of income	Lower quartile weekly rent March 2023	Average weekly rent March 2023
Christchurch	28%	20%	442	522
Selwyn	20%	14%	504	578
Waimakariri	32%	23%	527	558

Table 1: Proportion of household income spent on rent in Greater Christchurch<sup>10</sup>

In 2020, 36,800 people renting in Greater Christchurch were experiencing housing need<sup>11</sup> (Table 2, Figure 1). This includes financially stressed private renters, households supported by social, third sector and emergency housing, and people who are homeless or live in crowded dwellings. Since then, the cost-of-living crisis and inflation post-Covid have significantly worsened affordability.

<sup>7</sup> <https://www.rnz.co.nz/news/national/502462/hastings-council-strategy-cuts-number-in-emergency-housing-by-77-percent>

<sup>8</sup> R. Yeoman and D. Foy (2022), *Greater Christchurch Spatial Plan Dwelling Affordability Assessment*. Formative.

<sup>9</sup> In 2018, 35% of households in NZ were renting. Māori and Pacific peoples are disproportionately likely to be renting, with only 21 and 31% respectively owning their own home, compared to 58% of European households (Office of the Minister of Housing, December 2022: 5, [https://www.hud.govt.nz/assets/Uploads/Documents/Supporting-Increased-Supply-of-Rental-Housing-Cab-Paper-Marked-Up\\_Redacted.pdf](https://www.hud.govt.nz/assets/Uploads/Documents/Supporting-Increased-Supply-of-Rental-Housing-Cab-Paper-Marked-Up_Redacted.pdf)).

<sup>10</sup> MHUD, 2023. <https://www.hud.govt.nz/stats-and-insights/local-housing-statistics/key-data/>

<sup>11</sup> Renter stress is significantly lower in social housing as current income related rent policy limits the cost to 25% of income in eligible households. These households typically have needs beyond affordability although it is also important to note that if they rented their accommodation in the private market they would very likely be stressed (Mitchell, 2021: 52).

Mitchell (2021)	Financially stressed private renter households	Social/third sector/emergency renters	Other needs (overcrowding, homelessness)	Total housing need	% of renters	% of all households
Waimakariri	2,500	150	290	2,940	57.8	11.5%
Selwyn	1,670	50	260	1,980	39.8%	8.2%
Christchurch	22,350	7,050	2,480	31,880	55.8%	20.6%

Table 1: Housing Need in Greater Christchurch (2020 figures, Mitchell, 2021)

Housing stress as a proportion of rental households in Greater Christchurch

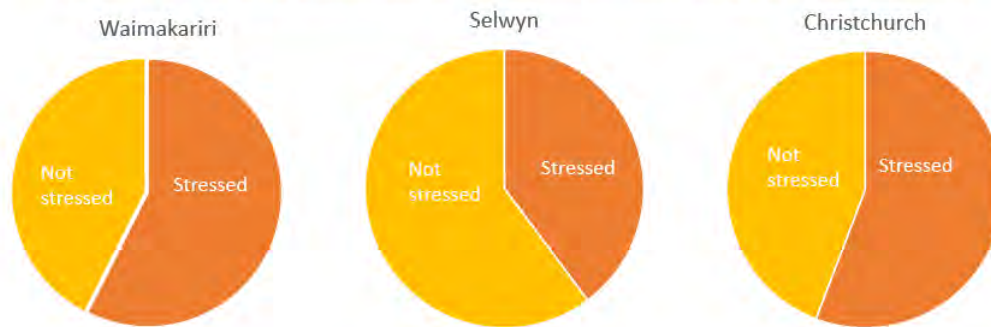


Figure 1: Housing stress as a proportion of rental households in Greater Christchurch (Mitchell, 2021)

The diagram below (Figure 2) illustrates the complexity of the ‘snakes and ladders’ interactions of the housing ecosystem, and highlights the fragility of housing tenure with more people now moving from right (from market sale) to left (towards homelessness) of the continuum. Demand and supply are in constant flux, but there are clear gaps, described below.

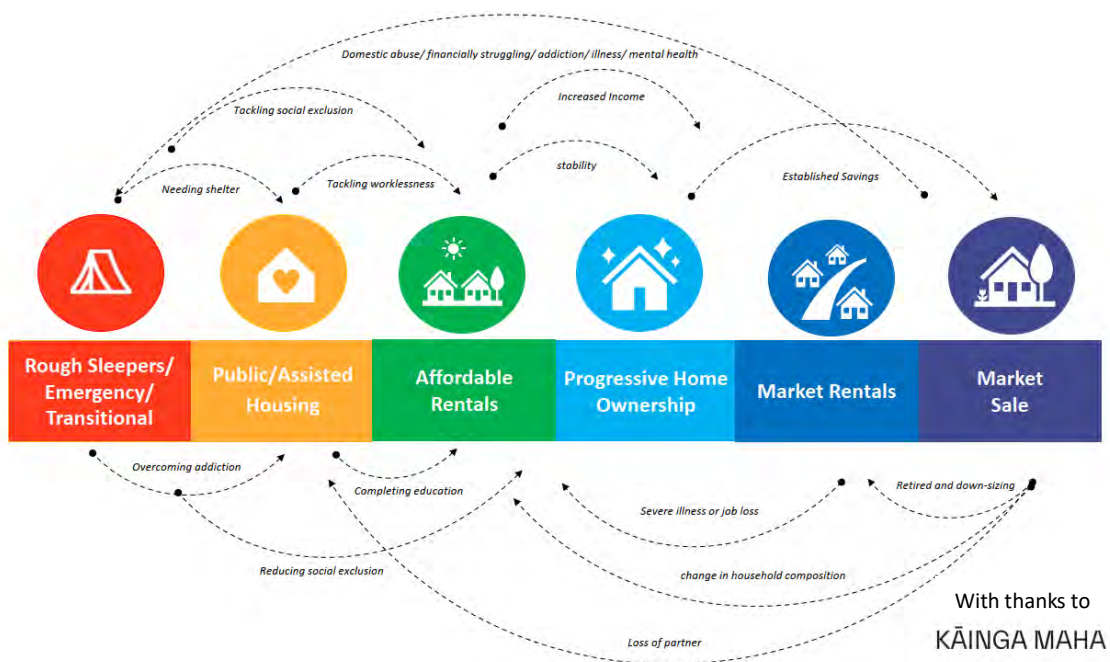


Figure 2: The dynamics of the housing continuum (with thanks to Annie Wilson, Kāinga Maha)



## Gaps in the provision of housing in Greater Christchurch

1. Hidden homelessness – excess demand, incomplete data:
  - a. Functional homelessness (e.g overcrowding, living in cars, reluctance to disclose accessibility needs or rural locations on the Housing Register, inappropriate/insufficient accommodation for vulnerable people needing support being housed inappropriately (youth leaving Oranga Tamariki, women leaving violent relationships, people being released from prison, people with addiction and mental health needs, being housed in camping grounds or risky/inappropriate places) (TWPCHP, 2023, Waimakariri Housing Response Working Group, 2023)).
  - b. 800 adults and 700 children in emergency accommodation in early 2023 in Greater Christchurch (TWPCHP, 2023).
  - c. Lengthy stays in emergency or transitional housing because there are no appropriate alternatives (TWPCHP, 2023).
  - d. Temporary transitional homelessness when no appropriate housing is available, whether in terms of cost/location/type/tenure (e.g. somewhere to stay following separation, interim accommodation for people returning/coming from overseas).
2. Shortfall in social housing despite significant government intervention:
  - a. 8000 public houses in GC with a further 800-900 in the pipeline via CHPS and Kāinga Ora (how much replacement stock/net impact unclear)
  - b. 2700 on the MSD Housing Register (MSD, MHUD)
  - c. Gap of ~1700 households that require housing
  - d. Significant overrepresentation of Māori on the Housing Register (MSD, MHUD)
  - e. 85% of demand is for 1-2 bedroom houses (MHUD)
  - f. Outgoing government position that Greater Christchurch could expect no further investment given sizeable relative investment already received.
3. Affordable rentals/home ownership: the growing intermediate market (people in work who cannot afford to buy), meaning movement leftwards along the continuum:
  - a. What's built is big and expensive (except in Christchurch City where it is smaller but expensive).
  - b. What's needed is smaller, cheaper (but good quality), well-located houses, which the market is not providing. Full private sector developers have specific profit margins to achieve, more easily achieved in larger, standalone greenfield developments at a higher price point.
  - c. Over half of households renting in Waimakariri and Christchurch are under stress, and nearly 40% of households renting in Selwyn (diagram 2). Furthermore, 20% of households in Christchurch, 14% in Selwyn and 23% in Waimakariri pay more than 50% of their income in rent (MHUD). These are 2018-20 numbers and since then inflation and the cost of living has increased – rents went up 10% over the past year in GC.
  - d. The rental market is an important barometer of affordability, with declining home ownership and an ageing population – 40% of retirees will be renting in 25 years' time (Stats NZ).
  - e. Sufficient quality and affordability of rentals is vital, particularly as home ownership rates decline: the ageing stock and frequently poor condition of market rental housing contributes to adverse outcomes.
  - f. Shortage of housing for specific groups in terms of typology and location: multigenerational families, households on small incomes, people with accessibility needs (1 in 4 New Zealanders)(Te Whatu Ora, Ministry for Disabled People, Mitchell, 2021).
4. Restricted choice of housing type resulting in suboptimal use of existing housing stock:

- a. People in large houses who would like to downsize to free up capital or to reduce maintenance time cannot find high quality smaller houses even if they would like to, so stay in large homes that could otherwise be sold/rented to families.
- b. Employers struggle to attract workers because of lack of housing choice (e.g. rental stock in poor condition makes it difficult to entice talented people). The productivity implications of the housing shortage are an area of focus for the Canterbury Mayoral Forum.

### The Housing Action Plan meets the following criteria:

- a. Developed collaboratively
- b. Technically feasible
- c. Creates positive outcomes that can't be achieved by individual partners alone
- d. Contributes to increased housing choice and affordability in Greater Christchurch.

### 3. The Housing Action Plan

#### 3.1 Vision: everyone in Greater Christchurch has access to a healthy, warm, sustainable, affordable home

#### 3.2 Outcomes

- Increased provision of quality affordable housing in suitable locations
- An aligned planning system across Greater Christchurch collectively delivering more affordable housing and wider housing choice
- Advocacy to attract interventions where the market is not delivering
- Tracking supply and demand of housing to enable appropriate intervention.

#### 3.3 Costs and benefits

- The instigation of the housing action plan reflects the Partners' recognition that lack of choice in housing and its rising unaffordability in Greater Christchurch is unacceptable. The plan will involve costs in staff time, expert advice, and implementation. These must be weighed against the benefits.
- The Local Government Act stipulates Councils' responsibilities for wellbeing. A well-established body of research demonstrates wellbeing and other benefits from secure and affordable housing. The Social Infrastructure and Green Measures for Affordable Housing calculator<sup>12</sup> allows decision-makers to understand how costs can be avoided from areas such as health, policing, and community services through improved access to housing, and estimates benefits from higher consumption, income and educational attainment.
- Melbourne's housing action plan quantified the wider economic benefits in terms of \$1 spent on affordable housing furnishes \$3 in community benefits (Figure 3<sup>13</sup>).

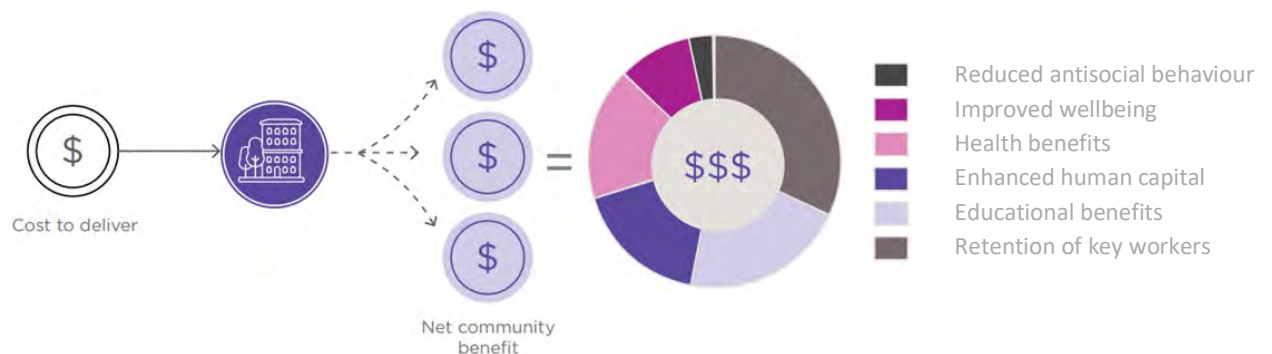


Figure 2: 1:3 Every \$1 spent on affordable housing provides \$3 of community benefit (Melbourne housing strategy, SGS Economics and Planning, 2019)

<sup>12</sup> Developed by researchers at Swinburne University of Technology and applied in Australia.

<sup>13</sup> [MRFINAL. New tool measures compelling value of social housing \(communityhousing.com.au\)](https://www.communityhousing.com.au/). Investment in social and affordable housing from the Commonwealth's National Housing Accord and Housing Australia Future Fund over the next five years was calculated to create an additional \$4.4 billion worth of wider benefit over the next four decades.

## Housing Action Plan Phase 1

---

Please see the glossary in Appendix for further detail.

	ACTION	WHEN	WHO *TBC	RESOURCING
1	Identify publicly-owned sites (Crown and Council) appropriate for affordable housing development across all three council districts; and determine what is required to acquire/consolidate these for development.	2024	Councils Central Government partners and stakeholders ChristchurchNZ	Council staff time to track land and GIS map contiguous opportunities
2	Identify mechanisms to enable development of affordable housing on public land. One example is retaining it in perpetuity but developing it for affordable housing through a leasehold model. (Requires councils/Crown to prioritise development of affordable housing above other potential uses that may furnish a higher return, as well as sufficient capitalisation to buy back properties to enable them to remain affordable in perpetuity.)	2024	Councils OCHT CHPs ChristchurchNZ	Council staff time for research and engagement with experts, potential research costs, potential legal advice
3	Investigate the introduction of inclusionary zoning by all three Councils to collectively increase the supply of social and affordable rental housing.	2024	Councils	Staff time to collate evidence, legal advice
4	Investigate and test incentives to develop affordable housing (e.g. density bonuses, value capture, rates concessions for CHPs, planning concessions).	2024	Councils	Staff time for engagement with experts
5	Investigate expanding CCC's development contribution rebates for social housing to all councils. Investigate extending this to include social, affordable rental and progressive home ownership.	2024	Councils	Staff time to evaluate
6	Support wider advocacy to influence financial institutions to invest in affordable housing solutions e.g. pension fund investment in build-to-rent housing in Greater Christchurch.	2024	Councils/CCOs CHPs MHUD ChristchurchNZ	Staff time to identify existing relationships and conversations
7	Investigate expanding or mirroring the Ōtautahi Community Housing Trust model (providing charities and charitable community housing providers access to finance and land).	2024	Councils OCHT	Staff time
8	Develop a monitoring and evaluation framework to track progress	2024	GCP/Partners	Staff time

## Housing Action Plan Phase 2: 2024

As this is an iterative process, Phase 2 is dependent on Phase 1. Actions, timing and resourcing are indicative only: prioritisation and further clarity will be confirmed with the GCP Committee once Phase 1 is complete.

	OUTCOME	ACTION (red relates to follow-up of immediate actions)	COMMENCING	WHO	RESOURCE to deliver plan
1	Increased provision of quality affordable housing	1.1 Prepare and consolidate publicly-owned sites (Crown and Council) identified in Phase 1 appropriate for affordable housing development across all three council districts.	TBC	Councils ChristchurchNZ Government partners and stakeholders (Ministry, Dept and Crown Agency)	Staff time
		1.2 Implement mechanisms to enable development of affordable housing on public land.	TBC	Councils OCHT CHPs ChristchurchNZ	Staff time
		1.3 Connect with work being undertaken nationally on funding and financing of affordable, community and public housing options.	2024	Councils ChristchurchNZ Government	Staff time
		1.4 Proceed with broadening the Ōtautauhi Community Housing Trust model (providing charities and charitable community housing providers access to finance and land).	TBC	OCHT Councils	Staff time
		1.5 Support development of common design of intensive housing typologies that could be applied in other districts.	2024	OCHT, CHPs Kāinga Ora	Staff time
		1.6 Expand CCC case management approach to other councils to help remove obstacles to development.	TBC	Councils	Staff time
2		2.1 Align the three councils' policies on affordable housing and statutory plans to deliver shared housing priorities	TBC	Councils Government	Staff time

	An aligned planning system that supports the delivery of more affordable housing	across Greater Christchurch (e.g. Canterbury Regional Policy Statement, District Plan reviews and other policies and practices).			
		2.2 Initiate inclusionary zoning across Greater Christchurch subject to Phase 1.	TBC	Councils	Staff time, calculation of costs/benefits, legal advice
		2.3 Implement incentives across Greater Christchurch to encourage development of affordable housing.	TBC	Councils	Staff time, calculation of costs/benefits
		2.4 Implement expansion of development contribution rebates across all Greater Christchurch councils. Include social, affordable rental and progressive home ownership. Clearly differentiate between qualifying and non-qualifying developments to focus on charitable community housing providers.	TBC	Councils	Staff time, calculation of costs/benefits
		2.5 Explore potential for rates relief and resource consent discounting for providers of affordable housing (e.g. charitable community housing providers and charities) across all councils that will make a difference.	TBC	Councils	Staff time, calculation of costs/benefits
3	An advocacy plan to attract housing where the market is not delivering	3.1 Develop plan for advocacy in all spheres to provide solutions that deliver better housing outcomes (e.g. provide supply contracts for x number of units/year and y\$ to fund affordable rentals thereby reducing the housing demand by z).	2024	Councils Developers CHPs Funders	Working party, staff time
		3.2 Continue to support regional influence with financial institutions e.g. pension fund investment in build-to-rent housing in Greater Christchurch.	2024	Councils OCHT ChristchurchNZ CHPs CCOs	Staff time
		3.3 Contributing to national frameworks and policy development via synched-up plan that helps to solve our part of a nationwide need for affordable housing (e.g. repositioning affordable housing as essential	2024	Councils	Staff time

		infrastructure, introduction of mandatory inclusionary zoning, delivery of specialised affordable housing to meet the needs of specific cohorts, introducing higher affordable housing requirements in all urban renewal projects when land increases in value due to government intervention (e.g. improved transport infrastructure).			
		3.4 Advocate for simplification of the funding system and expand grant funding for CHPs and charities to provide social, affordable rentals and progressive home ownership.	2024	Councils CHPs	Staff time
		3.5 Explore opportunities for complementarity with MAIHI Ka Ora National Māori Housing Strategy.	TBC	Councils Government Mana Whenua	Staff time
4	Public, private and community partnerships that accelerate positive housing outcomes	4.1 Lead the engagement across government, community housing providers and the development sector to overcome specific barriers to deliver affordable housing e.g. access to finance, or underwriting pre-sale requirements by CHP agreeing to purchase 10%, thereby de-risking the development to meet bank requirements.	2024	MHUD Kāinga Ora CHPs Councils Developers Banks	Staff time, legal time, financial advice, external advice on options
		4.2 Explore partnerships to provide mixed blind tenure developments.	TBC	Councils ChristchurchNZ CHPs MHUD Private sector	Staff time
		4.3 Partner with the community housing sector to deliver more affordable housing (e.g. provide land, finance, carry development costs, take less return).	TBC	Kāinga Ora MHUD Councils ChristchurchNZ CHPs Charities	Staff time

		4.4 Work with government on de-risking development that returns a social dividend. Analyse potential in existing and emerging government programmes.	TBC	Councils MHUD Kāinga Ora	Staff time
5	Demonstrate that more intensive housing doesn't mean more intensive problems	5.1 Providing and promoting exemplars of good quality mixed tenure, mixed typology developments (e.g. the Residences at Karamū <sup>14</sup> ). Stocktake existing design guidelines and processes for mixed tenure housing to ensure buildings are of good quality and that adverse effects are considered and mitigated <sup>15</sup> . Build relatable narrative that demonstrates the benefits of denser living (green space, common space, living close to work, accessibility (e.g. expand 'housing we'd choose' research on typology preferences within financial constraints).	2024	ChristchurchNZ OCHT Kāinga Ora Local examples	Staff time
6	A database that provides live evidence of supply and demand for housing in Greater Christchurch	6.1 Collate and monitor data to identify areas of need immediately and quantify demand, supply, and mismatches in terms of typology, location and price.	2024	Councils MHUD Kāinga Ora CHPs	Staff time from partners, working group
		6.2 Track new housing supply and utilisation of existing stock to determine opportunities to meet need, monitor and evaluate.	2024	Councils Kāinga Ora	Staff time
		6.3 Analyse social dividend from public investment in affordable housing – investment case for City Deal.	2024	Councils Government	Staff time
<b>Parallel Initiatives</b>					
	Complement the housing initiatives currently being developed and implemented by Mana Whenua through its development entity and longer term, to align the delivery of		2024	Mana Whenua Paenga Kupenga	Liaison time

<sup>14</sup> The Residences at Karamū was a joint venture to produce an 84-house mixed-tenure development at Riccarton Racecourse as a partnership between MHUD, Christchurch Methodist Mission, Emerge Aotearoa, Ngāi Tahu Properties, Kāinga Maha), limiting investor purchasing in favour of first home buyers and Community Housing Providers.

<sup>15</sup> Recognising valid fears relating to the social effects of intensification recognising that poor examples have given it a bad reputation alongside privacy concerns, antisocial behaviour, noise, shading, parking, traffic, reduction in green space.



	housing within the context of multi-use and inter-generational urban kāinga nohoanga				
	Complement the work being undertaken by other entities	Canterbury Mayoral Forum Other entities e.g. North Canterbury housing working group	2024	GCP CMF	Staff time
	Implementation and monitoring framework to ensure ongoing analysis, management, review and response.	Concurrently develop a framework to monitor progress. Recognise existing monitoring and explore how these can be brought together in a shared/linked dashboard. e.g. - Number of houses being built - Housing register numbers - Reduction in proportion of people experiencing housing stress	2024	Councils Government	Staff time

## Appendix: Housing Action Plan Glossary

---

### Further information to support Phase 1 of the housing action plan

#### Phase 1 Actions

1. Identify publicly-owned sites (Crown and Council) appropriate for affordable housing development across all three council districts; and determine what is required to acquire/consolidate these for development.  
The Councils and Government have land that is not fully developed. This action involves identifying land in appropriate locations that is surplus to requirements and in locations suitable for housing.
2. Identify mechanisms to enable development of affordable housing on public land. One example is retaining it in perpetuity but developing it for affordable housing through a leasehold model. (Requires councils/Crown to prioritise development of affordable housing above other potential uses that may furnish a higher return, as well as sufficient capitalisation to buy back properties to enable them to remain affordable in perpetuity.)
  - The Queenstown Lakes Community Trust enables the development of underused Council land which is leased to affordable housing providers, generating rates revenue, and then bought back once the leaseholder moves on.
  - Other mechanisms: using the borrowing capacity of councils to underwrite development finance for CHPs and charities; deferred settlement in the disposal of council land; long term leases; sales at subsidised values.
3. Investigate the introduction of inclusionary zoning by all three Councils to collectively increase the supply of social and affordable rental housing.  
Inclusionary planning is a way of securing or leveraging affordable housing through the planning and urban development process<sup>16</sup>. Developers make a percentage-based contribution towards supplying affordable housing according to a prescribed percentage of the affordable housing development. A minimum percentage should be introduced across the region, higher percentages in greenfield or urban renewal projects. This can be phased and increased over time. It can be applied to residential, commercial and some industrial land and easily transferred to any affordable housing organisation. Dwellings designated inclusionary should be indistinguishable from market housing<sup>17</sup>. Queenstown and Waikato have identified this as the most effective mechanism to increase the supply of affordable housing.
4. Investigate and test incentives to develop affordable housing (e.g. rates remissions).  
Various financial and planning incentives can be used to encourage more affordable housing and a greater range of typologies:
  - 'Density bonuses' permit higher densities in return for an affordable housing contribution, though quality should not be sacrificed and density bonuses might be deployed in conjunction with mixed tenure.
  - Set affordable housing targets.
  - Protect existing low-cost housing stock
  - 'Value capture' a portion of increased value that occurs when land is rezoned to higher value uses or when infrastructure is provided, then direct this value towards affordable housing. Urban renewal projects and rezoning provide opportunities for value capture<sup>18</sup>.
  - Develop land use policies that encourage diverse housing forms.
  - Offer rates concessions to community housing organisations.

<sup>16</sup> <https://www.ahuri.edu.au/sites/default/files/migration/documents/PES-006-Planning-mechanisms-to-deliver-affordable-homes.pdf>

<sup>17</sup> <https://www.melbourne.vic.gov.au/sitecollectiondocuments/affordable-housing-strategy.pdf>

<sup>18</sup> <https://www.melbourne.vic.gov.au/sitecollectiondocuments/affordable-housing-strategy.pdf>

- By-laws for Air B n Bs in affordable areas<sup>19</sup>.
  - Planning concessions to enable affordable housing
  - Rating vacant land and potentially buildings at the level of what it could be developed to, as a disincentive to land-bank<sup>20</sup>.
5. Investigate expanding CCC's development contribution rebates for social housing to all councils. Investigate extending this to include social, affordable rental and progressive home ownership. Christchurch City Council's Development Contributions Rebate policy provides for the rebate of DCs for certain types of development including social housing and kāinga nohoanga. With respect to the former, it aims to support the development of new social housing by qualifying community trust organisations, and rebates 100% of DCs for qualifying developments. Developers are required to register a covenant on the title of the development to qualify for the rebate, which restricts the use of a home for social housing purposes only.
6. Support wider advocacy to influence financial institutions to invest in affordable housing solutions e.g. pension fund investment in build-to-rent housing in Greater Christchurch. Kiwisaver provider Simplicity has created a housing fund to invest in build-to-rent housing in Auckland. They are attempting to contribute build-to-rent high density housing at scale: Intention to build 10,000 quality homes for long-term rent across NZ: 159 constructed, 345 to be under construction by the end of 2023, and 800 in development<sup>21</sup>. Their model includes:
- Developer and Builder margins (they are the developer and builder and a nonprofit organisation)
  - Financing margin (they don't have to borrow money to build)
  - Selling costs (rent directly, with no real estate agency fees)
  - Property management margin (manage the properties directly, at cost).

---

<sup>19</sup>

<https://www.sciencedirect.com/science/article/abs/pii/S0166046221000272#:~:text=Critics%20of%20the%20home%2Dsharing,et%20al.%2C%202017%3B%20Sheppard>

<sup>20</sup> Smartgrowth Housing Action Plan 2021.

<sup>21</sup> <https://www.ellerslie.co.nz/post/media-release-simplicity-living-buys-ellerslie-racecourse-land-for-330-build-to-rent-homes>



**Greater Christchurch  
Partnership**

**Te Tira Tū Tahi**  
One Group, Standing Together

# Joint Housing Action Plan

GCP Committee 8 December 2023

Lucy Baragwanath

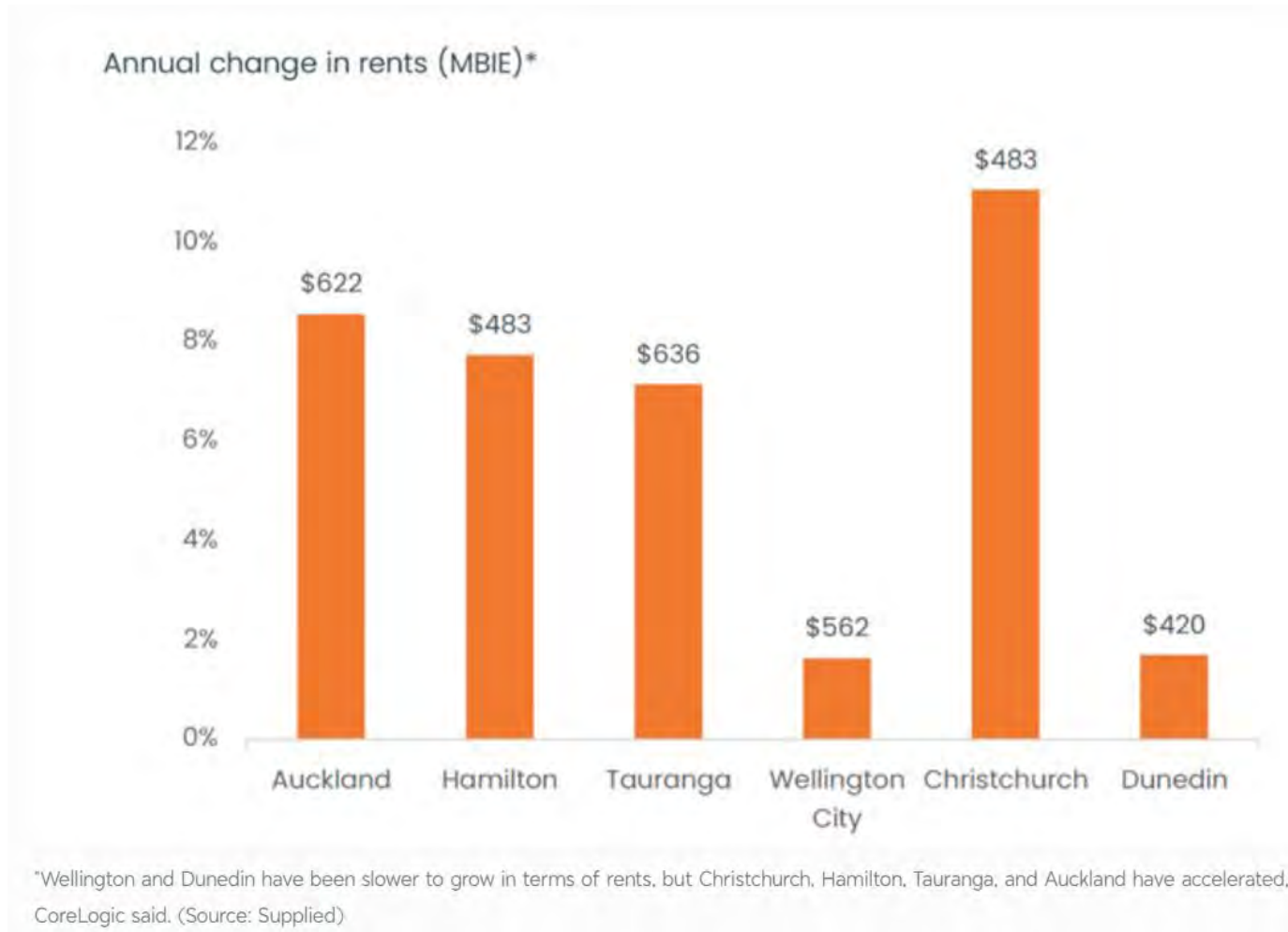


## NZ's overall housing shortage



*The Economist*, 6 Sep 2023

## House price inflation feeding rent rises – supply is not keeping up

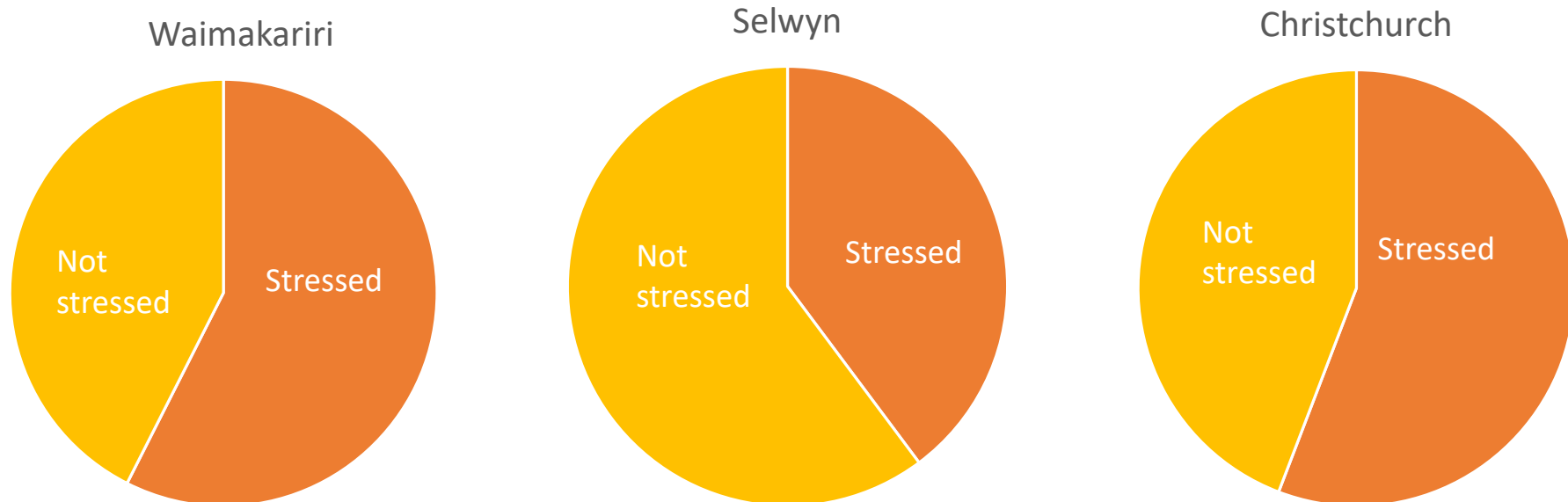


[Public housing waitlist spikes, over 25,000 households waiting \(1news.co.nz\)](https://www.1news.co.nz)

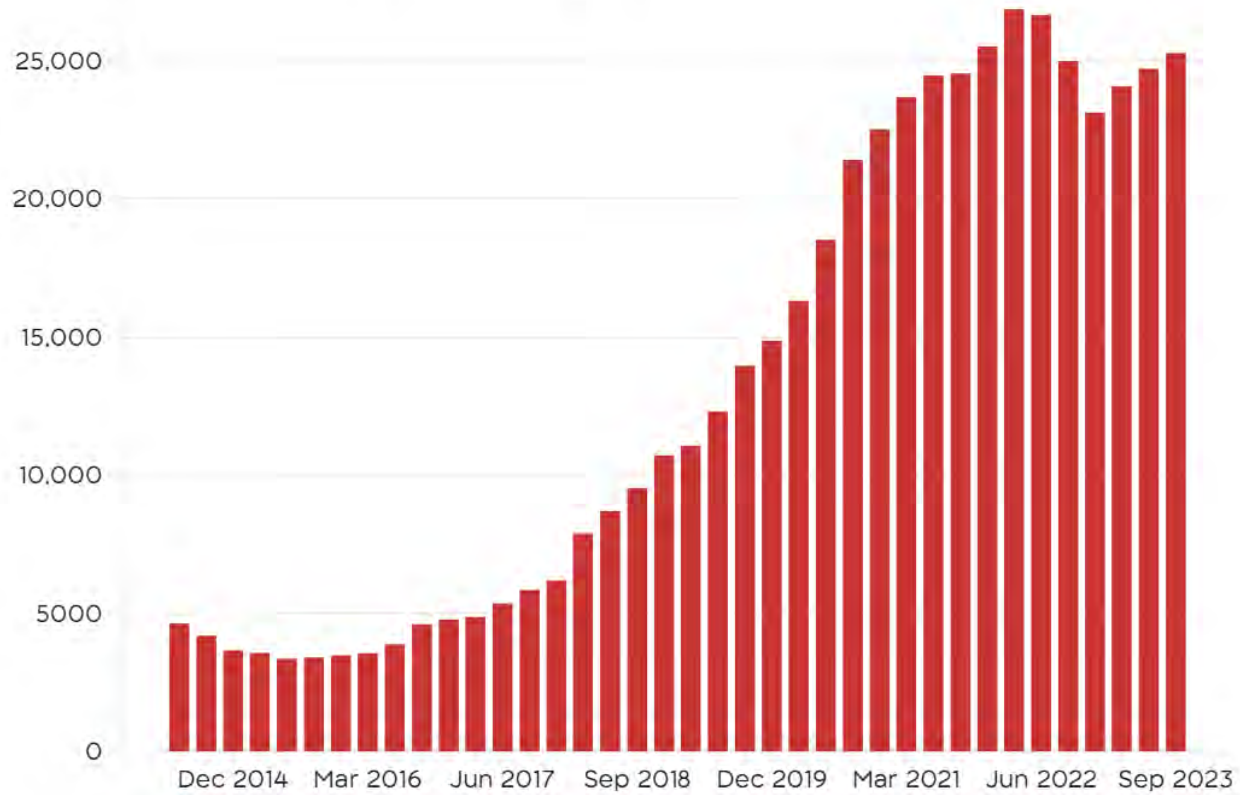
## Emergency + Public housing + Housing stress = Total Housing Need

(Mitchell 2021)	Housing stress	Social renters	Other	Total housing need	% of renters	% of all households
Waimakariri	2,500	150	290	2,940	57.8	11.5%
Selwyn	1,670	50	260	1,980	39.8%	8.2%
Christchurch	22,350	7,050	2,480	31,880	55.8%	20.6%

### Housing stress as a proportion of rental households in Greater Christchurch



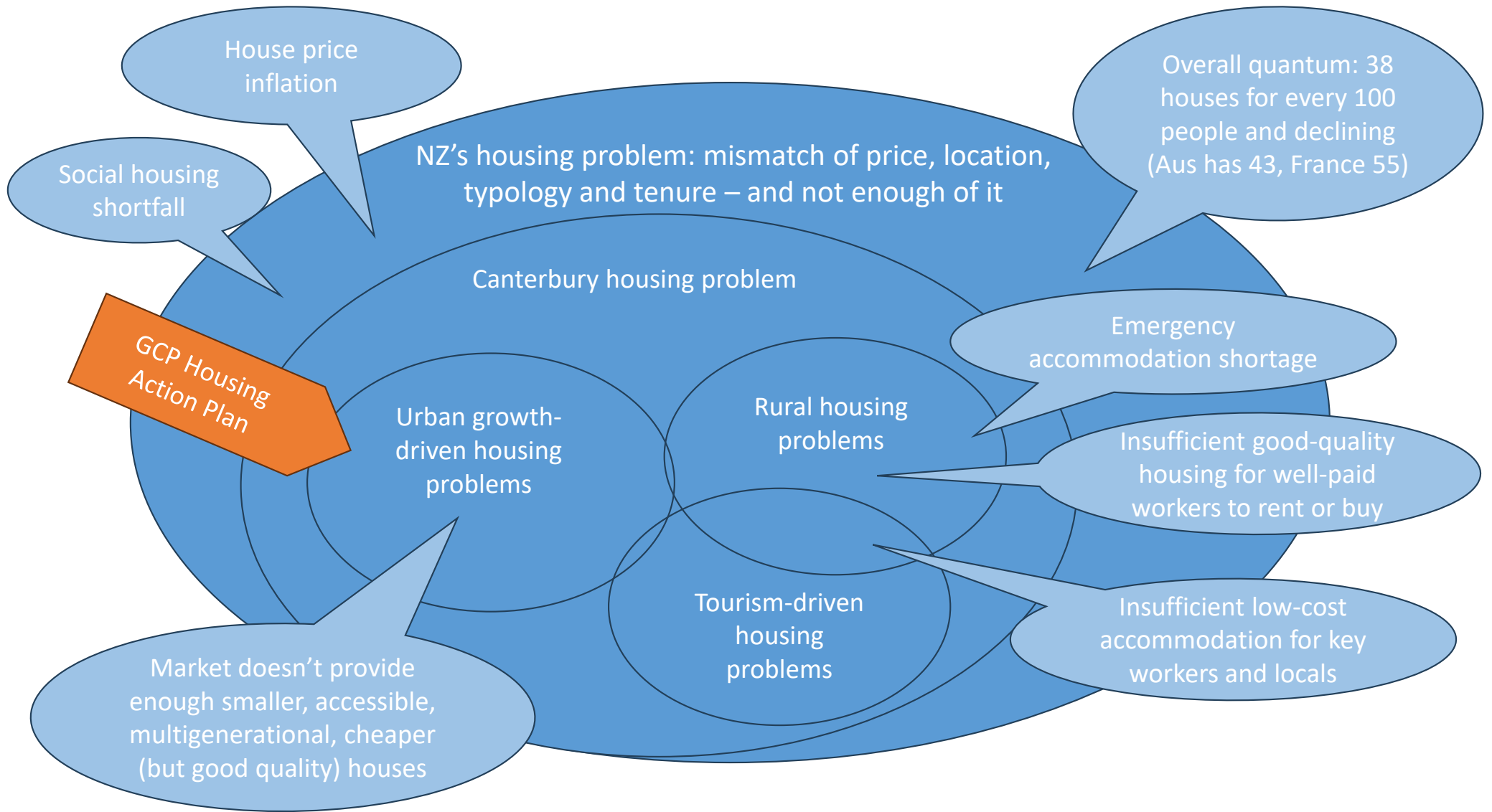
## Eligible applicants waiting for public housing



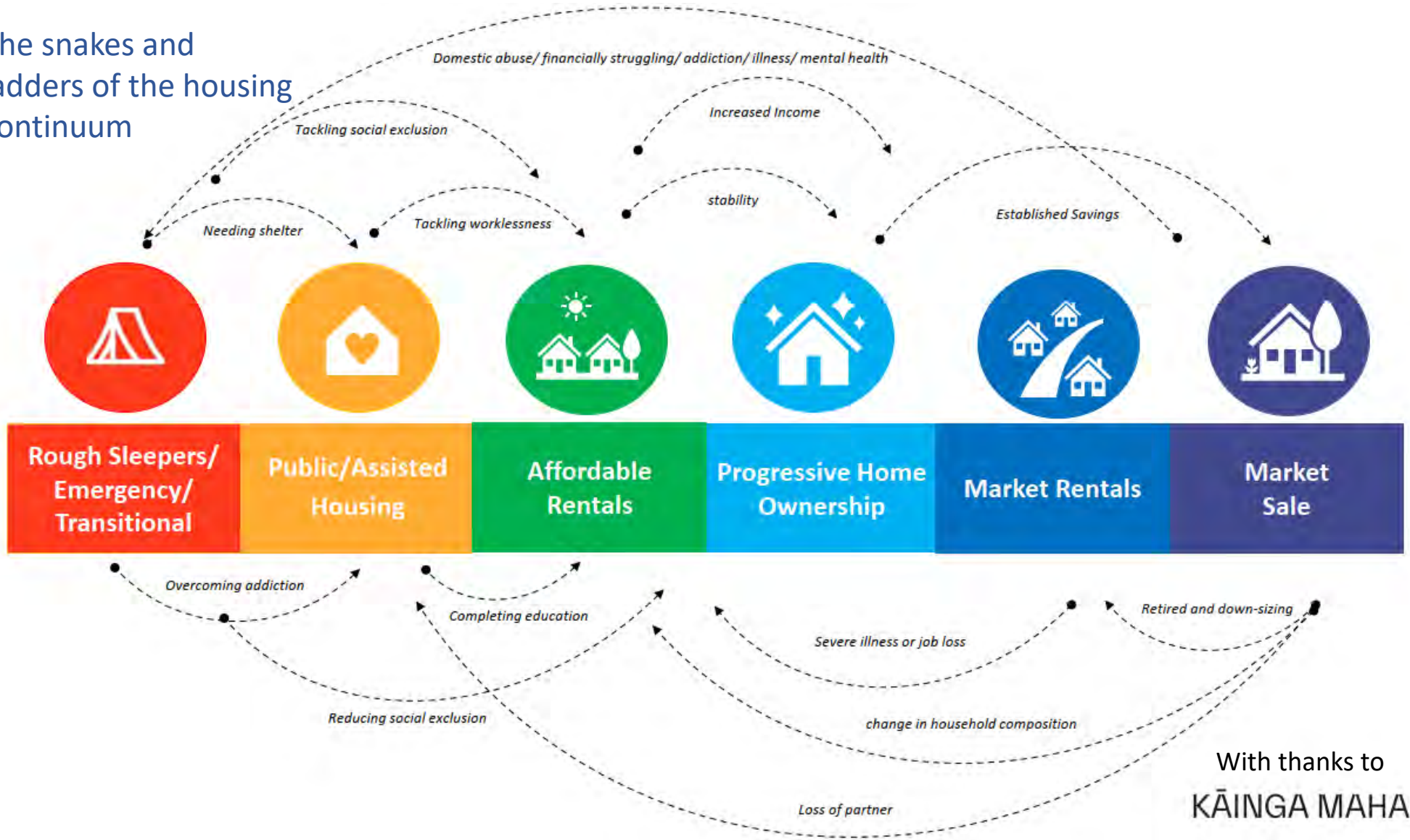
Source: Ministry of Social Development • Chart: 1News

[Public housing waitlist spikes, over 25,000 households waiting \(1news.co.nz\)](https://www.1news.co.nz/public-housing-waitlist-spikes-over-25000-households-waiting/)





# The snakes and ladders of the housing continuum



With thanks to  
KĀINGA MAHA

## Gaps in the continuum:

- ❖ Homelessness (overt and covert)
- ❖ Shortfall in social housing – despite \$\$ spent
- ❖ The growth of the intermediate market – leftwards along the continuum
- ❖ Suboptimal use of housing

Nutshell: Greater Christchurch needs more housing that is good quality, affordable, diverse, and well-located



**Greater Christchurch  
Partnership**

**Te Tira Tū Tahi**  
One Group, Standing Together

## Why Greater Christchurch needs a joint housing action plan

- ❖ Overall shortage of housing nationwide
- ❖ Population growth – ‘great migration’ (1500 new arrivals a month)
- ❖ Rising unaffordability – inflation, cost of living crisis
- ❖ Insufficient housing for low and modest-income households
- ❖ Mismatch of supply and demand – tenure (rental), typology (lack of smaller, multigenerational, accessible houses), price (but still good quality)

The GCP Partners have called for action on housing since 2018



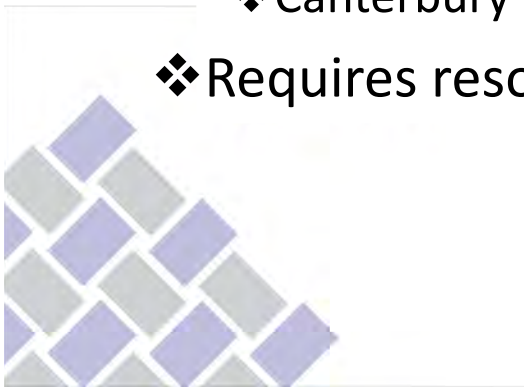
**Greater Christchurch  
Partnership**

**Te Tira Tū Tahi**  
One Group, Standing Together

# The Joint Housing Action Plan

[Agenda item 5 p. 21]

- ❖ Developed collaboratively
- ❖ Technically feasible
- ❖ Creates outcomes that can't be achieved by individual partners alone
- ❖ Contributes to the provision of affordable, quality, diverse housing
- ❖ Complements other initiatives:
  - ❖ Mana Whenua Kāinga Nohoanga Strategy
  - ❖ Canterbury Mayoral Forum Housing Workstream
- ❖ Requires resourcing and therefore trade-offs

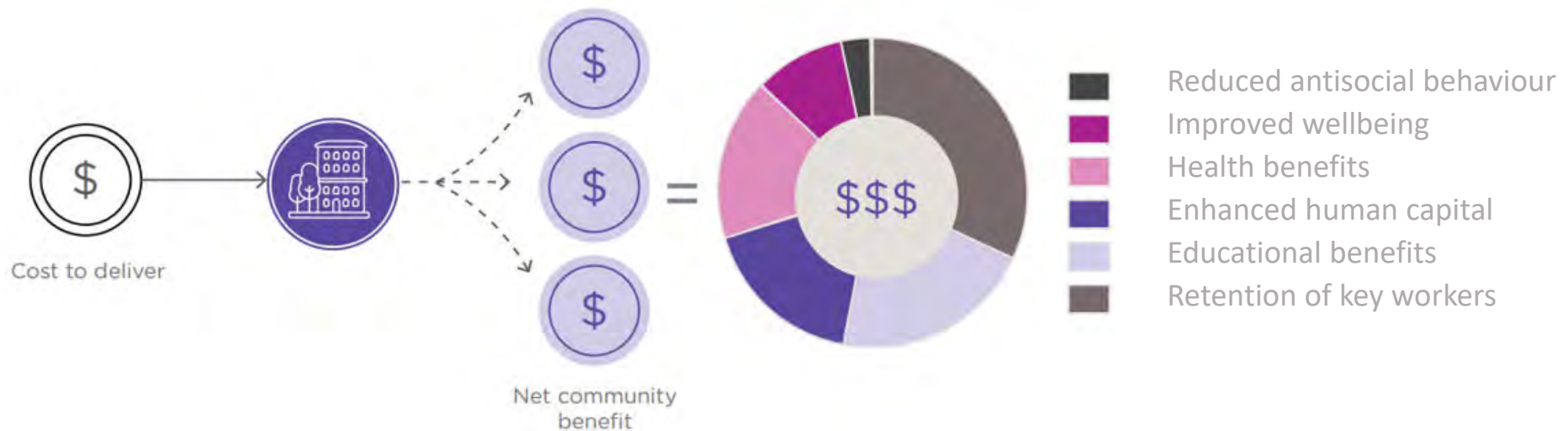


**Greater Christchurch  
Partnership**

**Te Tira Tū Tahī**  
One Group, Standing Together

# Why we'd take on the challenge

- ❖ Housing as a fundamental determinant of health and wellbeing
- ❖ Housing as the foundation for well-functioning communities
- ❖ Economic benefits: \$1 spent on affordable housing provides \$3 of community benefit
- ❖ We can make a difference



# The Joint Housing Action Plan

[Agenda item 5 p. 27]

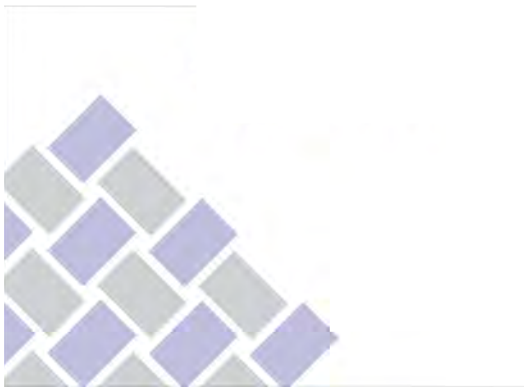
Vision: Everyone in Greater Christchurch has access to a healthy, warm, sustainable, affordable home

Phase 1: starting now

Phase 2: follows in 2024

	ACTION
1	Identify publicly-owned sites (Crown and Council) appropriate for affordable housing development across all three council districts; determine what is required to acquire/consolidate
2	Identify mechanisms to enable development of affordable housing on public land
3	Investigate the introduction of inclusionary zoning by all three Councils
4	Investigate and test incentives to deliver affordable housing
5	Investigate expanding development contribution rebates for social housing to all councils; and to include social, affordable rental and progressive home ownership
6	Wider advocacy to influence financial institutions to invest in affordable housing solutions
7	Investigate expanding/mirroring the Ōtautahi Community Housing Trust model, providing charities and CHPs access to finance and land

# Questions and discussion



**Greater Christchurch  
Partnership**

**Te Tira Tū Tahi**  
One Group, Standing Together



**ATTACHMENT iii****Waimakariri District Council**

215 High Street

Private Bag 1005

Rangiora 7440, New Zealand

Phone 0800 965 468

# 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 DECISION**

**FILE NO and TRIM NO:** GOV-01-11/231123188486

**REPORT TO:** COUNCIL


**DATE OF MEETING:** 7 February 2024

**AUTHOR(S):** Ken Howat (Parks and Facilities Team Leader)

**SUBJECT:** Consent Fee Waivers Application John Knox Church

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to present a funding request to Council for consideration from John Knox Church, Rangiora. The Church is requesting funding to cover Resource Consent costs and Building Consent costs for the rebuild of their church and community facilities at 260 High St.
- 1.2. The church facilities were demolished following the 2010/11 earthquakes. The existing church is being converted into a community facility while the previously demolished church is being rebuilt and incorporated into the complex.
- 1.3. The Churches insurance policy did not cover rebuilding as a building survey following the earthquakes noted that strengthening was possible. However, the Church decided a rebuild was the most cost effective option. An insurance payment of approximately \$100,000 was received to cover some demolition costs.
- 1.4. The estimated cost of this project is \$3,016,000. The church has raised 89% of this and has a further \$346,000 to raise. To meet this shortfall, the church has funding applications currently sitting with the Rata Foundation and Lotteries. Other funding options include pledges from the church congregation and underwritten interest free loans if required.
- 1.5. The estimated cost of the Building Consent is \$28,000 and is currently being processed. The amount is contingent on processing time, quality of plans, complexity of design, number of RFI's and inspections required.
- 1.6. The estimated cost of the Resource Consent is \$7,500 and is currently being processed. The Planning Unit have assisted the Church with Urban Design reports at no costs, a saving of \$2,500.
- 1.7. Based on the estimated combined costs of the Resource Consent and Building Consent, the cost impact to Council for this request is a maximum of \$35,500.
- 1.8. Staff support the application for resource consent fees, however, would not recommend supporting allocating funds for the building consent fees as the amount would deplete available funds which may be used to support other funding requests.

**Attachments:**

- i. Facility Concept and Design Plans– TRIM 231123188367

## 2. **RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. TRIM 231123188486
- (b) **Notes** the request from John Knox Church to cover the Resource and Building Consent fees has an approximate total cost of \$35,500.
- (c) **Approves** a grant to the John Knox Church to cover Resource Consent only, with costs up to a maximum of \$7,500.
- (d) **Notes** that recommendation (c) is the preferred staff option.

**Or**

- (e) **Approves** a grant to the John Knox Church to cover its request in full of \$35,500 for both the Resource and Building consent fees.
- (f) **Notes** that any cost approved for the John Knox Church would be from the Resource and Building Consent budget line item 10.530.100.2467.
- (g) **Notes** to date \$862 has been spent from the Resource and Building Consent Budget, leaving a current balance of \$36,758.

## 3. **BACKGROUND**

- 3.1. The John Knox Church was established in 1872 and relocated to the current location in 1922 and is a not-for-profit organisation and a registered charitable trust.
- 3.2. The John Knox Church and wider Alpine Presbytery have been fundraising for this project for the past 10 years. Building concept and design plans are attached in this report. (TRIM 231123188367)
- 3.3. The Church delivers a wide range of community services including meals to families in need, knitting for international aid agencies and a pre-schoolers music group. In addition to this they host the Blind / Low Vision Foundation, Stoke group, Alcoholics & Narcotics Anonymous, Prostate Support, Dementia Canterbury, Timebank Waimakariri, Te Kura Correspondence School, Rockers of Ages Choir and Reformed Church of Rangiora. The new development will increase the amount of community space available for use.
- 3.4. Following the request, staff took this to the Fees and Waivers Committee for consideration however due to the size of the budget requested, this was delegated up for Council consideration.

## 4. **ISSUES AND OPTIONS**

- 4.1. The Council has limited funding and budgetary provision for reductions in building and resource consent fees. It delegates authority to approve any fee waivers to the Facilities and Consents Fee Waiver Subcommittee.
- 4.2. Waiving of consents for building fees is intended to recognise exceptional circumstances and is intended to support community groups and organisations whose goals are aligned with Councils Community Outcomes.
- 4.3. Requests for funding support are considered on the following:
  - 4.3.1. The applicant/intended purpose of the project is not-for-profit.
  - 4.3.2. Sufficient budgeted funds are available to support the project.
  - 4.3.3. The community value of the project is clearly identified.

4.3.4 The financial position of the applicant identifies hardship.

4.4 The application meets the above criteria in that there will be clear benefit to the community resulting from this project.

4.5 **Option One: Approve the Allocation of Funds to Cover Resource Consent and Building Consent Costs.**

Council could approve this request with the final amount to be confirmed once consents have been processed, but to a maximum of \$35,500, being the estimated cost. Staff would not recommend this option as the amount is 96.5% of funds available in the Resource and Building Consent budget which currently sits at \$36,758.

4.6 **Option Two: Approve the Allocation of Funds to Cover the Resource Consent Costs Only and Decline Funding for Building Consent Costs.**

Council could approve the allocation of funds to cover Resource Consent costs only, up to a maximum of \$7,500, being the estimated cost. Staff recommend this option. The Church has demonstrated they have the ability to successfully raise funds and currently have funding applications pending. Therefore, it is not evident there is financial hardship or that they have exhausted all funding avenues. However, the community value of this project has been sufficiently identified and Council contribution would recognise this. This option allows budget provision for the remainder of the financial year to receive requests from other organisations.

4.7 **Option Three: Decline the Request to Fund Resource Consent and Building Consent Costs.**

Council could decline the request which will require the Church to meet all consent costs. Staff would not recommend this option as the Church has made a significant contribution over many years to the wellbeing of the community and the project will result in more community space available for local organisations.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Community spaces serve as vital hubs for social interaction, fostering a sense of belonging and connection for residents. The developments at the John Knox Church will result in more space available for community activities and programmes.

## **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 through the provision for more community spaces in the area.

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 through the potential for more community-based activities operating at the Church facilities.

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

### 6.1. **Financial Implications**

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

6.1.1 The total budget allocation for fee waivers is \$37,620 and to date \$862 has been spent, leaving a current balance of \$36,758. The total requested amount from the Church, estimated at a maximum of \$35,500, equates to 95.5% of available funds.

6.1.2 If Council adopt the recommended Option Two, the Resource Consent cost estimated at maximum of \$7,500 would be funded from the Resource and Building Consent code 10.530.100.247. This would leave \$29,258 remaining for further allocation to other community groups by the Fee Waivers Committee.

### 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 risks arising from the adoption/implementation of the recommendations in this report. The church may be unsuccessful in raising the remaining funds in what is a tight climate for fundraising. This could stall the project which would slow the provision of additional space for community groups within Rangiora and also leave a high-profile site (cnr King and High Sts) undeveloped for an unspecified amount of time as funding is sought. The decision not to fund the building consent fees would mean that the Church will need to fundraise for this cost through it's own funding means.

### 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**

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

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

Social: A place where everyone can have a sense of belonging.

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.
- Our community groups are sustainable and able to get the support they need to succeed.

Cultural: Where our people are enabled to thrive and give creative expression to their identity and heritage.

- Waimakariri's diversity is freely expressed, respected and valued.

Economic: Supported by a resilient and innovative economy.

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable.

7.4. **Authorising Delegations**

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

**NEW CHURCH BUILDING FOR JOHN KNOX PRESBYTERIAN CHURCH  
260 HIGH STREET, RANGIORA**



CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



JOB TITLE  
**JOHN KNOX CHURCH REDEVELOPMENT  
260 HIGH STREET- RANGIORA**  
FOR  
**JOHN KNOX CHURCH RANGIORA &  
CHURCH PROPERTY TRUSTEES**



COVER SHEET

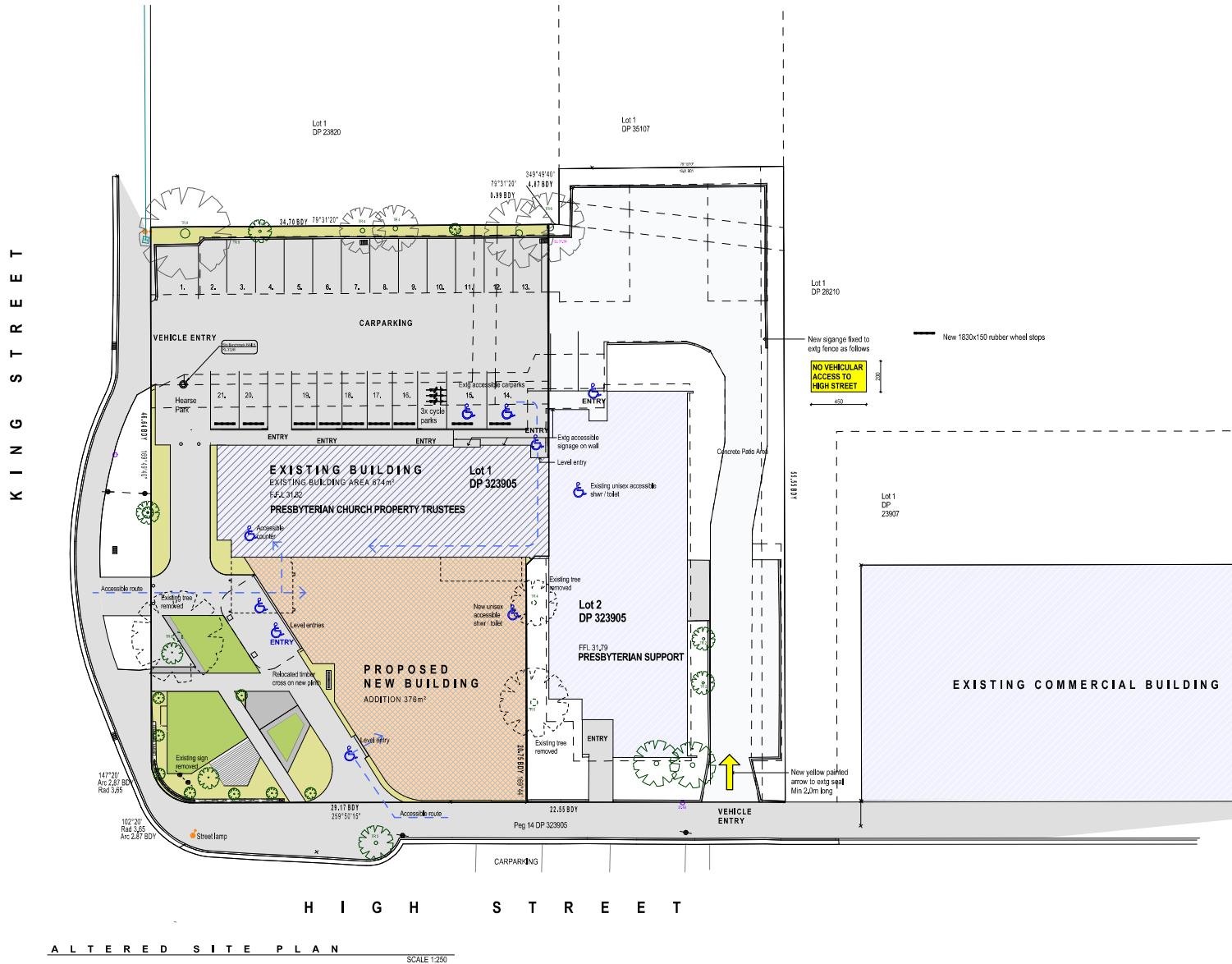
ISSUE DETAILS	
V1	Resource Consent Application Drawings
V2	Resource Consent Drawings (Rev-1)
V3	Resource Consent Drawings (Rev-2)
V4	Resource Consent Drawings (Rev-3)
V5	Resource Consent Drawings (Rev-4)
V6	Resource Consent Drawings (Rev-5)
V7	Resource Consent Drawings (Rev-6)

7 March 2023
18 March 2023
4 April 2023
17 May 2023
17 July 2023
17 July 2023
3 August 2023

SCALES	
ORIGINAL SIZE	A2
ARCHITECT	P.R.H.
SHEET	OF 39
REFERENCE	22272

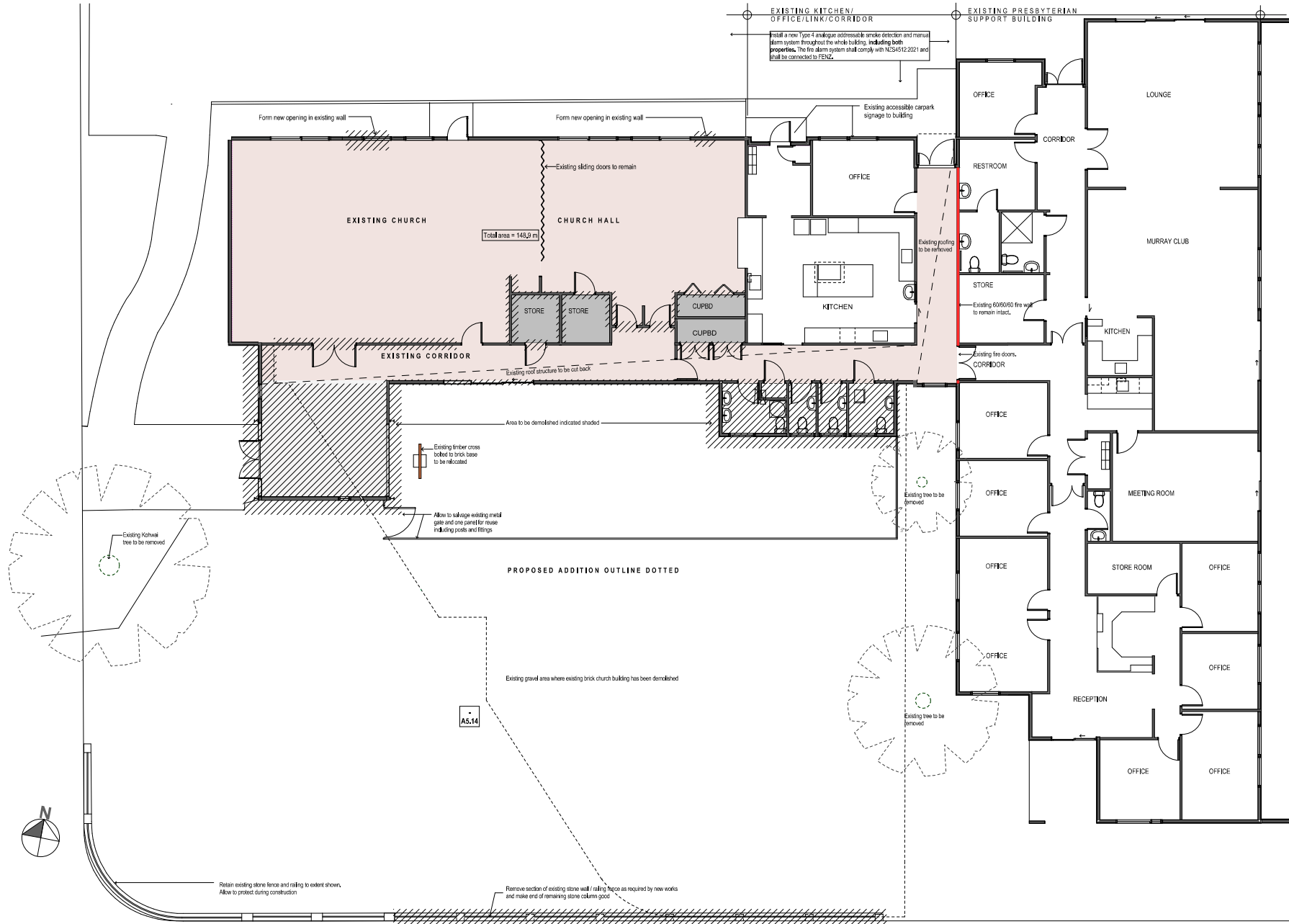
© P.R.H. 2023





ALTERED SITE PLAN SCALE 1:250

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



**EXISTING SITE / FLOOR PLAN**

1:100

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



JOB TITLE  
**JOHN KNOX CHURCH REDEVELOPMENT**  
 260 HIGH STREET- RANGIORA  
 FOR  
**JOHN KNOX CHURCH RANGIORA & CHURCH PROPERTY TRUSTEES**



ISSUE DETAILS

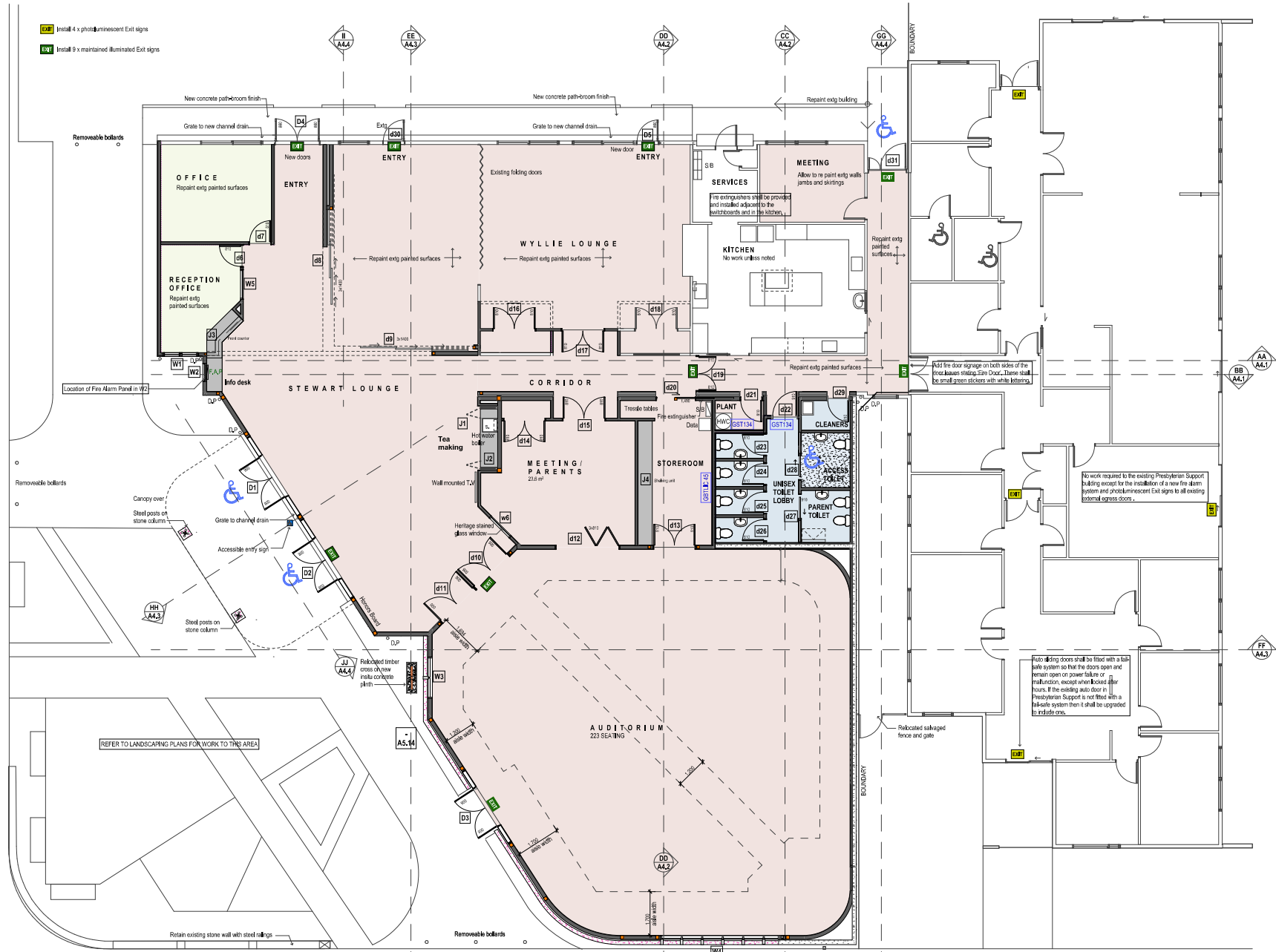
V1	Resource Consent Application Drawings	7 May 2023
V2	Conservation Board Drawings	18 May 2023
V3	Resource Consent Drawings (Rev-1)	4 Jun 2023
V4	Conservation Drawings	17 Jun 2023
V5	Conservation Drawings	17 Jul 2023
V6	Resource Consent Drawings (Rev-2)	17 Jul 2023
V7	Building Consent Drawings	3 August 2023

SCALES as shown

ORIGINAL SIZE	A 2
ARCHITECT	P_R_H
SHEET	A 2.2 OF 39
REFERENCE	22272

**EXISTING FLOOR PLAN**

King Street



**ALTERED FLOOR PLAN**

High Street

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK

JOB TITLE  
**JOHN KNOX CHURCH REDEVELOPMENT**  
 260 HIGH STREET- RANGIORA  
 FOR  
**JOHN KNOX CHURCH RANGIORA &  
 CHURCH PROPERTY TRUSTEES**



**ALTERED FLOOR PLAN**

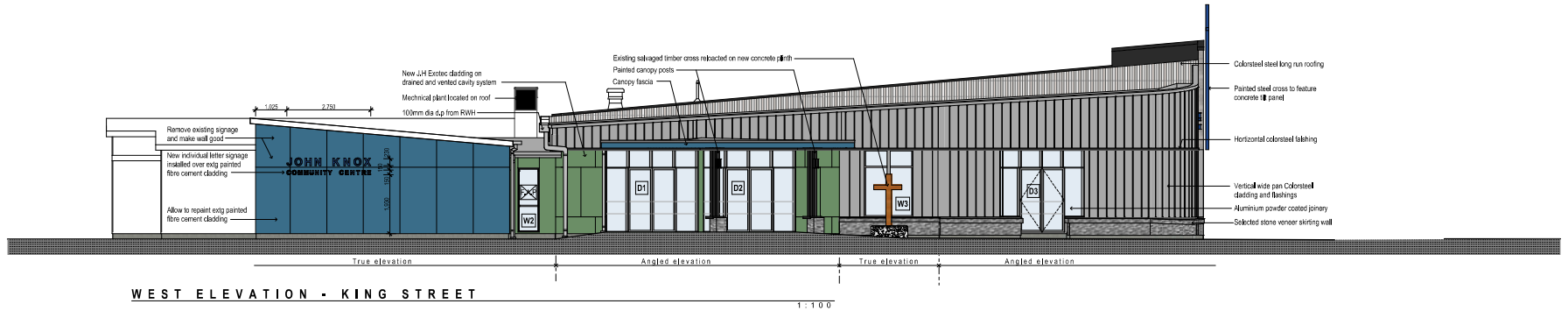
ISSUE DETAILS

V1	Revisions Consent Application Drawings	7 March 2023
V2	Consent Application Drawings	18 March 2023
V3	Revisions Consent Drawings (Plan-1)	4 April 2023
V4	Consent Drawings	17 May 2023
V5	Consent Drawings (Plan-2)	17 July 2023
V6	Building Consent Drawings	17 July 2023
V7	Building Consent Drawings	3 August 2023

SCALES as shown

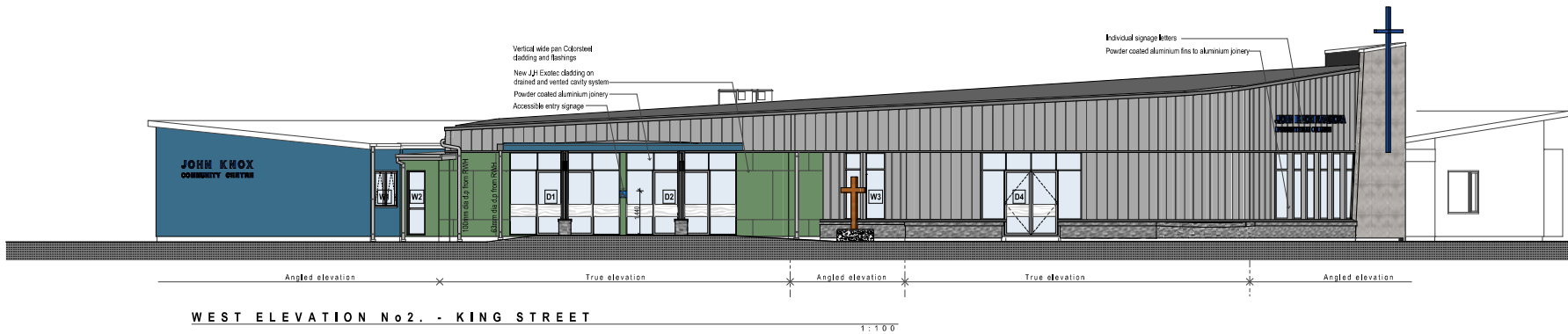
ORIGINAL SIZE	A 2
ARCHITECT	P, R, H.
SHEET	A 2.3 OF 39
REFERENCE	<b>22272</b>





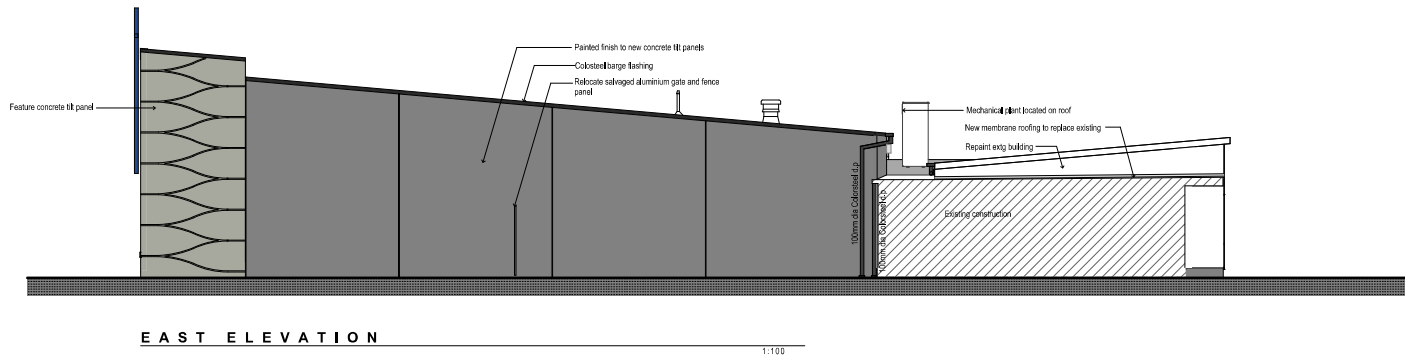
WEST ELEVATION - KING STREET

1:100



WEST ELEVATION No 2. - KING STREET

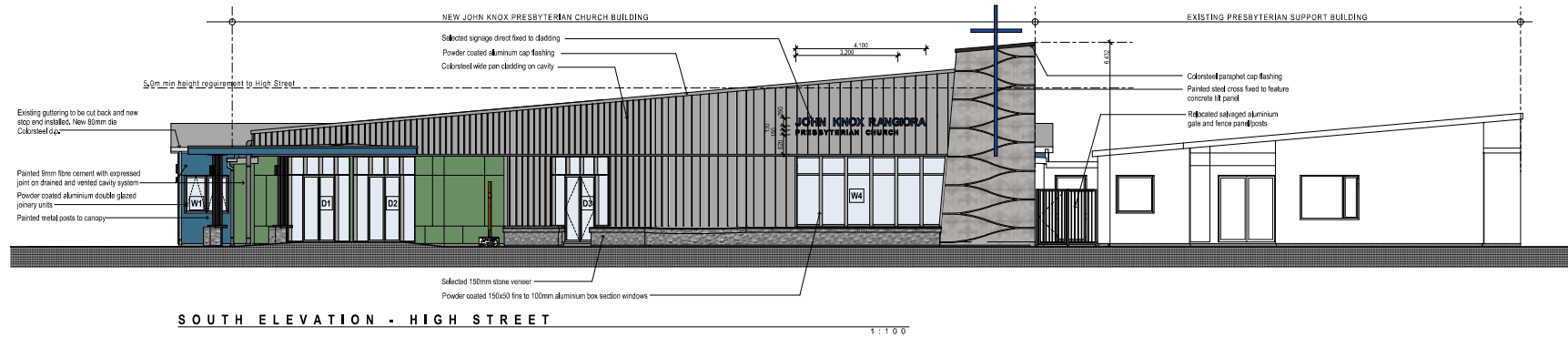
1:100



EAST ELEVATION

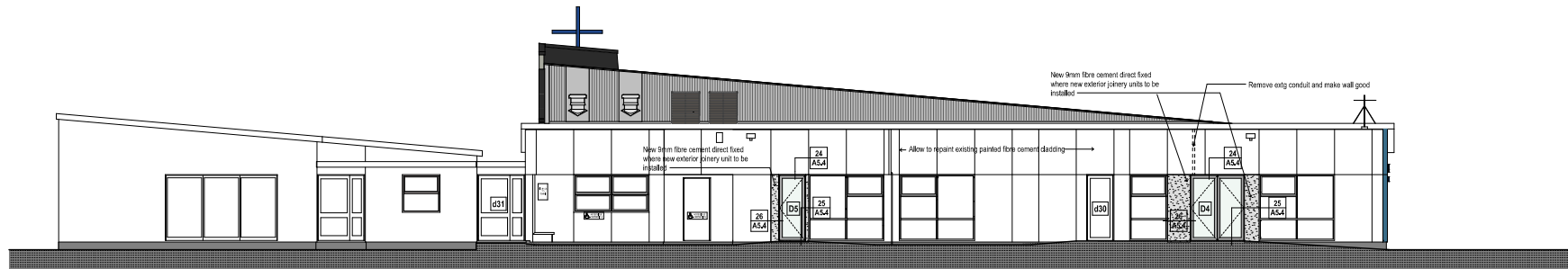
1:100

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



SOUTH ELEVATION - HIGH STREET

1:100

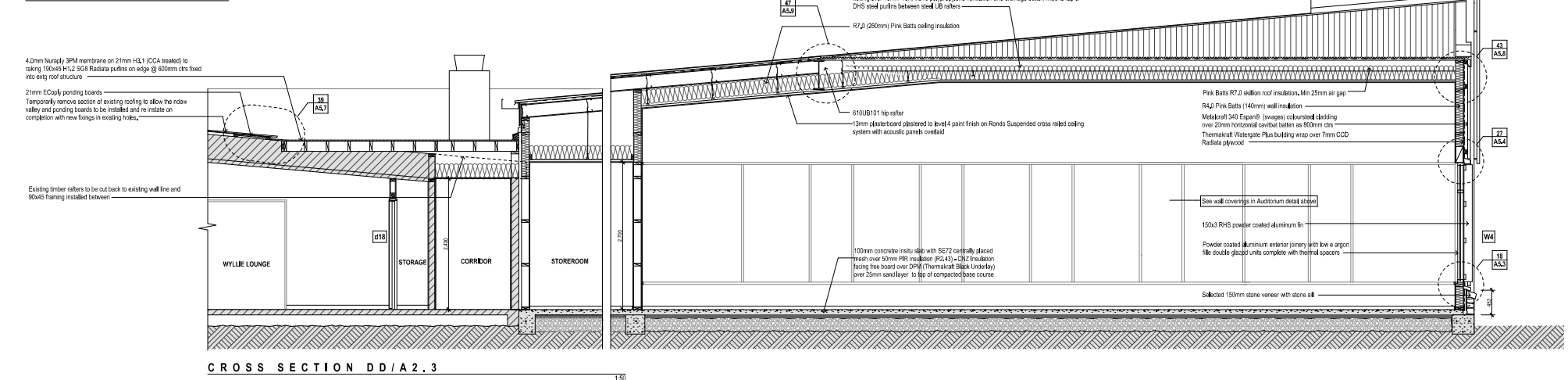
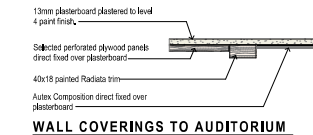
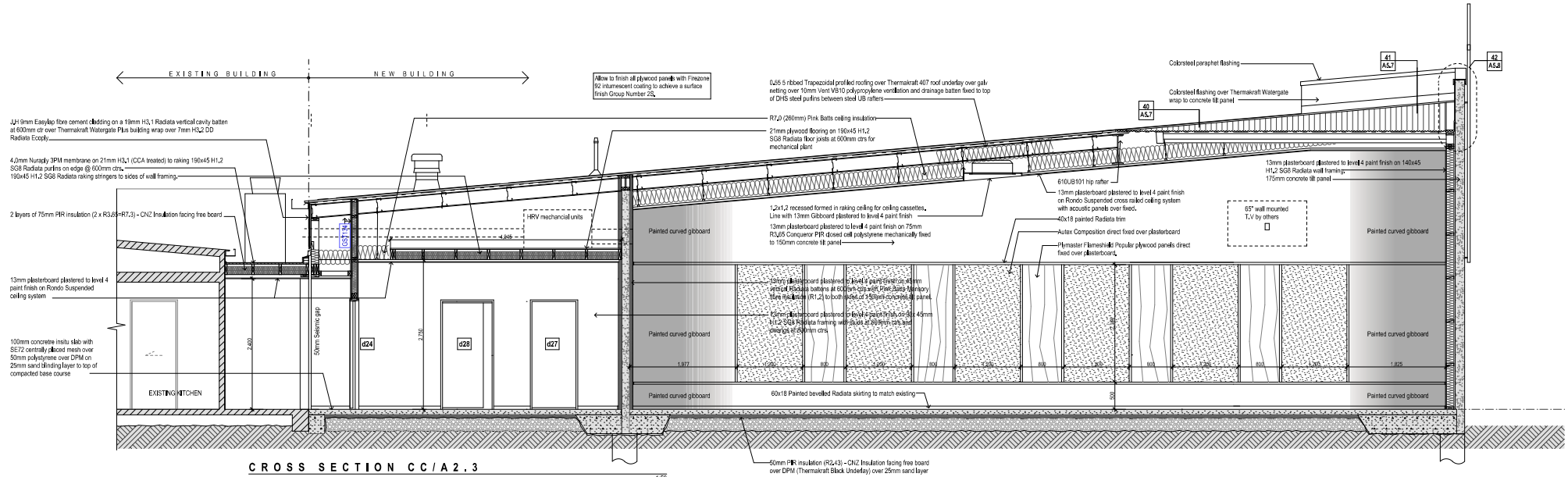


ALTERED NORTH ELEVATION

1:100



CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK



JOB TITLE  
**JOHN KNOX CHURCH REDEVELOPMENT**  
 260 HIGH STREET- RANGIORA  
 FOR  
**JOHN KNOX CHURCH RANGIORA &  
 CHURCH PROPERTY TRUSTEES**



SECTIONS CC, DD

ISSUE DETAILS

V1	Revisions Consent Application Drawings	7 March 2023
V2	Consentation list of Drawings	18 March 2023
V3	Revisions Consent Drawings (Rev-1)	4 April 2023
V4	Consentation Drawings	17 May 2023
V5	Consentation Drawings (Rev-2)	17 July 2023
V6	Building Consent Drawings	3 August 2023

SCALES AS SHOWN

ORIGINAL SIZE	A 2
ARCHITECT	P, R, H.
SHEET	A 4.2 OF 39
REFERENCE	2 2 2 7 2

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** WAT-03 / 240116004811

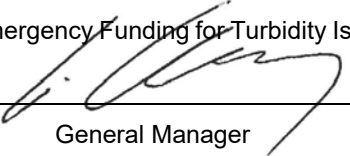
**REPORT TO:** COUNCIL

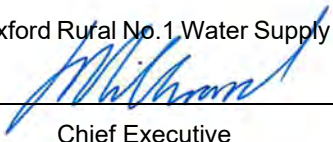
**DATE OF MEETING:** 7 February 2024

**AUTHOR(S):** Caroline Fahey, Water & Wastewater Asset Manager

**SUBJECT:** Emergency Funding for Turbidity Issues at Oxford Rural No.1 Water Supply

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report provides an update to Council on the final costs incurred from unplanned emergency works required on the Oxford Rural No.1 water supply following the turbidity water quality incident that occurred on 31 May 2023.
- 1.2. A budget of \$120,000 was sought by staff and approved by Council to be spent on emergency works required to respond to the water quality incident (refer to attachment i).
- 1.3. The emergency works included getting the emergency backup supply at Rockford Road River Intake operational to be able to provide water to the supply in the event the primary well was required to be taken offline for re-development. And ensuring the Oxford Rural No. 1 water supply continues to be compliant with the Drinking Water Quality Assurance Rules (DWQAR).
- 1.4. In total \$235,950 was spent on unplanned emergency works which is \$115,950 over the approved budget. This was due to additional works required that were not identified as part of the initial scope when budget was requested. Considering the hidden nature of the issues, there were difficulties in correctly estimating the required scope at that stage.
- 1.5. It was originally planned for the primary well to be re-developed after the second primary well has been drilled and installed in 24/25, however due to recurring turbidity issues with the primary well, a decision was made at the time to bring the works forward. This was required to mitigate the risk of loss of supply should the primary well at McPhedrongs Road continue to deteriorate and eventually fail. This future expenditure for the re-development of the primary well will therefore no longer be required.

**Attachments:**

- i. Oxford Rural No.1 Water Supply Turbidity Issues (Trim 230621092693[v2])
- ii. Update on Emergency Funding for Turbidity Issues at Oxford Rural No.1 Water Supply (Trim 230824131082)

**2. RECOMMENDATION**

**THAT** the Council

- (a) **Receives** Report No. 240116004811.
- (b) **Approve** the additional budget for the final spend of \$235,950. This is \$115,950 over the approved budget of \$120,000 originally sought and approved by Council for the emergency works at Oxford Rural No.1 water supply.

- (c) **Notes** that the reasons for the additional budget being required is due to additional works that were not identified as part of the initial scope when budget was requested. Considering the hidden nature of the issues, there were difficulties in correctly estimating the required scope at that stage.
- (d) **Notes** that the emergency backup supply at Rockford Road River Intake had to be turned on when the primary well was being re-developed, and due to the surface water source not being compliant with the Drinking Water Quality Assurance Rules, a boil water notice had to be issued for the duration that the emergency source was being used.
- (e) **Notes** that the rating implication of the \$235,951 spent on the emergency works will increase the Oxford Rural No.1 water rate by 2.1% or by \$18.68 for a standard 2-unit connection, from \$909.20 to \$927.88, effective from July 2024.
- (f) **Notes** that the emergency works carried out at the Oxford Rural No.1 water supply has increased the resilience of the water supply as it now has an operational emergency backup supply that is available to be turned on when required.
- (g) **Circulates** this report to the Audit and Risk and Utilities and Roading Committees for their information.

### 3. **BACKGROUND**

- 3.1. A high turbidity water quality incident at the McPhedrions Road Water Treatment Plant (WTP) site that occurred on 31 May 2023 triggered a precautionary boil water notice to be issued for the water supply from 31 May to 13 June 2023.
- 3.1. Council approved a budget of \$120,000 sought by staff for emergency works required to respond to the turbidity incident. The emergency works required that were identified at the time include installation of new equipment (well pumps and water quality analysers) at the Rockford Road River Intake and Rockford Road Deep Well sites.
- 3.2. These works were required to ensure the emergency backup source at Rockford Road River Intake was available to be turned on if required. As in the event of failure of the primary well at McPhedrions WTP, the backup source at Rockford Road Deep Well does not have sufficient capacity to provide water for all households and stock on the water supply.
- 3.3. The water quality monitoring equipment was required to ensure the Oxford Rural No.2 water supply remains compliant with the DWQAR while the backup sources are in use to supply the water supply.

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

- 4.1. It was originally planned for the re-development of the primary well to take place after a second primary well has been drilled and installed at the McPhedrions Road WTP site, which was scheduled for completion in the 2024/25 financial year. As this will minimise disruption to the customers on the water supply.
- 4.2. However due to recurring turbidity issues with the primary well, a decision was made at the time to bring forward the well re-development works. The recurring turbidity issues were an indication that the well was deteriorating and there was a risk of losing the source if well re-development works were not carried out promptly. These works were authorised by the Manager Utilities and Roading at the time as they required immediate action and were reported to the Chief Executive and Management Team on the day they were authorised. The redevelopment of the primary well was not included in future budgets as it was not clear this was an issue – however it is now clear that this work would have been required quite soon anyway.
- 4.3. In order for the primary well to be taken offline for re-development, the emergency backup source at Rockford Road River Intake had to be brought online. Due to this source being non-compliant with the DWQAR, a boil water notice had to be issued for the duration that the backup source was in use. A second boil water notice was issued for the water supply



on 11 August 2023, and subsequently lifted on 4 October 2023, upon completion of the well re-development works and with the primary well being put back online.

- 4.4. The well re-development works included assessment and replacement of the well pump and a section of the pump riser pipe, mechanical surging of the well and post re-development CCTV inspection of the bore casing. In terms of cost, they account for approximately 33% of the total spent on emergency works. Section 6.1 provides a breakdown on the costs for all the works that were completed.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The emergency works required on the Oxford Rural No.1 water supply were necessary to ensure the community continues to have access to safe reliable drinking water.

- 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 likely to be affected by, or have an interest in the subject matter of this report. The provision of safe and reliable drinking water is of great cultural importance and the recommendations of this report seek to achieve this outcome. There are regular discussions with them via the Rūnanga meeting.

#### **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, in particular the residents supplied by this water supply. The recommendations of this report will ensure that the Oxford Rural No.1 water supply is compliant with the new DWQAR.

#### **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.

There were several concerns raised about the need for the Boil Water Notice and the risk of contamination of the water on the Oxford No.1 scheme at the time of the turbidity issue water quality incident. The emergency works completed have returned the primary well back to compliant status and increased the resilience of the scheme.

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

#### **6.1. Financial Implications**

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

A budget of \$120,000 was originally sought and approved by Council for the emergency works required on the Oxford Rural No.1 water supply in response to the turbidity water quality issues. The final spend was \$235,950 which is \$115,950 over the approved budget.

The main reason for the additional budget being required is due to additional works required that were not identified as part of the initial scope when budget was requested. Considering the hidden nature of the issues, there were difficulties in correctly estimating the required scope at that stage.

It was originally planned for the primary well to be re-developed after the second primary well has been drilled and installed in 24/25, however due to recurring turbidity issues with the primary well, a decision was made at the time to bring the works forward. Well re-development works on the primary well was completed in October 2023 which returned it to compliant status.

The table below provides a breakdown of costs for all the emergency works completed.

Item	Description	Amount
1	Emergency backup supply (river intake) investigation works	\$12,157
2	Earthworks and vegetation clearance works required to access river intake site	\$2,415
3	Reservoir cleaning and preparation at Rockford Rd WTP	\$4,800
4	Replacement of well pumps at Rockford Rd river intake	\$58,432
5	New water monitoring equipment (Rockford Rd river intake and Rockford Rd Deep Well sites)	\$63,404
6	Additional sampling required for compliance monitoring	\$10,420
7	Water Unit time	\$6,600
8*	Well re-development of McPhedrons Rd Well 1	\$33,792
9*	Well pump riser and pump assessment, repair and installation	\$29,037
10*	Electrical works (required for well re-development)	\$14,893
	Total	\$235,950

*\*Note that items 8, 9 and 10 are part of the well re-development works and make up approximately 33% of the total costs.*

The rating implication of the \$235,951 spent on the emergency works will increase the Oxford Rural No.1 water rate by 2.1% or by \$18.68 for a standard 2-unit connection, from \$909.20 to \$927.88, effective from July 2024. However, please note a portion of this increase would have been required for the primary well redevelopment (although this was not yet in the LTP), and this has now been completed.

## 6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. The works ensure a more robust and sustainable supply is in place.

## 6.3 Risk Management

The emergency works carried out at the Oxford Rural No.1 water supply has increased the resilience of the water supply as it now has an operational emergency backup supply that is available to be turned on when required.

## 6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. The provision of safe and reliable drinking water is required in order to protect the health of consumers on the Oxford Rural No.1 water scheme and the recommendations in this report ensured that a reliable water supply will always be available.

## 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 Water Services Act and Local Government Act are relevant in the subject matter of this report.

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:
- *Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard.*

7.4. **Authorising Delegations**

As the expenditure has already occurred, no delegation is required to receive this report.

WAIMAKARIRI DISTRICT COUNCILREPORT FOR DECISION

**FILE NO and TRIM NO:** WAT-03 / TRIM 230621092693

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 4 JULY 2023

**AUTHOR(S):** Caroline Fahey, Water and Wastewater Asset Manager

**SUBJECT:** Turbidity Issues at Oxford Rural No. 1 Water Supply

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

  
General Manager

  
Chief Executive

## 1. SUMMARY

- 1.1. This report seeks Council approval for additional unplanned emergency works at the Rockford Road River Intake backup supply site and also approval to bring forward budget for a second well at the McPhedrons Road WTP site.
- 1.2. An additional budget of \$120,000 for unplanned emergency works (installation of new pumps and analyser equipment) at the Rockford Road River Intake site and Rockford Road Deep Well site is requested. This work is already underway and is necessary to ensure there is an operational backup supply available to be turned on if required to take the primary well at the McPhedrons Road WTP site offline for re-development and also that they will be compliant with the new Drinking Water Quality Assurance Rules (DWQAR). This work was commenced as emergency works because in the event of failure of the main supply well there would not be capacity to provide water for households and stock reliant on this supply.
- 1.3. It is also planned to bring forward the works for the installation of a second well at the McPhedrons Road WTP. The existing capital budgets (\$600,000) that have been allocated in 2024/25 and 2025/26 for the installation of a second well at McPhedrons Road is requested to be brought forward to 2023/24 and 2024/25. This will reduce the risk of having to turn on the emergency backup supply at Rockford Road River Intake if a further turbidity issue incident triggers the need for McPhedrons Well to be turned off for unplanned re-development.

### Attachments:

- i. Presentation U&R Workshop 20 June 2023 – Turbidity Issues at Oxford Rural No. 1 Water Supply (TRIM 230622092792)

## 2. RECOMMENDATION

**THAT** the Council

- (a) **Receives** Report No. TRIM 230621092693.
- (b) **Approves** an additional budget of \$120,000 under the Oxford Rural No.1 water supply account for unplanned emergency works on the Rockford Road River Intake and the Rockford Road Deep Well sites.
- (c) **Notes** that these works are required to make the emergency and backup sources operational and also to ensure that they will be compliant with the new Drinking Water Quality Assurance Rules (DWQAR).

- (d) **Approves** bringing forward the existing capital budgets of \$600,000 that have been allocated for the installation of a second well at McPhedrons Road WTP in 2024/25 (\$10,000) and 2025/26 (\$590,000), to 2023/24 (\$300,000) and 2024/25 (\$300,000).
- (e) **Notes** that of the \$600,000 allocated for the installation of the second well, \$300,000 will be spent in 2023/24 on well consenting, well drilling and well development works. The remainder \$300,000 will be spent in 2024/25 on well pump installation and connecting to the McPhedrons Road WTP.
- (f) **Notes** that the second well at McPhedrons Road is expected to be operational in late 2024 which will enable the existing McPhedrons Well to be taken offline for re-development.
- (g) **Notes** that the rating implication of the additional \$120,000 budget will increase the Oxford Rural No.1 water rate by 1.1% or by \$9.65 for a standard 2 unit connection, from \$909.20 to \$918.85, from July 2024.
- (h) **Notes** that the maintenance budgets for the Oxford Rural No. 1 water supply will likely be overspent in 2022/23 and 2023/24 due to additional unplanned works required to bring the secondary Rockford Road Deep Well back in service as a secondary well source and to make Rockford Road River Intake operational.
- (i) **Circulates** this report to the Oxford-Ohoka Community Board for their information.

### 3. **BACKGROUND**

- 3.1. There was a high turbidity water quality incident at the McPhedrons Road water treatment plant (WTP) site on 31 May 2023. Turbidity levels of the source water were over the Drinking Water Quality Assurance Rules (DWQAR) compliance limit of 2 NTU for approximately 9.5 hours. The high turbidity levels were measured through continuous monitoring analyser equipment at the site.
- 3.2. As part of the incident response to the turbidity issue, a Boil Water Notice was issued as a precautionary measure for the Oxford Rural No. 1 water supply scheme. Staff have carried out checks to confirm if there was a contamination issue with the water due to the high turbidity. The checks included biological and chemical sampling of the water in different parts of the water supply. In addition, the primary well was extensively flushed to reduce the turbidity levels of the source water. After several days of sampling, flushing and monitoring, the primary well stabilised and returned to producing compliant water.
- 3.3. Staff made a decision to lift the Boil Water Notice on 13 June 2023 after all sampling test results had returned clear confirming that the high turbidity water that had been supplied during the 9.5 hours on 31 May 2023 from McPhedrons Road WTP was free from contamination.
- 3.4. The high turbidity incident is an indication that the well may require re-development at some stage. As the McPhedrons Well is the primary source for the scheme, a backup source will need to be used when it is taken offline for re-development.
- 3.5. The backup source at Rockford Road Deep Well is only able to supply approximately 16% of the scheme's flow demand. This well had not been operating as the primary well at McPhedrons Road is able to supply 100% of the scheme's flow demand. Since the turbidity incident at the McPhedrons WTP, the Rockford Road Deep Well has been turned on to supplement the flow demand of the scheme. This helps to reduce well pumping at McPhedrons Road Well, which in turn reduces the risk of turbidity issues occurring again.
- 3.6. The emergency backup source for Oxford Rural No.1 is the Rockford Road River Intake. This site is currently non-operational and requires new equipment (pumps and analysers) to be installed before it can be turned on. Once operational, the river intake will be able to supply the full flow demand of the scheme if required. The estimated timeframe for this site to become operational is approximately 4 weeks. Historically the river intake has produced poor quality water and is unlikely to be compliant with the Drinking Water Quality Assurance Rules (DWQAR) and therefore a Boil Water Notice will need to be issued for the duration that it will be in use.

- 3.7. There is also a project to install a second well at McPhedrons Road WTP currently planned for in the 2024/25 and 2025/26 financial years. A total of \$600,000 has been budgeted for this work, \$10,000 allocated in 2024/25 for consenting and \$590,000 allocated in 2025/26 for well drilling, development and connecting to the McPhedrons Road WTP.
- 3.8. The new DWQAR that came into effect in November 2022 are much more stringent compared to the old Drinking Water Standards (DWSNZ 2005 (revised 2008)) and this is reflected in the significant increase in the amount of monitoring and sampling reporting required of Council to demonstrate compliance of the water supplies.

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

- 4.1. While the existing McPhedrons Road Well has stabilised and returned to normal turbidity levels, the high turbidity event has indicated that the well will need to be re-developed at some stage. The options are:
- 4.1.1. Re-develop the primary well at McPhedrons Road as soon as possible as there is a possibility of further turbidity issues occurring even though it has now stabilised. This will require the well to be taken offline and the scheme be supplied by the emergency backup source at Rockford Road River Intake. Due to the poor water quality of the river intake, a boil water notice will need to be issued for the duration of using this backup supply.
- 4.1.2. Bring forward the project to install a second well at McPhedrons Road before taking the existing McPhedrons Road Well offline for re-development. This will ensure that the scheme continues to be supplied with good quality water with minimal disruptions to the customers. As the McPhedrons Well has stabilised after the turbidity incident and has been operating at normal levels for several weeks, there is a good possibility of it being able to continue operating in conjunction with Rockford Road Deep Well until the second well is available. This is the recommended option.
- 4.2. The Rockford Road River Intake is currently non-operational and requires new equipment (pumps and analysers) to be installed before it can be turned on. The estimated timeframe for getting the station operational is approximately 4 weeks. As the Rockford Road Deep Well will continue to operate as a secondary source to supplement flow from McPhedrons Road Well until the primary well has been re-developed, it requires additional water quality monitoring equipment to be installed in order to comply with the DWQAR. The total cost of works required at the Rockford Road River Intake and Rockford Road Deep Well is estimated to be in the order of \$120,000, which will be funded under emergency works due to the works being unplanned. This work was commenced as emergency works because in the event of failure of the main supply well there would not be capacity to provide water for households and stock reliant on this supply.
- 4.3. The project to install a second well at McPhedrons Road will be carried out over the 2023/24 and 2024/25 financial years. Well consenting, well drilling and well development works will be carried out in the first year. The process for obtaining a consent for the new well is expected to take up to 6 months. Well pump installation and works to connect to the McPhedrons Road WTP will be carried out in the second year, and the new well is expected to be operational in late 2024 which will enable the existing McPhedrons Well to be taken offline for re-development at the time. It is intended for the project to be resourced internally through staff from the 3 Waters and PDU teams.

### **Implications for Community Wellbeing**

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

The McPhedrons Road Well is the primary source for the Oxford Rural No.1 water supply and the unplanned emergency works at Rockford Road River Intake and Rockford Road Deep Well are required to ensure there is a backup supply available for when the McPhedrons Road Well is unavailable, and also to ensure that the water supply is compliant with the DWQAR.

A second well at McPhedrons Road being installed sooner will ensure minimal disruption to the water supply at Oxford Rural No. 1.

- 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 likely to be affected by, or have an interest in the subject matter of this report. The provision of safe and reliable drinking water is of great cultural importance and the recommendations of this report seek to achieve this outcome.

### **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 water services regulator Taumata Arowai have been notified of the high turbidity incident and the recommendations of this report will ensure that the Oxford Rural No.1 water supply is compliant with the new DWQAR.

### **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.

The community was advised of the Boil Water Notice via the Council's website and social media that triggered by the high turbidity incident at McPhedrons Road WTP on 31 May 2023. There were several concerns raised about the need for the Boil Water Notice and the risk of contamination of the water on the scheme. While we have not asked the community, it is expected that their preference would be to avoid the need for any future boil water notices.

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

### **6.1. Financial Implications**

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

Budget in the order of \$120,000 are required to fund the unplanned emergency works required at Rockford Road River Intake and Rockford Road Deep Well sites. This budget is not included in the Annual Plan/Long Term Plan.

The rating implication of this additional budget will increase the Oxford Rural No.1 water rate by 1.1% or by \$9.65 for a standard 2-unit connection, from \$909.20 to \$918.85, effective from July 2024.

Capital budgets of \$600,000 that have been allocated for the installation of a second well at McPhedrons Road WTP in 2024/25 (\$10,000) and 2025/26 (\$590,000) are required to be brought forward to 2023/24 (\$300,000) and 2024/25 (\$300,000).

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

The recommendations in this report have direct sustainability and/or climate change impacts. With the impacts of climate change and increasing occurrence of high intensity

rainfall events, the water quality of the Rockford Road River Intake may become less reliable with time. This emphasises the need in the longer term to transition away from any reliance on this source.

### 6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report. The emergency budgets are intended to mitigate risks of not completing the works to bring the River Intake back to operational state, and risk of Deep Well not being compliant with the DWQAR.

The budgets brought forward for the project to install a second well at McPhedrons Road is to mitigate risks of having to use the River Intake and having to issue a Boil Water Notice for the water supply while that is being used.

Until the emergency works are complete there is a risk that in the event of failure of the primary well there will not be adequate water available to supply the scheme. This risk has been mitigated by commencing the emergency works with urgency.

### 6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. The provision of safe and reliable drinking water is required in order to protect the health of consumers on the Oxford Rural No.1 water scheme and the recommendations in this report aim to ensure that a reliable water supply will always be available.

## 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 Water Services Act and Local Government Act are relevant in the subject matter of this report.

### 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.

### 7.4. Authorising Delegations

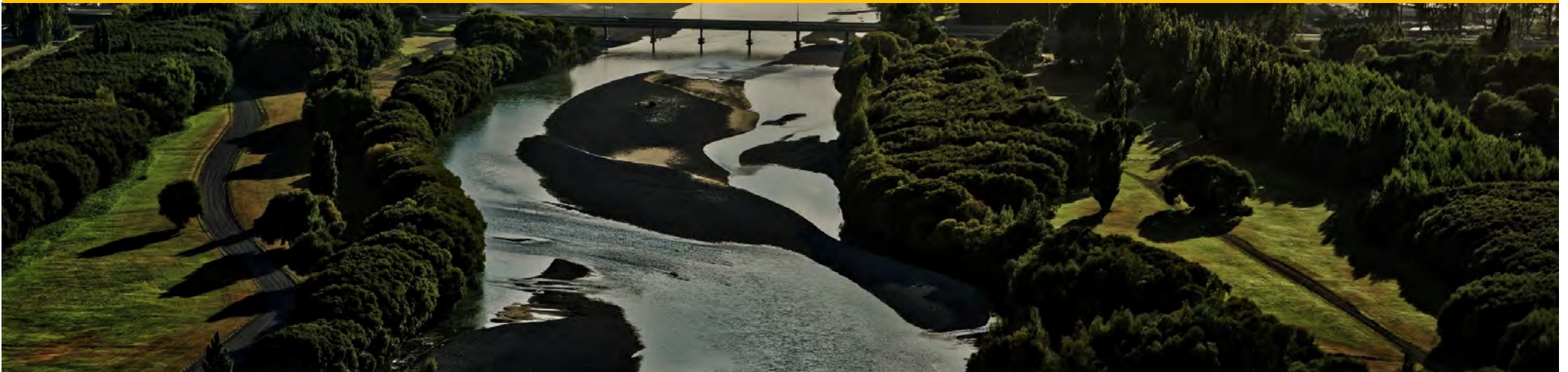
The Council has the authority to authorise additional budgets and make amendments to existing budgets.





# Turbidity Issues at Oxford Rural No.1 Water Supply

**U&R Committee Briefing – 20 June 2023**



# Presentation Overview

- **Background – high turbidity water quality incident**
- **Issues arising from incident**
- **Options considered and associated risks**
- **Approach for mitigating risks**
- **Summary**

# Background

- High turbidity measured in source water at McPhedrons Road WTP (primary well site)

- Turbidity > 2 NTU for 9.5hrs
- Non-compliance with DWQAR



# Background

- **Incident response**
  - issued Boil Water Notice (31 May - 13 June 2023)
  - sampling - biological and chemical
  - extensive well flushing
- **High turbidity issue reduced and stabilised after few days of flushing, returned to normal levels.**
- **High turbidity indication that the well requires re-development**
  - investigation of backup source options
  - better understanding of when re-development needs to occur
  - project for 2<sup>nd</sup> well at McPhedrons Road WTP budgeted for 24/25 & 25/26

# Issues

- **McPhedrons Road Well - primary well for Oxford Rural No.1**
  - will need to be taken completely offline for re-development
- **Rockford Road Deep Well - secondary well for Oxford Rural No.1**
  - insufficient to supply scheme (~5L/s vs ~20L/s avg demand)
- **Backup water supply source will be required in order to take the well offline for redevelopment**

# Issues

- **Backup water supply options investigated:**

1. **Rockford Road River Intake**

- currently non-operational
- requires pump replacement & new water quality monitoring equipment (approx. \$120k to be funded under emergency works + additional maintenance cost to return emergency backup source to operational state)
- approximately 4 weeks to become operational
- this work currently being organised

2. **Connecting to Oxford Rural No.2 / Oxford Urban water supply**

- insufficient flow to meet demand with only minor upgrades
- major upgrade not economically viable (est. \$1.6mil vs \$0.6mil budget for 2<sup>nd</sup> well)

3. **Kiri Kiri Farm Well**

- not available in summer seasons
- not registered as community water supply

# Options considered and associated risks

## 1. Re-develop McPhedrons Road Well as soon as possible

- even though well has stabilised and does not need immediate remediation works, chance of further turbidity issues at any time
- option requires use of the Rockford Road River Intake, to allow for planned shutdown of primary well. Risk issues with using river intake, i.e. poor water quality will require BWN to be issued

## 2. Continue monitoring primary well and delay re-development

- monitor until 2<sup>nd</sup> well at McPhedrons Road WTP is drilled and operational which will enable primary well to be taken offline
- option to turn on backup supply and re-develop well if another turbidity incident occurs before 2<sup>nd</sup> well is available. Avoids using river intake unnecessarily
- **Recommended Option**

# Approach for Mitigating Risks

- **Progress with 2<sup>nd</sup> well at McPhedrons Road WTP as soon as possible**
  - bring forward project - from 24/25 & 25/26 to 23/24 & 24/25
  - requires budgets to be brought forward
    - \$300,000 in 2023/24 for consenting and well drilling / development
    - \$300,000 in 2024/25 for well pump installation and connection to treatment plant
  - the 2<sup>nd</sup> well at McPhedrons Road WTP may be operational in late 2024, which will enable the first well to be taken offline and redeveloped without a BWN.
- **Continue to monitor and manage future turbidity incidents operationally**
  - Incident Response Plan
  - Boil Water Notice



# Summary

- **Turbidity Issues with primary well at Oxford Rural No.1 scheme**
- **Indication that well requires re-development at some stage**
- **Works being carried out to bring backup Rockford Road river source back to operational (emergency funding, expected to be approx. \$120,000 + maintenance costs involved with getting station operational)**
- **Recommendation to delay re-development of McPhedrons Road 1<sup>st</sup> well until 2<sup>nd</sup> well is installed – project now planned for 23/24 & 24/25**
- **Budgets for 2<sup>nd</sup> well project to be brought forward to expedite works**
- **Continue to monitor and manage future turbidity issues operationally**

**Questions?**

**WAIMAKARIRI DISTRICT COUNCIL****MEMO**

**FILE NO AND TRIM NO:** WAT-03 / 230824131082

**DATE:** 24 August 2023

**MEMO TO:** Council

**FROM:** Caroline Fahey, Water and Wastewater Asset Manager

**SUBJECT:** Update on Emergency Funding for Turbidity Issues at Oxford Rural No. 1 Water Supply

---

The purpose of this memo is to provide an update to Council on the spend to date on the \$120,000 budget that was that was approved at the Council meeting on 4 July 2023 (TRIM 230621092693[v1]). The budget was approved for unplanned emergency works that was required on the Oxford Rural No. 1 water supply following the turbidity water quality incident that occurred on 31 May 2023.

The emergency unplanned works have not yet concluded. As a recent turbidity incident that happened on 10 August 2023 has required well re-development works at McPhedrions Road to take place now rather than after the second well have been installed as originally planned. This memo provides an estimate on the additional costs that are expected to complete the well-development works. A report will be taken to Council once all the works required to get the main well at McPhedrions Road operational have been completed and associated costs quantified.

These emergency works were authorised by the Manager Utilities and Roading as they required immediate action, and it was reported to the Chief Executive and management Team the day they were authorised. The scheme is currently being supplied water that does not comply with the New Zealand Drinking water quality assurance rules (DWQAR), and will remain on a boil water notice until compliance is achieved.

**Completed works and total spent todate**

The following works have been completed to-date:

- Investigation works to identify extent of works required to get the river intake source operational. This included well pump reservoir condition assessment and inspection.
- Earthworks and vegetation clearance works required to access the Rockford Road River Intake site.
- Reservoir cleaning and preparation.
- Replacement of pumps at Rockord Road River Intake.
- Installation of new monitoring equipment to meet DWQAR compliance:
  - pH, turbidity, conductivity and chlorine analyser equipment at Rockford Road headworks site
  - pH, turbidity, conductivity and chlorine analyser equipment Rockford Road Deep Well site
- Additional sampling to meet compliance requirements at Rockford Road River Intake, Deep Well and general Oxford Rural No.1 reticulation.

The total spent to date is \$138,300 per the table below.

<b>Item and Description</b>	<b>Amount</b>
River intake and investigation works	\$11,700
Earthworks and vegetation clearance works required to access site	\$2,100
Reservoir cleaning and preparation	\$4,600
Replacement of well pumps at river intake	\$65,000
New water monitoring equipment	\$42,000
Additional sampling	\$6,300
Water Unit time	\$6,600
<b>Total</b>	<b>\$138,300</b>

### **Ongoing / upcoming works and anticipated cost**

The following works are currently on-going / upcoming:

- Well re-development works at McPhedrons site
- Well pump assessment and repair works
- Additional sampling until the Rockford Road River Intake and Deep Well can be taken offline again.

The expected spent for these ongoing /upcoming works are summarised in the table below. Note that apart from the well re-development, the other figures are just high level estimates based on the scope of work expected.

<b>Item and Description</b>	<b>Amount</b>
Well re-development	\$27,000
Well pump riser repair	\$10,000
Well pump assessment, repair and re-installation	\$15,000
Additional sampling	\$5,000
<b>Total</b>	<b>\$57,000</b>

Based on the tables above, the total estimated cost for Council's response to the turbidity issue at Oxford Rural No.1 water supply is \$195,300.

A report will be presented to Council for consideration at the conclusion of these emergency works. It is anticipated this report will be on the October Council Meeting agenda.

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

**FILE NO and TRIM NO:** BAC-03-115 / 231128190996

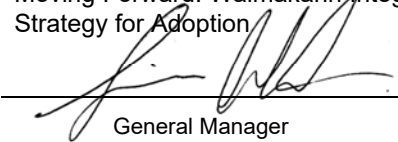
**REPORT TO:** COUNCIL


**DATE OF MEETING:** 7 February 2024

**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+ – Final Strategy for Adoption

**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 final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (ITS) document for Council adoption, following Council's release of the draft ITS for public consultation in September 2023 and subsequent feedback received.
- 1.2. The final ITS is a culmination of considerable work undertaken over the last approximately 17 months including early stakeholder engagement with a dedicated External Stakeholder Working Group which included elected members, as well as with other stakeholders, environment scanning, technical analysis, and wide public consultation on a draft Strategy.
- 1.3. The final ITS (Attachment i) outlines the drivers for preparing a strategy, the relevant strategic context, what we've heard from our community and stakeholders, 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.
- 1.4. A draft ITS was released for public consultation in September 2023 and was generally well supported through the submissions received. The PCG considered feedback received, together with the outcomes of the 2023 NZ General Election and signals made by the new Government, and proposed some amendments to the document to bring it to a finalised status.
- 1.5. A workshop was held with Council on 21 November 2023 to discuss consultation outcomes and the PCG's recommendations to underpin a final Strategy. Following the workshop, Councillors had a further opportunity to provide any further comments via email.
- 1.6. Once adopted, the ITS continues to be flexible and 'live', and subject to ongoing review to reflect growth and change if necessary, to ensure the strategy continues to be relevant in achieving its vision: *It is safe, easy and sustainable to journey to where we want to go.*
- 1.7. The final 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
  - Support alternative travel choices

- 1.8. The Integrated Transport Strategy project is overseen by the PCG, which consists of the following members: General Manager, Utilities and Roading, Gerard Cleary (*Project Sponsor*); General Manager, Strategy, Engagement and Economic Development, Simon Hart; Roading and Transport Manager, Joanne McBride; Development Planning Manager, Matt Bacon; Communications and Engagement Manager, Alistair Gray; Strategy & Business Manager, Mark Maxwell; Transportation Engineer, Shane Binder; and Senior Advisor, Strategy & Programme, Heike Downie (*Project Lead*).

Attachments:

- i. Moving Forward: Waimakariri Integrated Transport Strategy 2035+ (231212199868)
- ii. Draft Integrated Transport Strategy Consultation, Summary of Responses, October 2023 (231017165854)
- iii. Bang the Table Engagement HQ Let's Talk Integrated Transport Strategy Project Report (240123008581)

## 2. **RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 231128190996.
- (b) **Adopts** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (231212199868).
- (c) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been endorsed by the Waimakariri Integrated Transport Strategy Project Control Group, whose Terms of Reference includes to 'review the final Strategy, provide feedback, and recommend its adoption to Council'.
- (d) **Notes** that the development of the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement, and that wider community feedback was sought through the formal public consultation process during September 2023.
- (e) **Notes** that 102 responses were received during public consultation on the draft *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, which are summarised in Attachment ii (231017165854).
- (f) **Notes** that the final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* reflects the PCG's recommendations, following public consultation, that were discussed with Council at its workshop on 21 November 2023.
- (g) **Notes** that Community Board engagement has informed the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, 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 had the opportunity to submit on the draft Strategy.
- (h) **Nominates** the General Manager, Strategy, Engagement and Economic Development to confirm any minor edits to the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (final print ready version) as required prior to finalising.
- (i) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* is a high-level, flexible and 'live' document, and that should any future significant change in policy by the new Government impact on the strategic directions underpinning the Strategy, the Strategy can be reviewed, amended and brought back to Council for further consideration.
- (j) **Circulates** this report to Community Boards.

### 3. **BACKGROUND**

#### Background and Context

- 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, Council has an opportunity to respond in a way that safeguards the inter-generational wellbeing of our communities, through the development and adoption of the ITS.
- 3.2. There is a wider strategic framework in place that impacted on the development of a draft ITS, comprising key central Government documents that provide strategic direction, a number of (sub-) regional strategies and plans, existing and in development, with which an ITS needs to align, Waimakariri's Community Outcomes and Council's Strategic Priorities, and local growth-related strategic documents to which an ITS needs to respond. An adopted ITS will inform the review of key local transport related documents in due course. Chapter 1 in Attachment i provides more details on the strategic context for an ITS, as at December 2023. Aotearoa New Zealand's First Emissions Reduction Plan 2022 (ERP), the National Policy Statement on Urban Development 2020 (NPS-UD), and the Greater Christchurch Partnership's Urban Growth Programme (which includes the draft Greater Christchurch Spatial Plan, Turn up and go/Mass Transit (MRT) Business Case work, and Greater Christchurch Transport Plan) are some of the most influential strategic frameworks at play.
- 3.3. In summary, national, regional and local policy direction, which helped to inform the ITS, signals that collectively we need to:
- 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
  - Help reduce our transport related emissions
  - Improve the integration of land use and transport planning so people can walk, bike, bus or drive as most appropriate for their needs
  - 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
  - Support the freight industry to ensure the movement of goods is as efficient, effective, resilient, and safe as possible.
- 3.4. In developing the ITS, a key consideration for Waimakariri District has been 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 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.
- 3.5. Key drivers for the ITS, which have been workshopped with Council and stakeholders during the development of the draft Strategy include a framework for investment, climate change, 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. Our key challenges facing our transport system, which provide important context for the approach taken through the Strategy are impacts on the environment, land use integration and intensification, safety, travel behaviour, multi-modal connectivity, and freight efficiency.

- 3.6. 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 more electric vehicle charging opportunities are provided, and that the rail network is made better use of. Such existing community feedback has helped to inform the draft ITS, which was then released for public consultation in September 2023.

Process for developing the Strategy

- 3.7. The process for developing the draft ITS that was released for wide public consultation in September 2023 was extensive and involved considerable stakeholder engagement. Following a scoping memo prepared and discussed with Management Team, and a Project Plan and Communications and Engagement Plan drafted, a PCG was established, and environment scanning was undertaken. Transport consultants Ableys were engaged in late 2022 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 2023 then also saw a briefing held with Council to discuss issues, challenges and opportunities facing our transport system.
- 3.8. A dedicated Stakeholder Working Group was established, and a first half day workshop was held in March 2023 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, NZ Transport Agency Waka Kotahi (NZTA), 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, Roding, 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 2023, noting that Community Board Chairpersons were members on the Stakeholder Working Group.
- 3.9. Based on engagement, 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 2023 (in trim 230406049238). Draft Key Moves were then workshopped with the Stakeholder Working Group at its second half day session in May 2023 (workshop notes in trim 230522074249). This provided an opportunity to sense-check the developing strategic directions 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 contained in the ITS are consistent with feedback and support gained at these and during other early stakeholder engagement discussions undertaken.
- 3.10. Two workshops on strategic directions were held with Council, in June and July 2023. 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, and staff prepared for public consultation.
- 3.11. Regular discussions have also occurred between the ITS project team and colleagues preparing the Roding 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.
- 3.12. Council approved the draft ITS for public consultation in September 2023. The draft ITS:



- reflected the wider strategic framework in place that provides transport, climate change and other related strategic directions that Council needs to align with / give effect to;
  - aligned with technical advice provided by transport consultants Ableys who were engaged to assist in the development of an ITS;
  - considered and addressed the different transport and mobility needs of both rural and urban communities;
  - responded to the key drivers for developing an ITS;
  - addressed the key challenges facing our transport system, based on our current situation, environment scanning, and what we had heard from the community to date;
  - reflected the views gained through early stakeholder engagement (through workshops held with the External Stakeholder Working Group and meetings held with other stakeholders), as well as the sentiments shared by elected members through workshops held in 2023.
- 3.13. The draft ITS articulated Five Key Moves, accompanied by principles and statements of 'what will we do'. The Five Key Moves in the draft ITS were:
1. Create a well-connected multi-modal District
  2. Integrate land use and transport to underpin higher density living in urban areas
  3. Design the transport network for the efficient movement of freight
  4. Deliver a safe transport system for everyone
  5. Achieve travel behaviour change

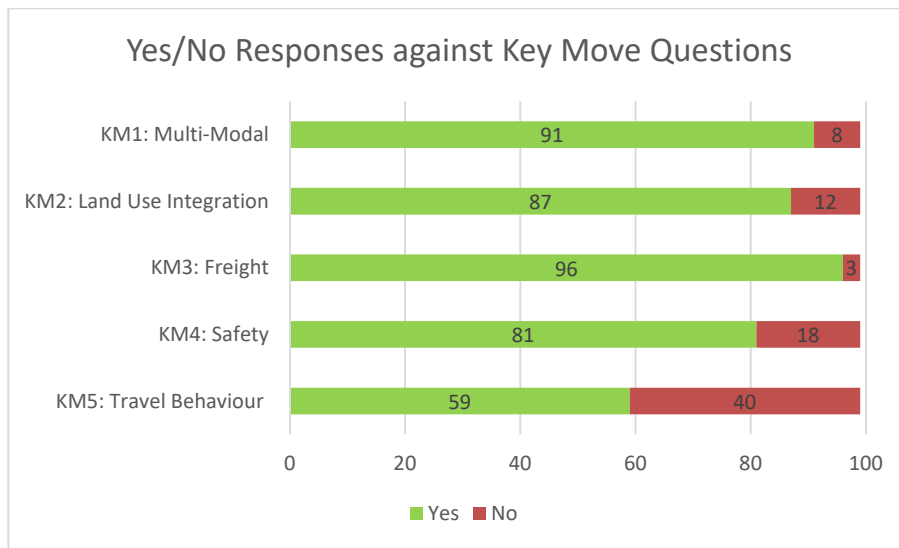
#### 4. **ISSUES AND OPTIONS**

##### Consultation on the draft Strategy

- 4.1. The draft ITS was released for wide community consultation on 11 September 2023. Submissions and comments were invited until 1 October, and a variety of platforms to raise awareness were utilised, including proactively sharing the consultation material with key stakeholder groups, making material available via Council channels (website, engagement platform, social media, print, digital screens etc), proactively sharing information with the over 2000 residents signed up to receive news and content on transport related matters on Council's Bang The Table engagement platform, and through other means.
- 4.2. We received a total of 102 responses to the draft ITS during its community consultation period. The vast majority were received directly via the Council's online engagement platform (95), where interested individuals completed a feedback survey. Four responses on the draft ITS from individuals were received via email. Three responses were received via email from Government / partner organisations: Greater Christchurch Partnership (Director comments), Environment Canterbury (staff comments), Te Mana Ora / Community and Public Health (on behalf of the National Public Health Service and Te Whatu Ora Waitaha).
- 4.3. Attachment ii provides a summary of messages received through submissions. The draft ITS asked the following questions:
- Key Move 1: Create a well-connected multi-modal District. *"Do you support better connections for all transport types across Waimakariri? Yes/No and Any Other Comments."*
  - Key Move 2: Integrate land use and transport to underpin higher density living in urban areas. *"Do you think it is important that a variety of transport options are available in areas of higher density living in urban areas? Yes/No and Any Other Comments."*

- Key Move 3: Design transport network for the efficient movement of freight. *“Do you support better connections for our freight movements and the upgrading of routes that ensure freight movement is efficient and sustainable? Yes/No and Any Other Comments.”*
- Key Move 4: Deliver a safe transport system for everyone. *“Should the transport network be designed to ensure every user is safe – regardless of transport mode? Yes/No and Any Other Comments.”*
- Key Move 5: Achieve behaviour change. *“Should the Council allocate resources to encourage transport behaviour change? Yes/No and Any Other Comments.”*

4.4. The following graph summarises the quantitative responses to the Yes/No questions answered by the individual respondents against each Key Move. Overall, there was considerable support for each of the Key Moves, reflected in the survey responses. Note, the following graph provides responses for the 99 individual respondents, as opposed to percentages, therefore figures add to 99, rather than 100.



4.5. Consistent messages received through open comments made by individuals against the five Key Moves generally revealed:

- High level of support for better public transport options connecting the District, including opportunities for innovative public transport provision
- A call to utilise the rail system for passenger and freight transport
- Good support for better and safer walking and cycling infrastructure, such as separated paths
- A call for freight bypasses / suitable alternative routes to avoid freight through-movements in District towns
- A call to ensure we balance road safety with road user efficiency. Some reservations to road safety improvement initiatives if they are at the expense / frustration of motorists, appear unrealistic, or reduce efficiency (e.g., speed reductions)
- A sentiment of “Build it and they will come” relating to alternative (to cars) transport mode options – it is thought this will influence transport behaviour change
- A supportive sentiment that the draft ITS directions will generate good outcomes (emissions reductions, safety, contributing to climate change goals, safe-guarding future generations, health benefits, influencing next generation etc)

4.6. Feedback received from the three Government / partner respondents (Greater Christchurch Partnership, Environment Canterbury, Te Mana Ora) on the draft ITS show strong support for the strategic directions signalled. Generally, the Government / partner respondents commend the Council on the commitment to working collaboratively, and on the draft ITS's progressive nature and strategic integration and alignment with central and

regional strategic directions in the transport space. Some more particular comments include:

- that there could be a potential disconnect or confusion interpreting references to 'greenfield' in the draft ITS vis-à-vis directions regarding additional greenfield committed in the draft Greater Christchurch Spatial Plan (GCP);
- that there is an opportunity to reference the VKT reduction plan as a key implementation tool to achieve travel behaviour change (GCP);
- that enhancing public transport services for/to Waimakariri District is currently not a priority for the Regional Council but that the District could consider a local targeted rate to fund initiatives; that other public transport actions are generally supported (ECan);
- that encouraging and incentivising growth and intensification in existing urban areas proximate to public transport corridors is supported, as are directions signalled to enhance freight movements and achieve travel behaviour change (ECan);
- that there is support for the Key Moves as they generate health benefits including physical, environmental, and social (connections and cohesion) (Te Mana Ora); and
- that Council should implement the Healthy Streets Framework and Travel Planning Services (Te Mana Ora).

4.7. Responses on the draft ITS were sense-checked against what we had already heard prior and during the development of the draft document. Overall, feedback received on the draft ITS through the public consultation phase is largely consistent with messages heard through previous engagements that touch on transport matters (that are outlined in Abley's Issues, Challenges and Strategic Context Technical Note in trim 230228026861), stakeholder input gained during drafting of the document, and also responses to more recent Council engagement exercises that consider transport and environmental matters, such as feedback received on the draft Community Outcomes refresh and the 2022 Customer Satisfaction Survey (see attachment ii for further details on the later).

4.8. The ITS Project Control Group considered the feedback gained through submissions and reflected on whether any changes are required to a final ITS document in response. In summary, together with some general editorial changes to reflect a change in document status to final, the PCG considered for the final ITS document:

1. that the title for Key Move 5 is amended to 'Support alternative travel choices' to avoid the risk that this Key Move is misinterpreted to relate to 'driver behaviour';
2. that references to 'greenfield' are amended to 'growth areas for new housing' to clarify that these include areas inside the Future Urban Development Areas that are being enabled for residential development in Council's Proposed District Plan; and
3. that specific reference is made to the Greater Christchurch Spatial Plan and Transport Plan as examples in an action contained in Appendix A of the ITS regarding collaboration with the Greater Christchurch Partnership on developing and implementing subregional growth and transport planning frameworks, and more specifically in the narrative of Key Move 2. Collaboration with other neighbouring Councils has also been included in Key Move 2.

#### Reflecting on the outcomes of the 2023 NZ General Election

4.9. Further, in October/November 2023, the PCG, with the advice from Abley, reflected on the 2023 NZ general election outcome that saw the National Party form the new Government, with coalition arrangements with Act and New Zealand First. An exercise was undertaken then to review National's Transport for the Future Plan, 100 Day Action Plan and coalition agreements to identify whether there were any potential areas of disconnect with the draft ITS. The PCG's overriding recommendation was that there are no ITS direction changes necessary. In drafting the ITS, we have focused on outcomes that work for the District in response to residents' and stakeholders' views and feedback and that align with technical advice, and ensured this is not inconsistent with central Government policy direction. The ITS's key drivers and challenges to address, which underpin the strategic directions, have

not changed and continue to hold true. The PCG has considered that opportunities can be taken to make some specific tweaks to the final Strategy to reflect signals from the new Government, by way of:

4. adding a note that states that Key Moves and outcomes have been considered in light of the National Party's Transport for the Future Plan, 100 Day Action Plan and coalition agreements, and that they are considered an appropriate and consistent response to the likely future Government policy direction;
5. more strongly referencing collaborating with NZ Transport Agency Waka Kotahi (NZTA) on the timely delivery of the Belfast to Pegasus Motorway and Woodend Bypass in Key Move 3 (the draft ITS already contained an implementation action to that effect in Appendix A, which has now also been strengthened to 'support' the timely delivery of the bypass); and
6. reviewing references made to the implementation of safe and appropriate speeds to reflect that we will continue to take guidance from central Government on safe and appropriate speeds.

#### The final Strategy

- 4.10. Consultation feedback, reflections of the change in central Government and potential impact on the ITS, and the PCG's recommendations for the final ITS were shared and discussed with the Management Team in November 2023, who supported the PCG's recommendations. Staff then held a workshop with Council on 21 November on the same, and following the workshop, staff invited additional feedback from Councillors until 4 December 2023. Some comments received at the Council workshop (no further feedback was provided afterwards) included:
  1. Discussion regarding the role and timing of the ITS vis-à-vis the draft Greater Christchurch Spatial Plan, Transport Plan, Mass Rapid Transit Business Case work, Public Transport Futures etc, with a nod that we need to be nimble to ensure we align with such frameworks. A question was also raised relating to the ITS's role in signalling growth areas for new housing. In response, staff clarified that the ITS acknowledges that 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, and that most related decisions are made outside of the scope of the ITS. The ITS therefore acknowledges alignment and reinforces critical strategic directions. Furthermore, the strategic context mapped in the ITS document demonstrates that the ITS needs to satisfy / align with regional policy direction affecting transport and lists documents including the Greater Christchurch Spatial Plan, Mass Rapid Transit Business Case work, Greater Christchurch Transport Plan and others. The ITS's high-level implementation actions (Appendix A in Attachment i) contain several actions that share the sentiment that we will continue to collaborate with the Greater Christchurch Partnership on the development and implementation of sub-regional growth and transport planning frameworks etc. The ITS does not provide direction for urban growth, but seeks to support good transport outcomes for new and/or intensified housing areas.
  2. The level of involvement to date with mana whenua in the development of the ITS was queried. Several opportunities for involvement in any available capacity were shared with Ngāi Tūāhuriri Runanga and Mahaanui Kurataiao Ltd (MKL) since project inception. Section 5.1 of this report provides further details. It is acknowledged that mana whenua are key partners to the Greater Christchurch Spatial Plan work, which provides critical strategic direction affecting the ITS. It was noted that we will continue to seek opportunities to engage with mana whenua, including during ITS implementation, and that public transport connections to Tuahiwi, for example, are important.

3. It was queried whether cost information during public consultation of the draft ITS would have been beneficial. Staff discussed that the ITS is a high-level, long term decision-making framework. The ITS states that the full cost of implementing the Strategy is not yet known and that any significant cost for projects to be funded by Council (as opposed to by external funding sources) will be sought through the Council's Long Term Plan(s) and/or Annual Plan(s) processes on which the community has the further opportunity to comment. Implementation actions contained in the Appendix of Attachment i need to be fully scoped and any additional required funding identified. Some implementation projects may also attract external funding, which have not been quantified to date. Section 6.1 of this report provides further details.
- 4.11. On the basis of the considerable work undertaken since late 2022 including significant early stakeholder engagement, environment scanning, technical analysis, wide public consultation, and several engagement points / workshops held with the Council, Community Boards and the Management Team, a final ITS has been prepared which forms Attachment i. The PCG's proposed changes to form a final ITS, as discussed in 4.8 and 4.9 are reflected in this, together with other more minor editorial changes to bring the document to a final status. The final ITS continues to reflect what we've heard from our communities and stakeholders, align with technical advice and 'best practice', consider and address the different transport and mobility needs of our District's communities, and respond to our key challenges and the drivers for developing an ITS.
- 4.12. The Strategy is organised into five key chapters. The 'Introduction' sets out why the strategy is needed, its vision, the policy context, the drivers for the strategy, and what we've heard from the community and contributing stakeholders. The 'Current Situation' summarises our current population and land use, road network, cycling network, public transport network, rail network and how we travel. The 'Key Transport Challenges' identifies the key challenges facing our District's transport system.
- 4.13. 'Our Approach' then discusses our approach and responses to meeting the transport challenges facing the District. It contains five Key Moves, accompanied by principles and 'what will we do'. The Key Moves and principles 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 transport 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
  - ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
  - ✓ Driver education will also be supported
5. Support alternative travel choices
- ✓ 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
- 4.14. The remaining parts of the ITS relate to how the Strategy will be applied and provide links to further information. The ITS signals wider outcomes that implementation of an 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.
- 4.15. Appendix A of the 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.
- 4.16. Implementation of the ITS requires a programme approach and integration with a number of other key mechanisms, programmes and projects.
- For some directions, the ITS is able to provide a clear direction (for example, review of the Parking Strategy to create a Parking Management Plan; scoping and development of an Intensification Plan).
  - For others, the ITS demonstrates alignment and acknowledges 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).
  - 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.
  - Equally the ITS signals 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 scope such projects in 2024/25 and seek any potential funding through the 2025/26 Annual Plan. This is a similar approach taken in previous years for Town Centre Strategy implementation and currently for the Waimakariri Economic Development Strategy.

### **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 an 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 an ITS document, the directions within which impact on community wellbeing by way of providing a decision-making framework for transport services and infrastructure. It is noted that engagement with mana whenua via Mahaanui Kurataiao Ltd (MKL) was sought at the outset of the project in 2022. MKL declined involvement in the project at that stage, noting they are engaged at the Greater Christchurch Partnership level. A number of further engagement opportunities for involvement at any capacity available have been shared with MKL and Ngāi Tūāhuriri Runanga since, including sharing the draft ITS ahead of consultation commencing. At the time of writing this report, no responses have been received. We will continue to make opportunities to engage available, particularly during implementation, and acknowledge mana whenua's involvement at the Greater Christchurch Partnership which provides critical strategic direction to the ITS. Furthermore, when an update on the development of the Kāinga Nohoanga Strategy is available in 2024, which seeks to outline mana whenua aspirations and expectations for kāinga nohoanga communities on Māori land reserves and in urban areas, we will review this and check for alignment / any disconnect with the ITS.

### **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 the ITS provides directions 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 over 2023, 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.

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, NZ Transport Agency Waka Kotahi (NZTA), 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 in 2023. In addition, the draft ITS was proactively shared with the Stakeholder Working Group ahead of wide public consultation, and the directions for a final Strategy following messages heard through consultation and reflections of the 2023 NZ General Elections outcomes were shared in December 2023. The Stakeholder Working Group also received the final Strategy (attachment i) along with this report ahead of the Council meeting.

Concerns, views and ideas provided by stakeholders are summarised in relevant sections in Attachments i. The ITS was also proactively shared with key stakeholders (outside of the Stakeholder Working Group) and feedback invited.

### **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. A draft ITS was released for wide public consultation in September 2023 and 102 responses were received. A variety of platforms to raise awareness were utilised, including proactively sharing the consultation material with key stakeholder groups,

making material available via Council channels (website, engagement platform, social media, print, digital screens etc), proactively sharing information with the over 2000 residents signed up to receive news and content on transport related matters on Council's Bang The Table engagement platform, and through other means. Sections 4.1 to 4.8 of this report provide further details including key messages heard through submissions, and Attachment ii provides a summary of responses received. Submitters were contacted and thanked for their feedback at the close of formal consultation, and were informed of the project's next steps. Subject to Council's adoption of the final ITS, submitters (and key stakeholders) will be contacted again (via Bang the Table Engagement HQ platform and/or via email) with a summary of relevant changes made, link to final Strategy, and notes on next steps in planning for implementation.

In addition, in developing a draft ITS, previous relevant transport related consultation feedback from a number of projects were reviewed and considered, 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, and the review of the Community Outcomes.

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

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report. The ITS lists a number 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. No additional budget is included developing Long Term Plan.

Implementation of the ITS requires a programme approach and integration with a number of other key mechanisms, programmes and projects. It is anticipated that any new budget to deliver on actions identified in the ITS that are not within existing budget or resource will be requested through the 2025/26 Annual Plan, following a period of further scoping across 2024/25. As part of that work, actions will be categorised into an A, B and C list of priority and budget plus delivery timeframes assigned accordingly so Council can consider budget requests appropriately. Meanwhile, where possible, prioritised projects that can be delivered within existing budgets and resources will be commenced following adoption as resources allow.

### **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 a reduction in VKTs. 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 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 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. As discussed above, new budget to deliver on actions identified in the ITS that are not within existing budget or resource will be requested through the 2025/26 Annual Plan, following a period of further scoping across 2024/25. Categorising such actions in accordance with priority levels alongside associated costings means Council can reflect on projects in accordance with any wider financial considerations at that time.



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 ITS) are superseded by new directions, particularly in light of the recent change in central Government. In anticipation, in preparing the final ITS, the PCG reviewed the National Party's Transport for the Future plan and 100 Day Action Plan, which set out the intended priorities for transport investment under the new government. These signal intent for future policy direction and will in time form the likely basis for replacing the current Government Policy Statement on Land Transport 2021/22-2030/31. The recent coalition agreements between the National Party, Act and NZ First reinforce intentions set out in Transport for the Future, particularly those relating to the new Roads of National Significance, electric vehicle infrastructure, speed, expenditure and fuel taxes. The PCG and transport consultants Abley have reviewed and considered the ITS's Key Moves and outcomes in light of Transport for the Future, 100 Day Action Plan, and coalition agreements. The directions of the ITS are considered an appropriate and consistent response to likely future central Government policy direction. A note to that effect has also been added to the ITS in the policy context section.

The directions contained in the ITS have been developed to be sufficiently high-level so as to be flexible and relevant in the face of 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 any significant external movements. Should we see any future significant change in policy by the new Government that impacts on the strategic directions underpinning the ITS, the Strategy can be reviewed, amended and brought back to Council for further consideration. Otherwise, it is anticipated the ITS will be reviewed in 3 years.

If for some reason the project was halted and the ITS not adopted by Council, there is a risk that the current significant project momentum is lost alongside stakeholder buy-in and confidence.

### 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 delegation to adopt new Council strategies.

# MOVING FORWARD: WAIMAKARIRI INTEGRATED TRANSPORT STRATEGY 2035+



# 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.

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 NZ Transport Agency Waka Kotahi (NZTA), neighbouring Councils, Environment Canterbury, mana whenua and Te Whatu Ora Health NZ Waitaha Canterbury, 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 strategy, 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 strategy outlines 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 support alternative travel choices.

In shaping this strategy, we listened to our community and stakeholders, who provided thoughtful and considered input. We are thankful for those contributions to get us to this point. This strategy is also underpinned by expert advice and technical information.

We're exciting to finalise this plan and start ensuring that Waimakariri residents continue *Moving Forward*.



DAN GORDON  
MAYOR OF WAIMAKARIRI

# Contents

<b>EXECUTIVE SUMMARY</b>	<b>1</b>
<hr/>	
<b>1. INTRODUCTION</b>	<b>2</b>
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
<b>2. CURRENT SITUATION</b>	<b>9</b>
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
<b>3. KEY TRANSPORT CHALLENGES</b>	<b>15</b>
<hr/>	
<b>4. OUR APPROACH</b>	<b>17</b>
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 Support alternative travel choices.....	22
<b>5. STRATEGY APPLICATION</b>	<b>23</b>
5.1 Opportunities for change.....	23
5.2 Influencing outcomes.....	23
<b>LINKS TO FURTHER INFORMATION</b>	<b>24</b>
<hr/>	
<b>APPENDIX A: IMPLEMENTATION ACTIONS</b>	<b>26</b>
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 have created an integrated vision through this *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 writing 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 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 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, how we travel, 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 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. Supporting alternative travel choices and encouraging 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.

### 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.

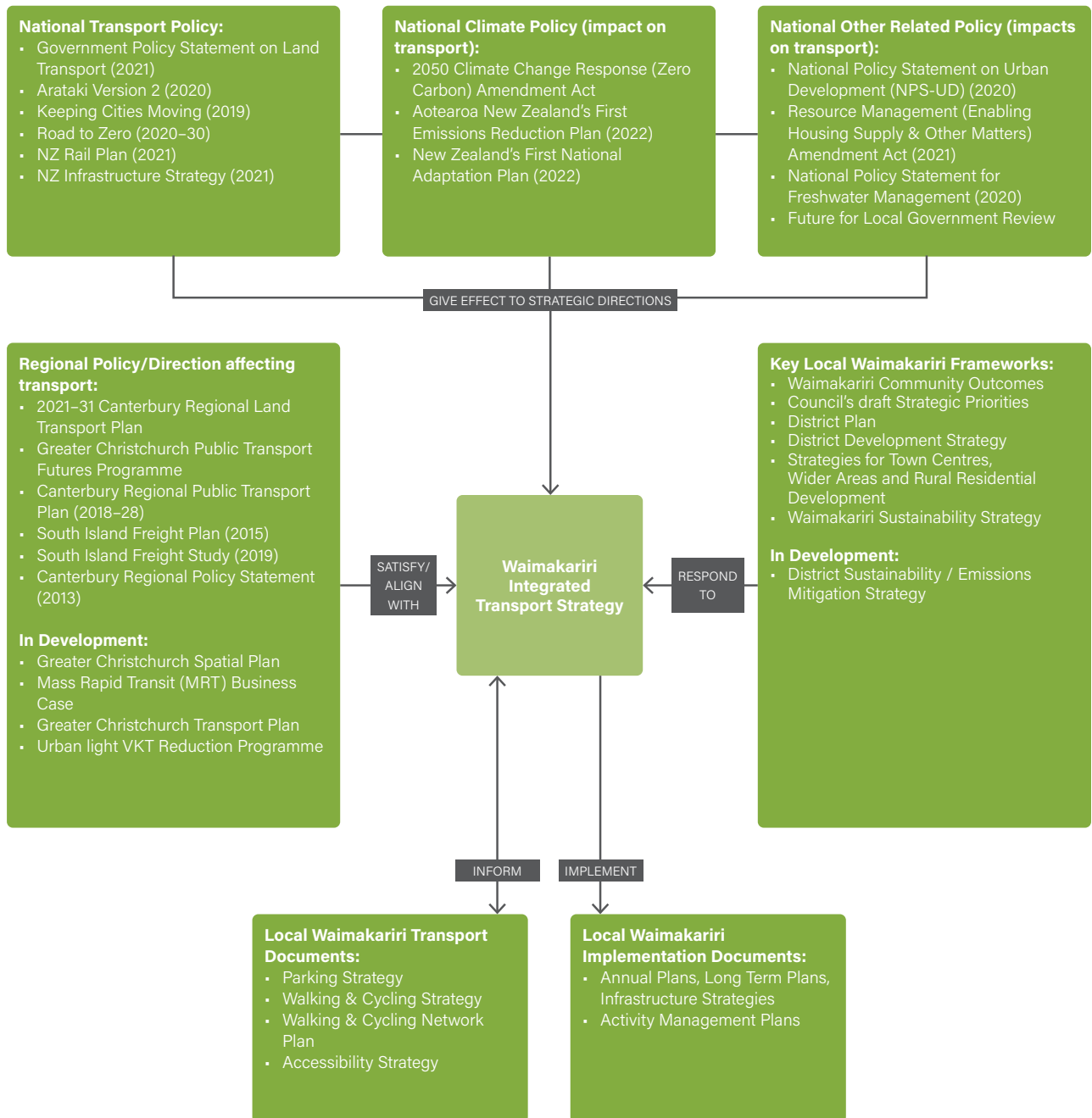


Fig.1 Policy Context (as at December 2023)



### 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 considered these frameworks which, as at December 2023, set the wider policy context for our Integrated Transport Strategy.

#### National Context

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

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

The GPS sets out national 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 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, NZ Transport Agency Waka Kotahi (NZTA), Te Whatu Ora Health NZ Waitaha Canterbury, 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 subregional 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 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.

Subsequent to the preparation of the draft Integrated Transport Strategy, the 2023 New Zealand general election signalled a change in central government and with it a potential change in the direction of transport policy.

The National Party released Transport for the Future, a plan which sets out the intended priorities for transport investment under a National-led government. Headline items include delivering Roads of National Significance (including the Woodend Bypass), providing better public transport, and improving resilience. It is acknowledged that whilst Transport for the Future does not in itself deliver formal policy, it signals a clear intent for future policy direction by the incoming government. In time this will form the likely basis for replacing the current Government Policy Statement on Land Transport 2021/22–2030/31.

In preparing the final Integrated Transport Strategy following consultation, we've reviewed and considered our Key Moves and outcomes in light of Transport for the Future and subsequent coalition agreements. The directions of our strategy are considered an appropriate and consistent response to likely future central government policy direction.

#### 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 and a strategic response is required
- **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 on the draft 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 reliant 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.

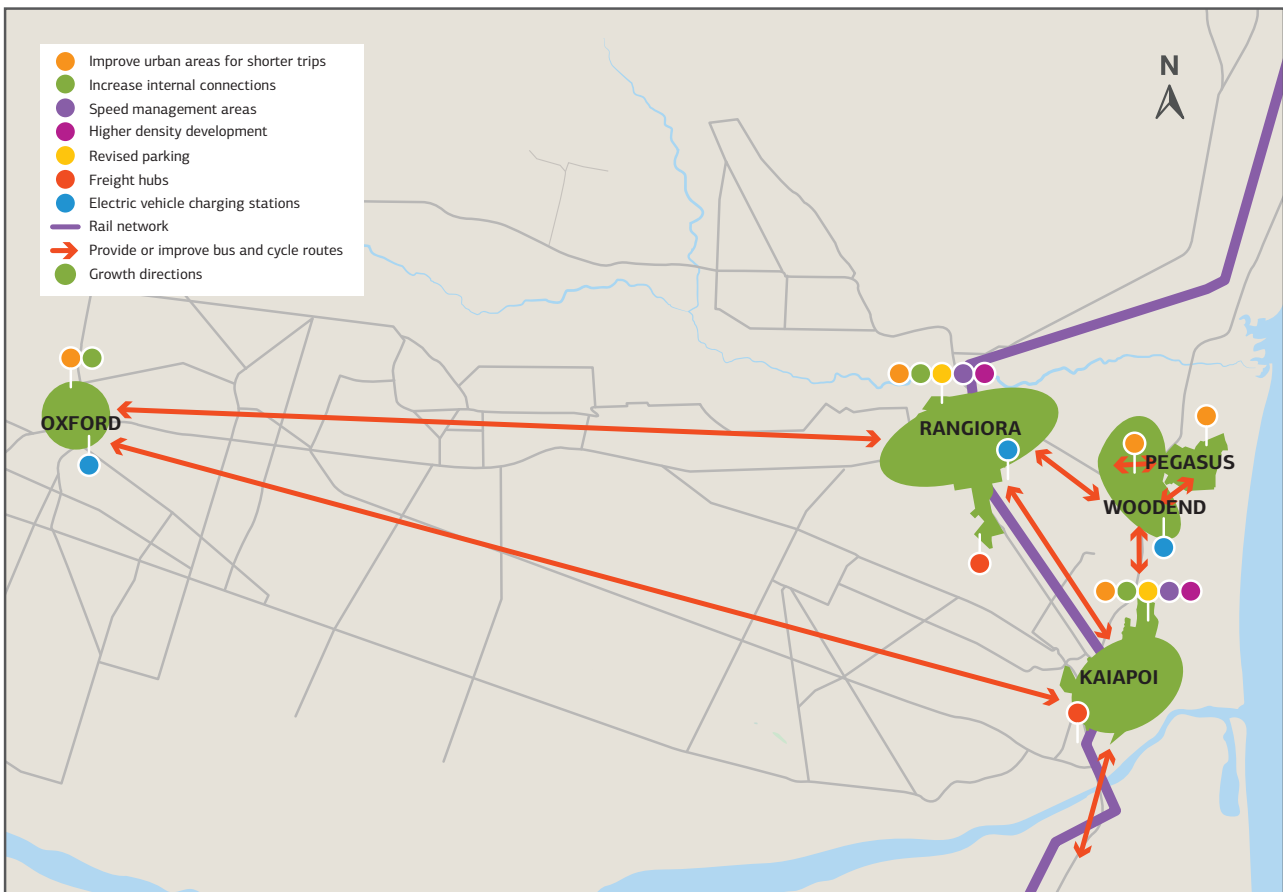


Fig.2 Community feedback for desired transport improvements

### 1.5 What has our community told us?

When we developed the draft strategy for consultation, we reviewed 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 charging stations 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.

In addition, feedback from over 100 submissions received on the draft Integrated Transport Strategy in late 2023 is generally consistent with what we had heard previously, and what our stakeholders had told us during development of the draft strategy.

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

### 1.6 Contributing Stakeholders

In developing our strategy, we 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
- NZ Transport Agency Waka Kotahi (NZTA)
- 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 Integrated Transport Strategy, we held workshops with a dedicated Stakeholder Working Group in 2023. We also reached out and spoke to several other stakeholders early on. Collectively, the voices heard through early engagement had momentous impact on the directions signalled in a draft strategy, which was then released for wider public consultation in September 2023. We received just over 100 responses from individuals and some partner organisations. The feedback we gained helped to inform this final strategy.

## 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 Waimakariri's population lives in the urban towns of Rangiora, Kaiapoi, Woodend, and Oxford, so there is a substantial rural population. Three wards make up our 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 NZ Transport Agency Waka Kotahi (NZTA). 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.

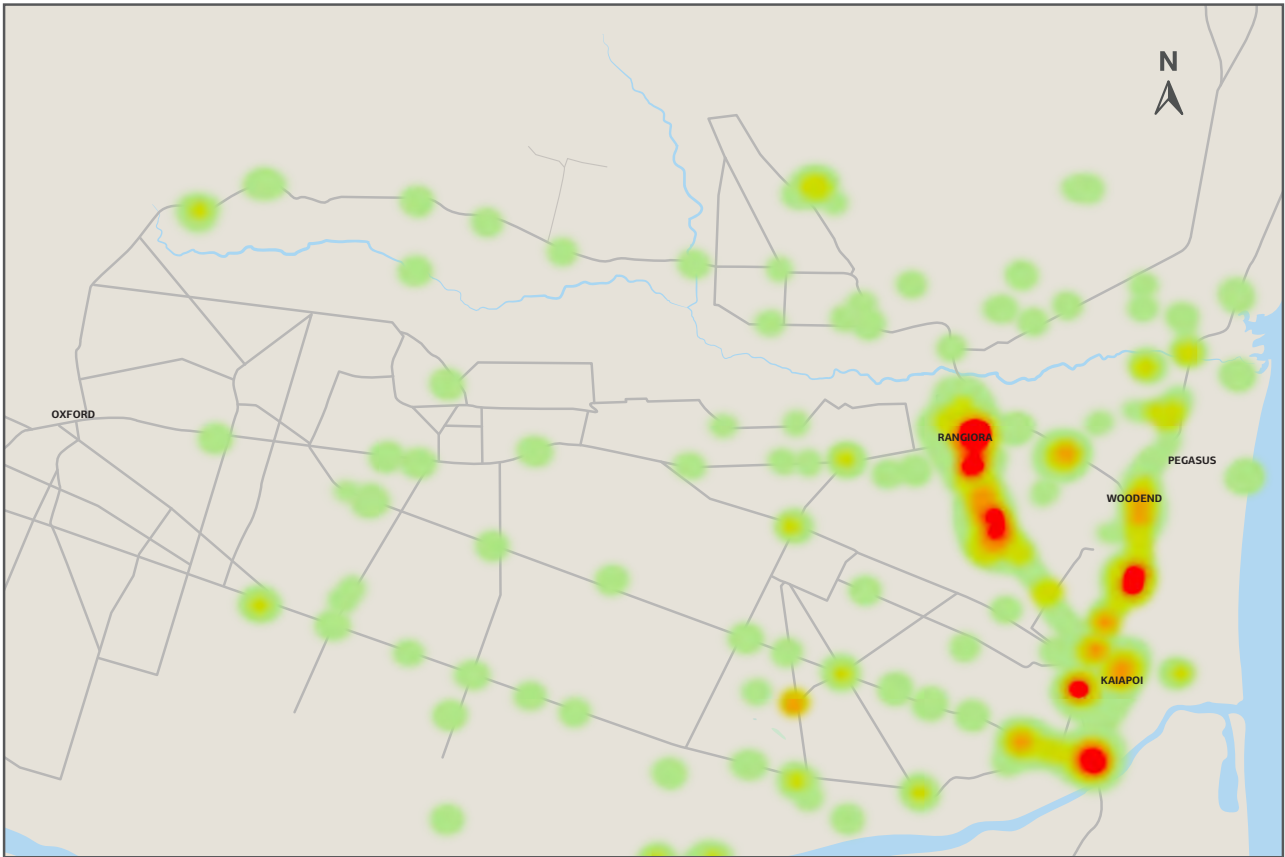


Fig.3 Heatmap of fatal and serious crashes 2013-2022

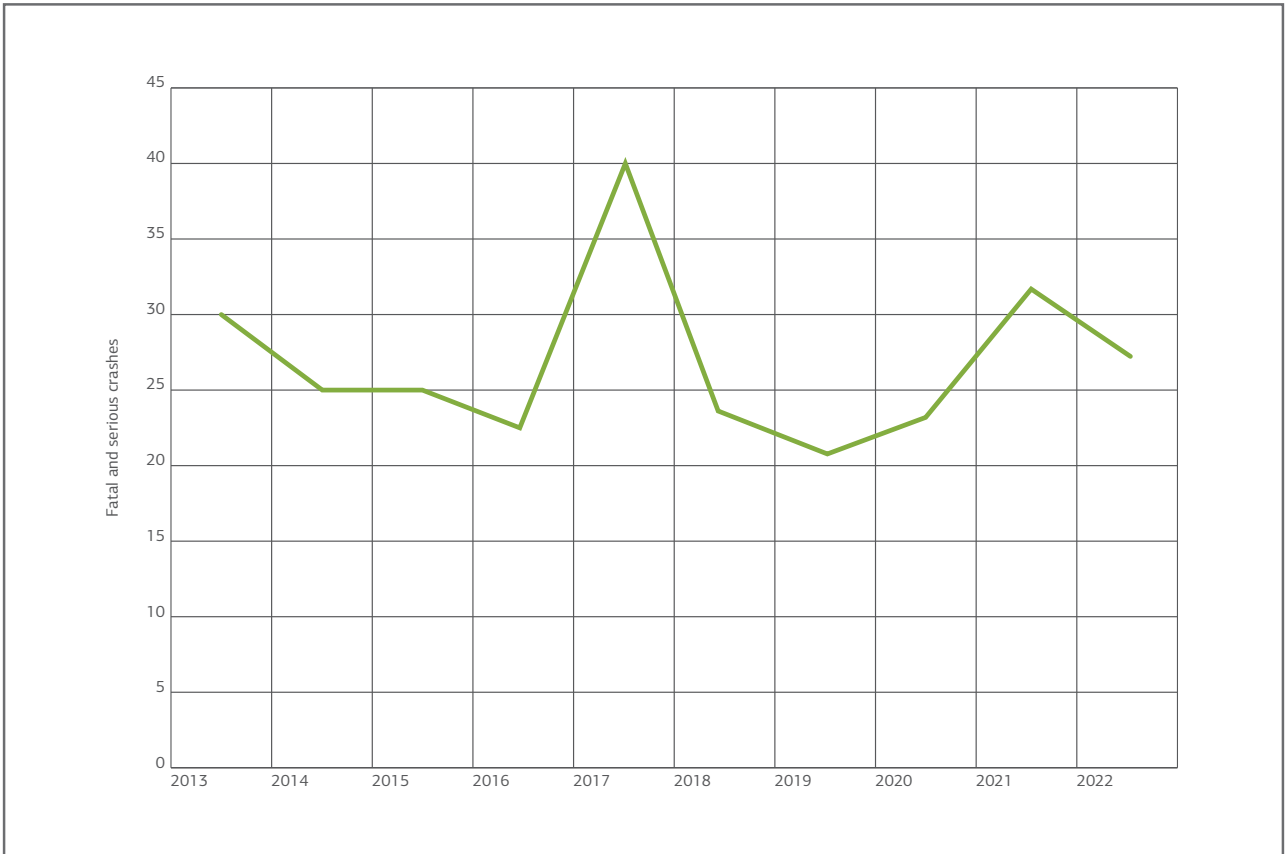


Fig.4 Fatal and serious crashes in the Waimakariri District

### 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 Passchendaele 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 Passchendaele 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



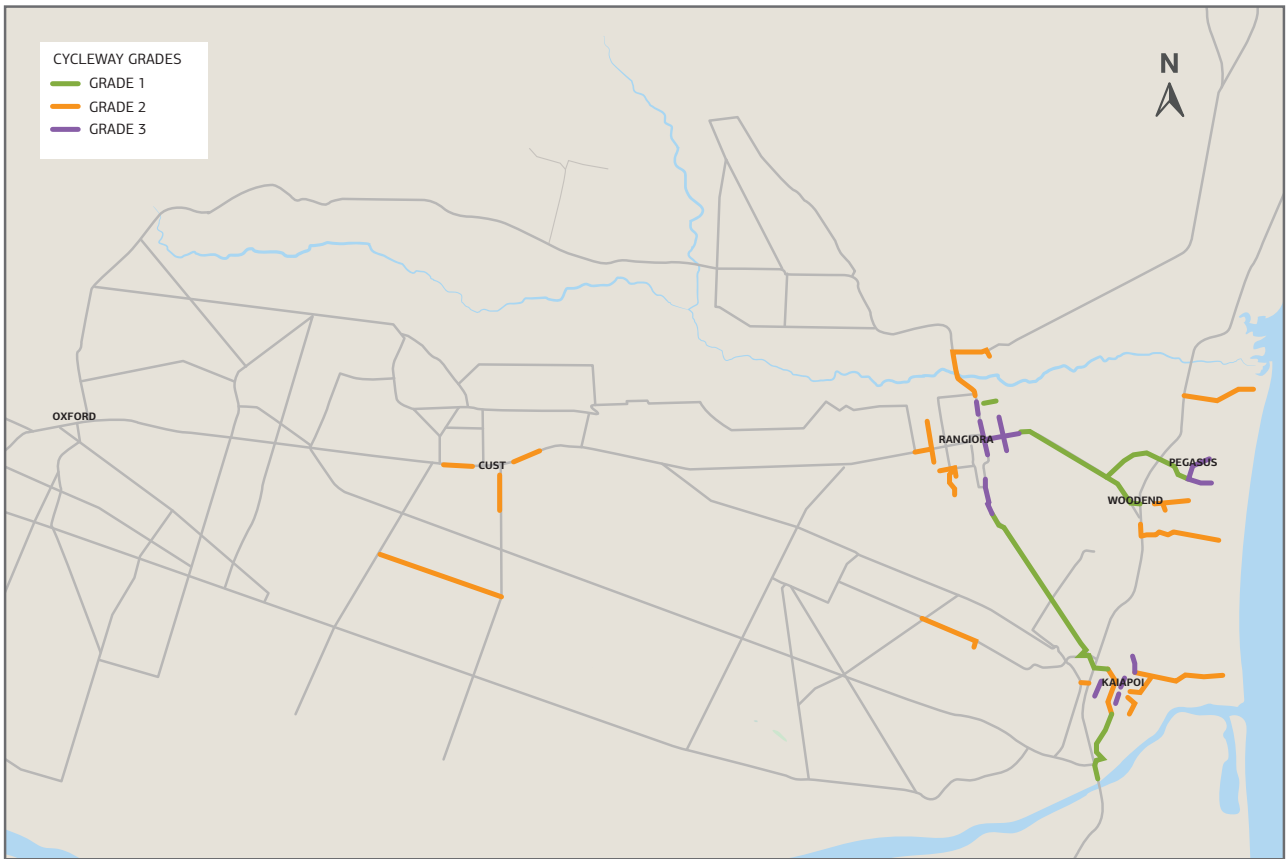


Fig. 6 Existing network from the Walking and Cycling Network Plan

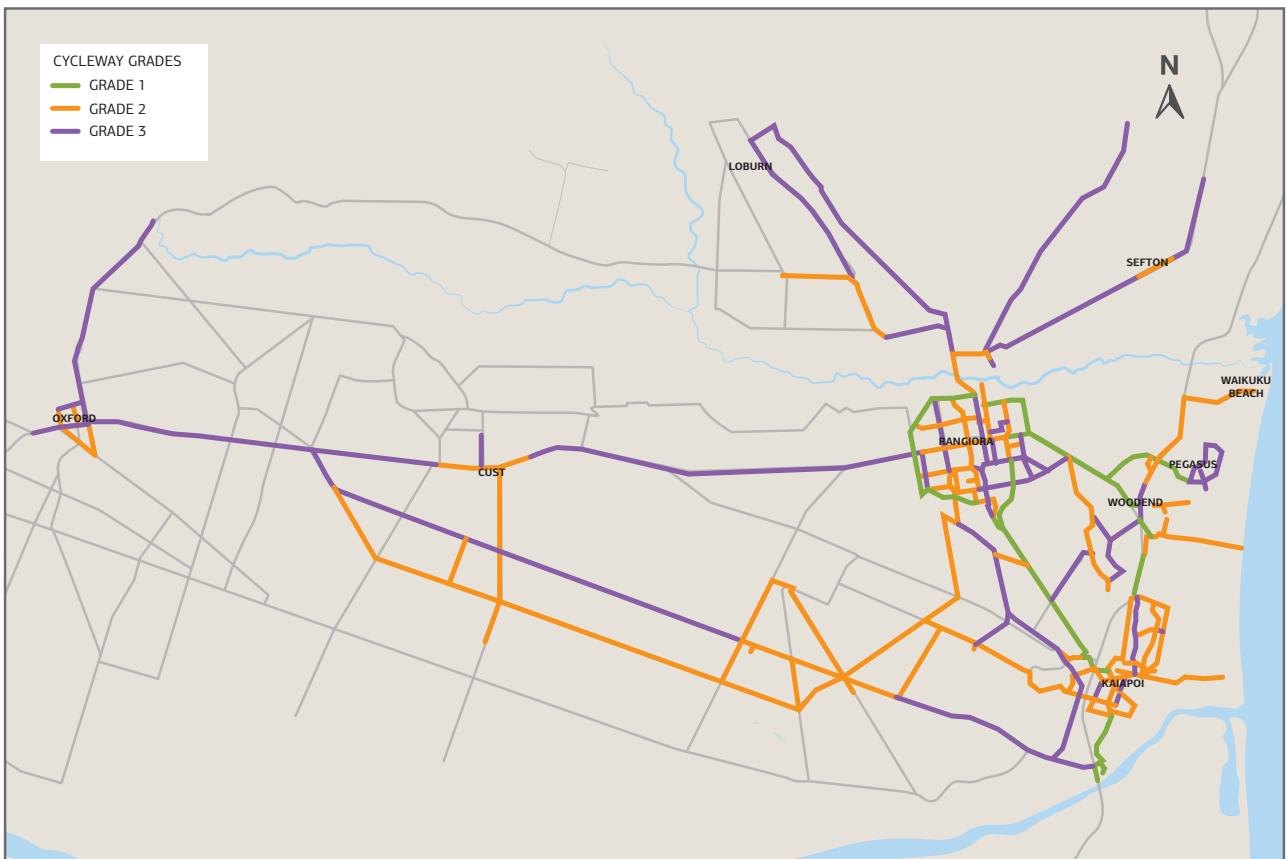


Fig.7 Existing and proposed network from the Walking and Cycling Network Plan

## 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.

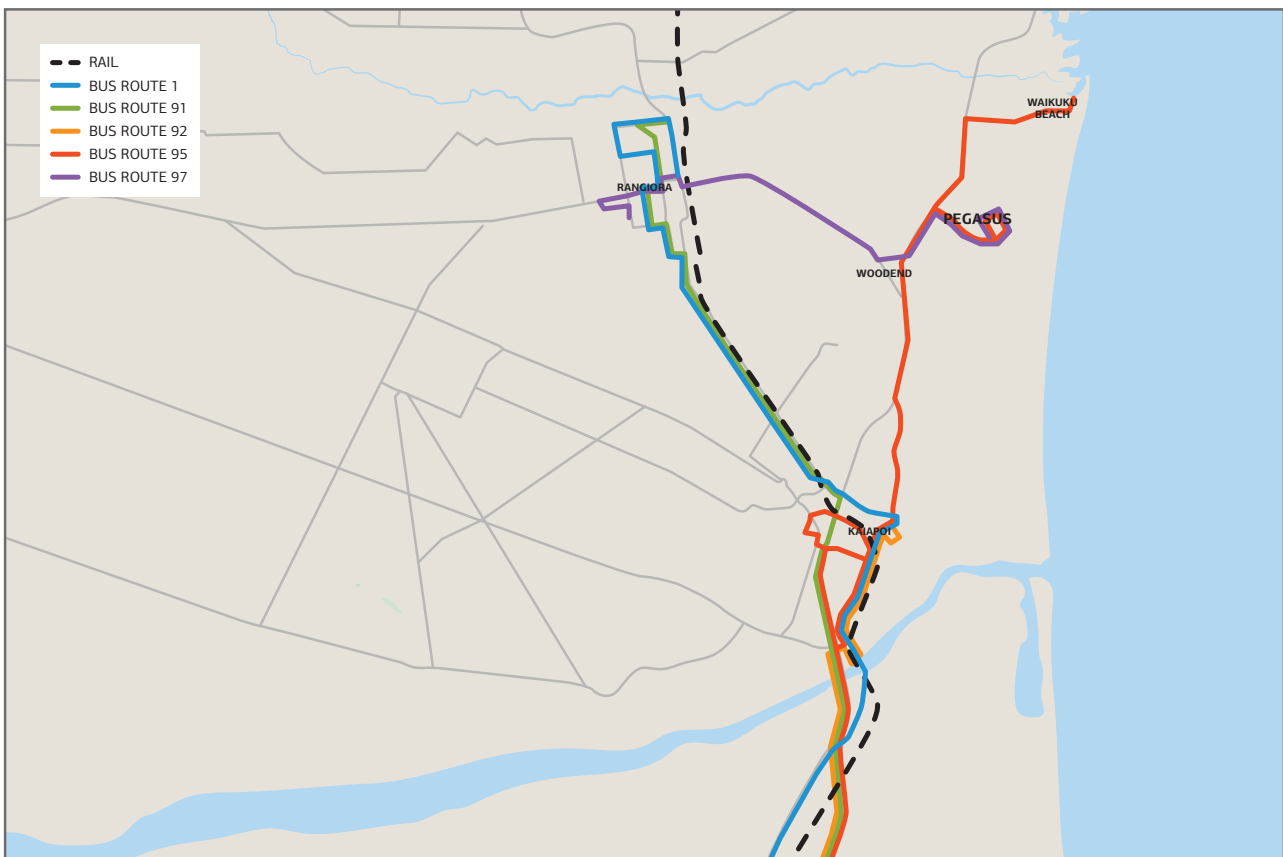


Fig.8 Public Transport network

## 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 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 developments in growth areas of new housing 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 safety and speed 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 faces.



### 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 how we travel 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 Waimakariri. These are the key transport moves that will help us to achieve the vision for integrated transport in our 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 underpin the implementation of this strategy. For each key move, we have outlined its context, what we've heard from our communities, 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.**  
**SUPPORT**  
alternative travel choices



# 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.

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, more frequent and reliable public transport services along more routes, 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 subregional partner organisations that collectively provides a roadmap for land use and transport development beyond the bounds of Waimakariri, for example, the Greater Christchurch Spatial Plan and Transport Plan work. 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 and other neighbouring Councils 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 growth areas for new housing where the development will improve transport outcomes or is enabled by good multi-modal transport linkages
- Scope and 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 community, stakeholders and the freight sector have shared concern over increasing congestion that is affecting freight delivery efficiency and can negatively impact town centre amenity values, 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
- Collaborate with NZ Transport Agency Waka Kotahi (NZTA) for the timely delivery of the Belfast to Pegasus Motorway and Woodend Bypass
- 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. Community feedback has also told us that there are driving skills, safety, and speed concerns, and that we should look to advance 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 take guidance from central Government 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 NZ Transport Agency Waka Kotahi (NZTA) Safe System Principles.

#### Our Key Principles are:

- ✓ We will partner with Government to implement adopted road safety strategies
- ✓ Infrastructure improvements and ensuring safe and appropriate speeds will be central to our approach
- ✓ Driver education will also be supported.



## 5.

### SUPPORT

#### alternative travel choices

#### 4.5 Support alternative travel choices

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. Through Council, we have been supporting travel behaviour change programme but there is more we can do in this space by supporting alternative travel choices. 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 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 support an integrated approach to Council's future investment in our transportation system across the district. Our strategy requires effective collaboration within Council as well as with our partner organisations such as the Greater Christchurch Partnership, Environment Canterbury, and NZ Transport Agency Waka Kotahi (NZTA), 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 a change in the way we travel. For example, the intensification of our urban areas gives us an opportunity to rethink how we travel within our urban centres.

Transformative public transport infrastructure projects, 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 subregion. 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.

As well as monitoring critical trends, we also seek to review this Strategy every 3 years.

## 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. 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](https://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](https://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/](https://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/](https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/)

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

This document amends the Resource Management Act 1991 to enable greater supply of housing in urban areas. [legislation.govt.nz/act/public/2021/0059/latest/LMS566049.html](https://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/](https://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/](https://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/](https://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/](https://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 subregion to provide a blueprint for how future population and business growth will be accommodated.

[greaterchristchurch.org.nz/urbangrowthprogramme/draft-greater-christchurch-spatial-plan/](https://greaterchristchurch.org.nz/urbangrowthprogramme/draft-greater-christchurch-spatial-plan/)

### Waimakariri Long Term Plan 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](https://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](https://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](https://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](https://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](https://stats.govt.nz/tools/2018-census-place-summaries/waimakariri-district)

### National Party's Transport for the Future

This plan sets out the National Party's intended priorities for transport investment under a National-led government.

[https://assets.nationbuilder.com/nationalparty/pages/18131/attachments/original/1690759286/Transport\\_for\\_the\\_Future.pdf?1690759286](https://assets.nationbuilder.com/nationalparty/pages/18131/attachments/original/1690759286/Transport_for_the_Future.pdf?1690759286)

## 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.

<b>Key Move 2: Integrate land use and transport to underpin higher density living in urban areas</b>	
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 subregional 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
Guidance	Develop a parking management plan 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
	Scope and 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 subregional growth and transport planning frameworks (for example, Transport Plan, Spatial Plan), advocating for good multi-modal connectivity

<b>Key Move 3: Design the transport network for the efficient movement of freight</b>	
Network	Discourage through traffic in Rangiora and Kaiapoi town centres by developing an alternative preferred freight network that bypasses town centres.
	Support the timely delivery of the Belfast to Pegasus Motorway and 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"> <li>widening of footpaths in areas with a high pedestrian demand</li> <li>improving road crossing infrastructure to be Safe System aligned</li> <li>funding to accelerate implementation of the Waimakariri District Walking and Cycling Network Plan</li> <li>installing appropriately designed cycling infrastructure that is connected to other parts of the transport network</li> </ul>
	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	Continue to review and implement changes to achieve safe and appropriate speeds in a targeted manner, particularly in areas where the greatest safety benefit can be realised such as outside schools and key intersections and roads
	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: Support alternative travel choices	
Infrastructure 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 Plan 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

[office@wmk.govt.nz](mailto:office@wmk.govt.nz)

### WEBSITE

[waimakariri.govt.nz](http://waimakariri.govt.nz)

---

## SERVICE CENTRES:

### Rangiora service centre

Address: 215 High Street, Rangiora  
Email: [office@wmk.govt.nz](mailto:office@wmk.govt.nz)  
Opening hours: Monday to Friday 8.30am–5pm

### Kaiapoi service centre

Email: [kaiapoi@wmk.govt.nz](mailto:kaiapoi@wmk.govt.nz)

### Oxford service centre

Email: [oxford@wmk.govt.nz](mailto:oxford@wmk.govt.nz)

**DRAFT MOVING FORWARD: WAIMAKARIRI INTEGRATED TRANSPORT STRATEGY 2035+  
SUMMARY OF RESPONSES (OCTOBER 2023)**

**1. Introduction**

With considerable technical expert and stakeholder input, the Waimakariri District Council developed the draft *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (draft ITS), which provides a strategic framework for how Council will manage the District's transport and mobility needs towards 2035 and beyond.

The draft ITS was released for wide community consulta. on on 11 September 2023. Submissions and comments were invited until 1 October, and Council utilised a variety of platforms to raise awareness, including proactively sharing the consultation material with key stakeholders groups, making relevant material available via Council channels (website, engagement platform, social media, print, digital screens etc), sharing information with the over 2000 residents signed up to receive news and content on transport related matters on Council's Bang The Table engagement platform, and through other means.

Council received a total of 102 responses to the draft ITS during its community consultation period. The vast majority (95) were received directly via the Council's online engagement platform, where interested individuals completed a feedback survey. Four responses on the draft ITS from individuals were received via email (to [transportstrategy@wmk.govt.nz](mailto:transportstrategy@wmk.govt.nz)). Three responses were received via email from Government / partner organisations: Greater Christchurch Partnership (Director comments), Environment Canterbury (staff comments), Te Mana Ora / Community and Public Health (on behalf of the National Public Health Service and Te Whatu Ora Waitaha).

This document to provides a holistic summary of what we've heard from the community, and is organised in sections as follows:

2. Overall summary of messages
3. Responses received on the draft ITS from individuals via the online survey platform or via comments in emails received from individuals, by answer to the survey's Yes/No question for questions that related to one of the five proposed 'Key Moves', and a summary of comments provided against each question. Note, the comments have been generally themed for the purpose of this analysis, and more specific comments related to each theme have been paraphrased/summarised and listed below each theme. It is worth noting that often individuals provided comments against individual questions that might better align with topics asked in other questions. No attempt has been made for the purpose of this analysis to 'rearrange' comments made against individual questions to other questions. This also reflects the fact that the 'Key Moves', and therefore the related survey questions, are integrated, and themes overlap.
4. Responses received from Government / partner organisations via email: Greater Christchurch Partnership (Director comments), Environment Canterbury (staff comments), Te Mana Ora / Community and Public Health (on behalf of the National Public Health Service and Te Whatu Ora Waitaha).
5. Summary of key relevant messages received from other recent engagement projects, the timing of which post-dated the Abley's Issues, Challenges and Strategic Context Technical Note prepared in February 2023 to help inform a draft ITS, which included for context a summary of existing community feedback sought through public consultation on town centre and area strategies, Walking and Cycling Network Plan, District Development Strategy, Greater Christchurch 2050 residents' surveys, and Council's 2019 Community Survey (this Technical Note, for reference, is in trim: 230228026861): 2022 Customer Satisfaction Survey and 2023 Community Outcomes refresh consultation.

This document should be read in conjunction with the draft ITS as well as the Survey Report generated by Bang The Table Engagement HQ.

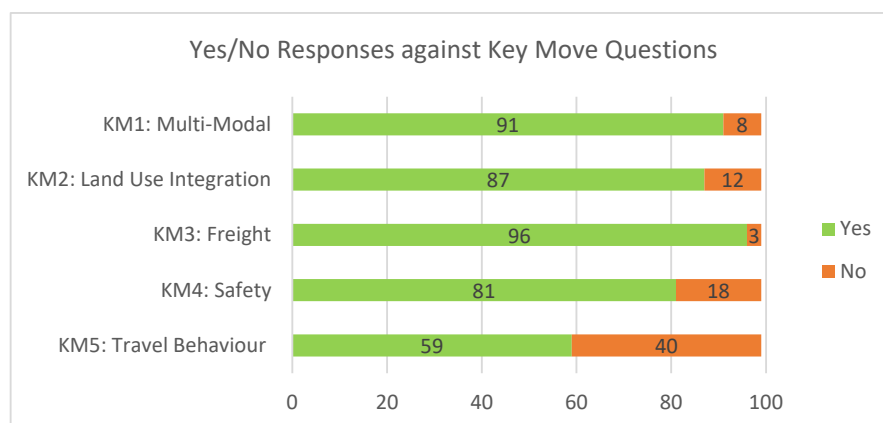
## 2. Overall summary of messages

The consultation survey accompanying the Summary of the draft ITS asked the following questions:

- Key Move 1: Create a well-connected multi-modal District. “Do you support better connections for all transport types across Waimakariri? Yes/No and Any Other Comments.”
- Key Move 2: Integrate land use and transport to underpin higher density living in urban areas. “Do you think it is important that a variety of transport options are available in areas of higher density living in urban areas? Yes/No and Any Other Comments.”
- Key Move 3: Design transport network for the efficient movement of freight. “Do you support better connections for our freight movements and the upgrading of routes that ensure freight movement is efficient and sustainable? Yes/No and Any Other Comments.”
- Key Move 4: Deliver a safe transport system for everyone. “Should the transport network be designed to ensure every user is safe – regardless of transport mode? Yes/No and Any Other Comments.”
- Key Move 5: Achieve behaviour change. “Should the Council allocate resources to encourage transport behaviour change? Yes/No and Any Other Comments.”

The following table and graph summarise the quantitative responses to the Yes/No questions answered by the individual respondents against each Key Move. Overall, there is considerable support for each of the Key Moves, reflected in the survey responses. Designing the transport network for the efficient movement of freight has gained the most support from individual respondents, with almost all (97%) confirming its importance. A considerable majority of individual respondents also supported the directions posed by questions addressing multi-modal connections (92%), land use integration (88%), and safety (82%). While still being largely supported by individual respondents (60%), the survey shows that Council allocating resources to encourage travel behaviour change has received the highest opposition (40%).

	Response to Key Moves Yes/No Questions (Support/Opposition)			
	Yes		No	
	No.	%	No.	%
<b>KM1: Multi-Modal District</b>	91	92	8	8
<b>KM2: Land Use Integration</b>	87	88	12	12
<b>KM3: Freight Movements</b>	96	97	3	3
<b>KM4: Road Safety</b>	81	82	18	18
<b>KM5: Travel Behaviour</b>	59	60	40	40



Overall, consistent messages received through comments made by individuals against the five Key Moves generally reveal:

- High level of support for better public transport options connecting the District, including opportunities for innovative public transport provision
- A call to utilise the rail system for passenger and freight transport
- Good support for better and safer walking and cycling infrastructure, such as separated paths
- A call for freight bypasses / suitable alternative routes to avoid freight through-movements in towns
- A call to ensure we balance road safety with road user efficiency to avoid frustrations (e.g., speed reductions)
- A sentiment of “Build it and they will come” relating to alternative transport mode options – this will influence transport behaviour change
- A supportive sentiment that the draft ITS directions will generate good outcomes (emissions reductions, safety, contributing to climate change goals, safe-guarding future generations, health benefits, influencing next generation etc)

Feedback received from the three Government / partner respondents (Greater Christchurch Partnership, Environment Canterbury, Te Mana Ora) on the draft ITS show strong support for the strategic directions signalled. Generally, the Government / partner respondents commend the Council on the commitment to working collaboratively, and on the draft ITS’s progressive nature and strategic integration and alignment with central and regional directions in the transport space. Some more particular comments include:

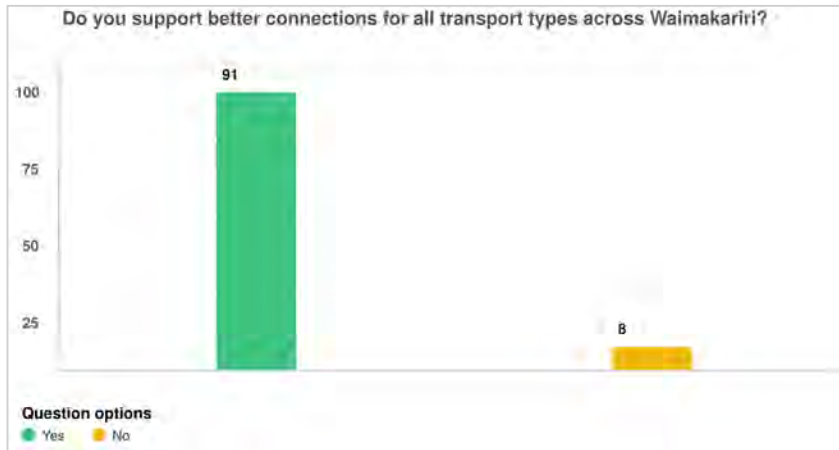
- that there could be a potential disconnect or confusion interpreting references to ‘greenfield’ in the draft ITS vis-à-vis directions regarding additional greenfield committed in the draft Greater Christchurch Spatial Plan (GCP)
- that there is an opportunity to reference the VKT reduction plan as a key implementation tool to achieve travel behaviour change (GCP)
- that enhancing public transport services for/to Waimakariri District is currently not a priority for the Regional Council but that the District could consider a local targeted rate to fund initiatives; that other public transport actions are generally supported (ECan)
- that encouraging and incentivising growth and intensification in existing urban areas proximate to public transport corridors is supported, as are directions signalled to enhance freight movements and achieve travel behaviour change (ECan)
- that there is support for the Key Moves as they generate health benefits including physical, environmental, and social (connections and cohesion) (Te Mana Ora)
- that Council should implement the Healthy Streets Framework and Travel Planning Services (Te Mana Ora)

Overall, feedback received on the draft ITS through the public consultation phase is generally consistent with messages heard through previous engagements that touch on transport matters (that are outlined in Abley’s Issues, Challenges and Strategic Context Technical Note in trim 230228026861), stakeholder input gained during drafting of the document, and responses to more recent Council engagement exercises that consider transport and environmental matters, as discussed in section 5.

### **3. Draft ITS responses received from individuals**

#### **Key Move 1: Create a well-connected multi-modal District**

Survey Question: “Do you support better connections for all transport types across Waimakariri?”



Comments against Survey Question for Key Move 1 (by most to least mentioned, then 'other'; frequency of references made by individual respondents shown in bracket)

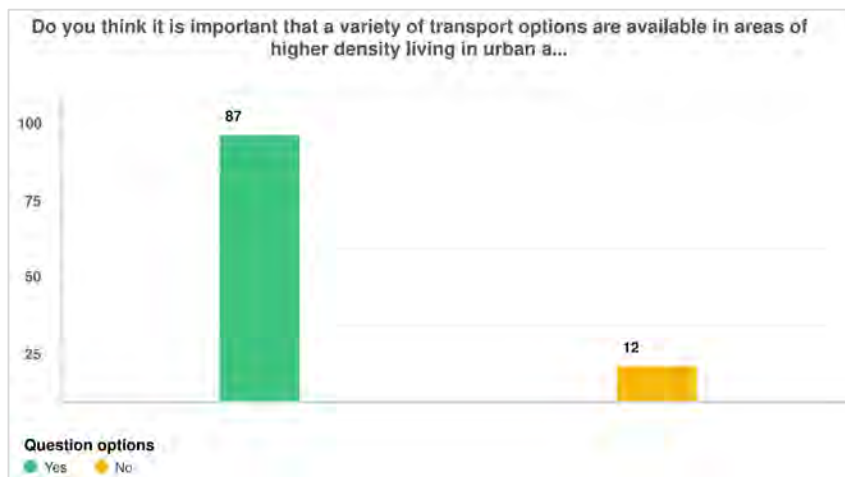
- Support better public transport options including innovative public transport provision (19)
  - More off-peak PT options needed, including earlier on weekdays to get to Christchurch City Centre earlier, extended from Park & Ride return (P&R excellent), more regular so less waiting time
  - More, extended connections including rural and smaller communities, across District, Sovereign Palms, Oxford – Rangiora – Darfield
  - Need designated PT corridors
  - Consider a hub and spoke system for PT from smaller communities such as Waikuku serviced by mini vans to Rangiora-Pegasus-Kaiapoi to larger buses
  - Use buses that are smaller, more efficient and more frequent
  - Better connections are needed to meet our carbon reduction goals and increase efficiency
  - Waimakariri should initiate 'on-demand' PT that utilises small electric or hybrid vans to offer PT options to predefined destinations. Would need to be pre-booked and people are collected from home. Such schemes operate overseas and provide affordable and efficient transport.
  - Support more Park & Ride
- We need to utilise rail (13)
  - Will reduce traffic and congestion
  - For freight and passenger transport
  - Utilise existing corridor from Rangiora / Chch / Rolleston
  - Need light rail to Chch and across District
  - Need to be forward thinking
  - Rail will help ease congestion by taking cars off roads
- Specific support for better cycling infrastructure (8)
  - Improve cycleway safety
  - Complete cycle paths
  - More cycling connections needed
  - Need safe and easy cycle access from Pegasus across SH1 into Ravenswood
  - Need better off road cycling and walking tracks
  - Support more/better cycleways both for recreation and for commuting
  - Support for proposed new shared walking/cycling lane in South Belt, Rangiora
- We need more / better roading infrastructure (7)

- Need fewer intersections by closing off feeder roads to e.g. South Eyre Rd, Tram Rd, Oxford Rds), and upgrade selected intersections to be safer to handle traffic volumes
  - Need better road maintenance at roads in and around Oxford
  - Need another motorway into Rangiora and road from Rangiora to Rolleston
  - Need to fix roads before spending money on alternative modes
  - Need more passing lanes on roads
  - Need more at-grade parking
  - Need to plan for how District transport network will long-term integrate with regional network in future, e.g. new additional link across Waimakariri River to reduce pressure on existing corridors in/out of Rangiora; need upgrades to SH1 to increase capacity; increase resilience (especially for major disaster events); complete third side of transport triangle between Chch, Rolleston, Rangiora. Suggested route SH72 from Amberley, over Ashley River Bridge, to River Road, crossing Mt Thomas/Oxford Roads, join Swannanoa Rd, follow Swannanoa / Two Chain Rd to new bridge across Waimakariri River, join to Miners Bark Rd / Chattertons Rd / Dawsons Rd to SH1, link to join SH76 (connect to Lyttelton Port).
  - Resilience is paramount as roads are key lifeline
- Current public transport provision is not suitable (6)
    - Too far to walk to nearest bus stop
    - Bus service unsuitable unless you live in main towns
    - Current public transport provided by ECan does not work for District – buses are generally empty
    - Multi-modal connections options already there, they just need to be cheaper and better promoted
    - Unsure if cost of public transport is justified by low usage
  - Specific support for improving walking / mobility scooter infrastructure (3)
    - Support better connections for walking and mobility scooters (along with PT and cycling)
    - Need better off road cycling and walking tracks
    - Need better connections to ensure it is safe for pedestrians
  - Need to reduce traffic / congestion / enable better traffic flow (3)
    - Connecting roads between District urban areas need to be able to handle traffic volumes without congestion
    - Need better flow in Rangiora especially around Southbrook
  - Don't "punish cars" (2)
    - Cars are needed by many and shouldn't be 'punished' if alternatives aren't suitable
    - Support alternative modes as long as road transport for vehicles and trucks is prioritised
  - Specific opposition to cycleways (2)
    - Not supported
    - Some cycleways are taking over the best route for vehicles including trucks, e.g. Rangiora cycleway
  - Specific opposition to lowering speed (2)
    - Oppose lowering speed
  - Other (10)
    - Poor question wording

- Infringement costs should be equally shared between drivers and cyclists. Too often cyclists take up road when they have a purpose-built cycle lane to use
- More funds will be required but rates are onerous now, there will be further demands on ratepayers without protection
- Depends on what is meant by 'better connections'
- Support without going 'ridiculously green'
- Over last 6-8 years, Council has made decisions that have adversely affected connections across District without making anything 'better'
- Support as long as the proposals are sympathetic to existing residents and businesses and don't arbitrarily impose risk in areas that don't currently have them
- No new projects that require cost until debt completely repaid. Even once repaid, new projects not to be undertaken unless it is without using credit or borrowing money.

### Key Move 2: Integrate land use and transport to underpin higher density living in urban areas

Survey Question: "Do you think it is important that a variety of transport options are available in areas of higher density living in urban areas?"



Comments against Survey Question for Key Move 2 (by most to least mentioned, then 'other'; frequency of references made by individual respondents shown in bracket)

- Support better public transport / options to reduce cars and related emissions (17)
  - Well-designed combination and rail and buses would greatly improve District's desirability
  - Need to reduce car use and related emissions, cycling and PT routes are crucial for this
  - Consider minibuses in Rangiora / on-demand PT with smaller buses / vans that are more frequent
  - Public transport options need to go where people want to go
  - Buses and trains are great for people with mobility issues
  - Support more connections, including to Amberley and Oxford
  - Support more buses direct into Christchurch
  - Need better public transport to support growth
  - Park & Rise is excellent, would be good to have later return bus options
  - Public transport should service rural areas, even if just once a day
- Need to utilise rail for public transport (8)
  - Need light rail with regular timetable (efficient), running to central hub, then wider connections
  - Rail is best, with buses for outlying areas, e.g. Oxford

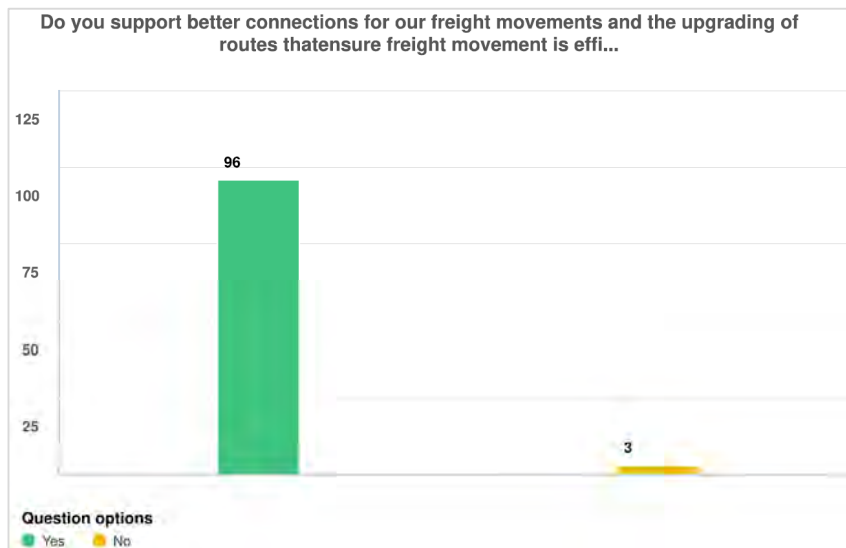


- Need a well-designed combination of rail and buses to improve desirability of District as residential location
- Rail would be good for people with mobility issues (for whom walking/cycling is a lesser option)
- Utilise train lines
- Support better walking/cycling facilities (8)
  - Need separated cycleways / walkways for safety especially with increasing traffic
  - Need more cycle friendly routes
  - Crucial (in combination with public transport) to reduce reliance on private vehicles in the future
  - Urban sprawl demands that infrastructure isn't just for private vehicles
  - Safety for walking / cycling is crucial
- Roading network / infrastructure is poor (4)
  - Need better planning for Rangiora's roading as avoiding Southbrook is frustrating
  - Crossing SH1 from Pegasus to is too dangerous if walking/cycling
  - Need a good freight route around Rangiora to get trucks off Southbrook Road. The current bypass is unsuitable as too many tight corners etc.
  - Vehicles must take priority and cycleways should be kept off main arterial routes, but rather be in residential street than industrial area / commercial areas / busy routes. This includes bicycle crossings.
- Reservations for future public transport (3)
  - There would need to be incentive to use public transport
  - Work from home trend makes future greater transport choices less financially viable
  - ECan rates for public transport are high and underutilised
- Support higher density living (3)
  - Waimakariri suits sub-500m<sup>2</sup> sections to accommodate homes with gardens and some outdoor space, not high-density apartments
  - As long as roads and public transport are planned for first
  - Higher density and infill housing will lead to more vibrant centres and business opportunities
- Need better planning to support lower emission modes (2)
  - Our current urban areas cater mostly to cars, taking up lots of space, making it unsafe for cyclists / pedestrians. Need to plan better to encourage people to transition to lower emission transport modes.
  - Poor planning in past has restricted options for an integrated transport system
- Oppose higher density living (2)
  - Unfortunate and ideological aim to increase density in Rangiora and Kaiapoi
- Current public transport is poor (2)
  - Oxford lacks public transport
  - Current public transport is not viable
- Other (11)
  - Need to consider age groups who would use variety of transport modes the most
  - Assumption that a variety of transport modes can share a single lane road is problematic

- Look outside of what we do and how we do it
- Electric cars are part of the answer
- Hire scooters are dangerous as used unsafely
- No new projects that require cost until debt completely repaid. Even once repaid, new projects not to be undertaken unless it is without using credit or borrowing money.
- Support but without going 'ridiculously green'

### Key Move 3: Design transport network for the efficient movement of freight

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



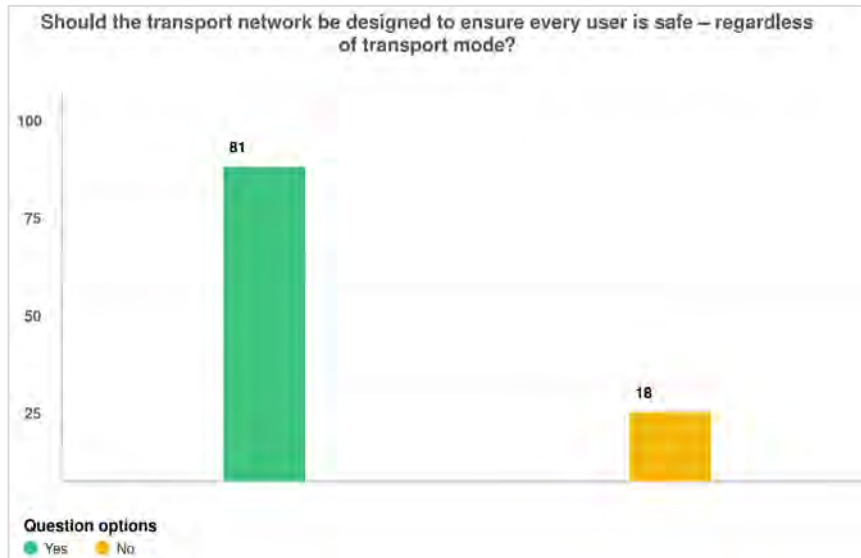
Comments against Survey Question for Key Move 3 (by most to least mentioned, then 'other'; frequency of references made by individual respondents shown in bracket)

- Need a freight bypass / suitable alternative route (13)
  - Freight needs to bypass Rangiora – western bypass / avoid Southbrook
  - Freight needs to avoid residential areas / small local roads / town centres (unless destination there)
  - Need to avoid freight movements in general traffic flow, especially around peak traffic times, e.g. school start/end times
  - Need easier access into main hub
  - Need noise protection for residential areas from roads that carry freight
- Should use rail for freight (11)
  - Rail network is underutilised
  - Would take trucks off road and makes it more efficient and safer
  - Historically rail went all the way to Oxford to service rural areas and transport goods
  - Even if not in Waimakariri, using rail network at wider scale for freight needs to be considered
- Need to improve network to cope with trucks / some of network unsuitable (6)
  - Need better connections and improved intersection layouts to allow freight movements, e.g. long left and right turn bays on major roads
  - Roading system needs to support freight so as not to gridlock traffic
  - (Some) current roads are not fit for purpose – freight use means damage and frequent repairs

- Major intersections and bottlenecks in District pose risk to alternative transport mode users
- General support for better options (4)
  - Meets carbon reduction goals
  - Freight needs better options
  - Sustainable freight movements is a great goal
  - Freight consideration is imperative to a well-functioning District
- Suggestions for freight route investment (2)
  - Extend motorway north
  - Upgrade freight routes
  - Build another bridge over Waimakariri River
  - Upgrade / replace Gorge Bridge
  - Prioritise truck access and crossings
- Other (12)
  - Suggested rollerblades, electric scooters, go karts
  - Different sized vehicles move at different speeds
  - Better freight should not be at expense of better PT options
  - PT users shouldn't pay less than actual cost
  - Support without going 'ridiculously green'
  - Poor planning in recent years restricts what trying to implement now
  - Need electric trucks with suitable charging locations with rest facilities
  - 50km/hr is too slow at Fernside Road between Flaxton and Townsend Road
  - No new projects that require cost until debt completely repaid. Even once repaid, new projects not to be undertaken unless it is without using credit or borrowing money.
  - Fix roads
  - Draft ITS fails to recognise entirety of network of principle roads (especially Route 72 which serves significant District and through traffic and is an important strategic link between Amberley and Arthur's Pass / West Coast, Geraldine and Temuka, Tekapo / Mt Cooks, Lindis Pass and Invercargill.

#### **Key Move 4: Deliver a safe transport system for everyone**

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



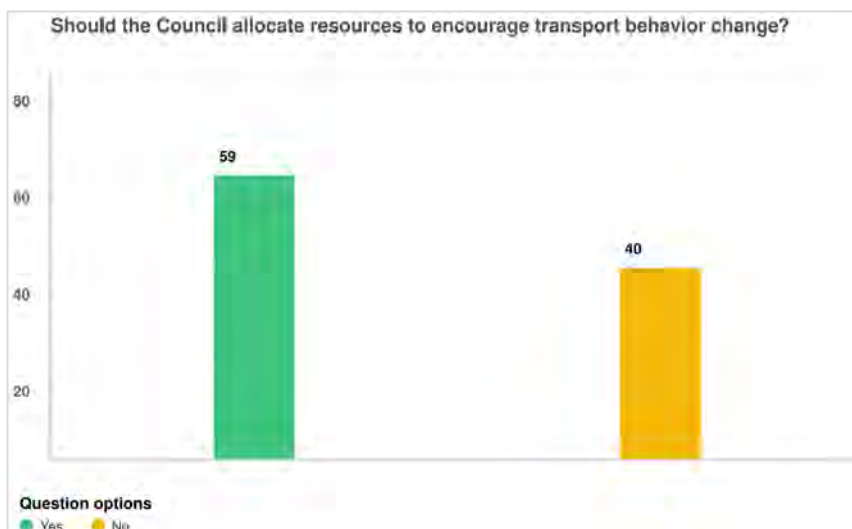
Comments against Survey Question for Key Move 4 (by most to least mentioned, then 'other'; frequency of references made by individual respondents shown in bracket)

- Support for safer cycle / walking lanes, including site specific suggestions to improve safety (20)
  - Cycle lanes should be separated from cars wherever possible to maximise safety
  - Need safer cycling options, including whole network (consider risk points such as road crossings, driveways, intersections, turning cars etc)
  - Need quality cycleways and good footpaths
  - Safety must be paramount where cycling and walking network intersects with motorists – need to plan ahead for appropriate infrastructure
  - Must consider vulnerability of electric cyclist cohort as these are often older and have reduced agility and ability
  - Need safe, separate cycleways (suitable also for mobility scooters and cargo bikes) that offer direct routes (not necessarily along main vehicle roads) between population centres and attractions
  - Need safe cycle route from Kaiapoi (Williams St) joining SH1 through to Woodend, Waikuku and over the Ashley River
  - Need safer facilities for cyclists, scooter riders and pedestrians in Oxford, especially the centre islands on Main Street, causing the route to have width for only one car.
  - Need turning lanes within the current sealed width of Lineside / Fernside Roads intersection, to make it safer for cyclists
  - Safety should be most important, particularly for vulnerable users. No one should be at risk.
- Need to ensure road safety are balanced with road user efficiency to avoid frustrations (16)
  - Oppose safety improvements, such as lowering speeds, if at expense of efficiency of movements and as it creates annoyance to motorists
  - Oppose lowering speed limits, transportation has inherent risks, there is a cost to this and we need to balance it with benefits
  - Lowering speeds is an ineffective way to encouraging people to use other forms of transport
  - Traffic 'humps' cause frustrations
  - Human behaviour can't be controlled
  - Oppose median safety barriers
  - Need to make infrastructure upgrades, not wholesale speed reductions
  - Need risk management approach instead of "zero death" policy

- Vehicle network safety concerns (7)
  - Speed reductions are essential for safety, especially for vulnerable users
  - Rural roads need speed limit reduction as they are often poorly maintained, and are particularly dangerous to pedestrians and animals
  - Lineside Road is unsafe, recent fatality on Bramley’s Road corner. Need turning bays and/or roundabouts and slower speeds
  - Exits from motorway to Waimakariri Roads are congested and difficult
  - Improving road surface will improve safety for drivers
- Need driver education / reprimand (2)
  - Need enforcement of road rules and proper penalties for poor/reckless driving
  - Need better driver education
- Oppose cycle lanes (2)
  - Don’t support bike lanes
  - There is too much investment into cycling infrastructure
- Other (11)
  - Improve PT links so buses are express option
  - People need to have personal responsibility and awareness as at times scooters or pedestrians step out in front of cars
  - Careful consideration given to the burgeoning array of cycling options
  - Determine what is the most used mode of transport, then design all else around it
  - Need more visible security personnel and cameras

### Key Move 5: Achieve travel behaviour change

Survey Question: “Should the Council allocate resources to encourage transport behaviour change?”



Comments against Survey Question for Key Move 5 (by most to least mentioned, then ‘other’; frequency of references made by individual respondents shown in bracket)

- “Build it and they will come” – provide options and then behaviour change will happen (18)

- Support only if rail is reinstated
  - Building alternative transport modes will alleviate pressure on other transport modes; e.g. passenger rail service from Rangiora to Christchurch would reduce the need for extra capacity on road, and allow traffic to flow better with less congestion
  - Provide alternative modes, including safe routes, and then you don't have to 'encourage' behaviour change, it will happen automatically
  - Need better connections, rural support services that are regular and well timed; this will reduce use of cars
  - Until good options are in place, user-friendly and widespread, encouraging behaviour change is pointless; when options are built, people are capable to figure out what is most economical, productive and logical and behaviour change is easier
  - New developments should be 'fitted in' with new modes, or if modes aren't yet available, then 'fitted for'
  - Building user friendly infrastructure will help behaviour change – need to observe areas that have issues, especially at peak travel times
  - Behaviour change requires the ability to change, so need to provide the infrastructure, e.g. better and safe cycle paths with secure places to park bikes; people will be motivated to change their transport behaviour if it's convenient and faster to use a bike
- Support as will produce good outcomes (12)
    - Education in schools about alternative modes is important as it will result in generational change of thinking and behaviour
    - Council should facilitate transport behaviour change by allocating resources to options providing the public with safe, sustainable and efficient transport choices
    - Should integrate safe options that can cope with harsh weather caused by climate change
    - Rooding and car centric transport far outweigh cost of promoting alternatives; wider roads are not the answer
    - Council should motivate change, e.g. through providing good cycling infrastructure or through a trigger such as facilitating a festival where everyone comes by biking or walking so people try something new
    - If it can be done effectively as mind set of most people needs to change; educating young people is most important
    - Encourage limited use of single-occupancy transport to reduce carbon emissions
    - Getting people to shift mode means assets are better utilised and roading bottlenecks are minimised
    - Council could provide ratepayers a discount scheme or payment scheme to buy an e-bike, enabling low-income households to make the shift
- Encouraging travel behaviour change is not Council's role (6)
    - Should be driven by central Government
    - Focus on roads, modes, efficiency, compatibility etc
    - This is a police / judicial matter, need severe fines and penalties
    - Not Council's role, Council should focus on meeting the needs of the community that votes them in
- Safety issues (4)
    - Driver behaviour on gravel roads needs to be addressed, as well as cyclists
    - Lots of crashes happen in the Balcairn-Sefton-Ashley area caused by speeding, drink driving and not stopping at junctions

- Traffic driving across pedestrian crossings while pedestrians are on them is an issue; need driver education and reduced speeds around schools and town centre
- Need to improve parking options at Clarkville School; need to pipe and fill the open drain to create more safe parking spaces, which will improve safety for the children
- Don't "punish cars" (4)
  - Don't prioritise cycling infrastructure as this does not suit the rural communities given the distance to towns; cycles don't make a contribution to road use, and should pay towards road upkeep
  - Encouraging behaviour change reads as 'punishing car owners' until they give up their car
  - Don't expect everyone to walk and cycle, the elderly also need consideration and many can't afford EVs
  - Don't encroach on people's freedom of choice
- Focus on fixing / maintaining roading network first (3)
  - Need to include upgrading, fixing and maintaining current infrastructure assets, before looking into the future
  - This is diverting funds that could be used to fix / maintain current network (e.g. fix potholes)
- Specific alternative mode suggestion (3)
  - Woodend bypass should integrate a cycle lane
  - Park & Rise service should offer a later return bus in summer
- Cost / budget (9)
  - Disagree with using money on travel behaviour change, especially until alternatives are in place
  - Council needs to use current budget better; rates are already too high
  - Penalties / fines could assist funding
  - Depends on cost
  - This would divert funds that could be used to better maintain existing network
  - We need effective infrastructure, not world leading; seeking unattainable perfection costs too much
- Other (7)
  - What travel behaviour are we seeking to change, from what to what?
  - Need to improve signage especially leaving Rangiora; Lineside Road 100kmh sign after railway line and corners
  - What effect will this strategy have on climate change as the adoption of rigorous climate amelioration by NZ would only affect the climate by less than 1%
  - Only if based on good data and good outcomes as seen elsewhere
  - Need more parking in towns to encourage visitations
  - Praise for new walking/cycling path in South Belt, Rangiora, and for shifting the crossing
  - Move the bus stop to outside the Southbrook Park

#### **4. Responses received from Government / Partner Organisations**

##### **Greater Christchurch Partnership (Tracy Tierney, Director comments)**

The following bullet points summarise the informal / collegial comments received from the Director of the GCP on the draft ITS, ahead of community consultation taking place. It should also be noted that the Director is a member of the External Stakeholder Working Group, which informed the development of the draft ITS through workshops and engagement opportunities over 2023.

- Commends Council for the commitment to working collaboratively as part of the GCP and integration with the numerous other programmes underway that relate to transport – these are reflected clearly throughout the draft ITS.
- The draft ITS's Five Keys Moves align well to the draft Greater Christchurch Spatial Plan and to strategic directions in the draft framework for the Greater Christchurch Transport Plan.
- Questions whether there could potentially be a disconnect or confusion interpreting the issue of 'greenfield' in the draft ITS vis-à-vis the direction of the Greater Christchurch Spatial Plan. A high-level project identified in the draft ITS is "Support greenfield expansion where the development will improve transport outcomes or is enabled by good multi modal transport linkages". The draft Spatial Plan is based on there being sufficient greenfield sites zoned or enabled in Waimakariri to meet demand for the next 30 years. Is there an opportunity to clarify that housing choice will remain, but that growth beyond what is provided for is best met through intensification opportunities and the ways transport can support that?
- A high-level project identified in the draft ITS is to develop an Intensification Plan. Will this consider matters such as Healthy Street Initiatives, public realm improvements, Council lead higher density exemplar developments etc or something else?
- While the draft ITS mentions the VKT reduction plan, as a piece of related work, is there an opportunity to highlight this further as a potential key implementation tool to help achieve travel behavioural change?

#### **Environment Canterbury (staff comments)**

The following feedback was received from Environment Canterbury staff on the draft ITS. It should also be noted that ECan staff are members of the External Stakeholder Working Group, which informed the development of the draft ITS through workshops and engagement opportunities over 2023.

- ECan staff's general impression is that this is a progressive strategy that assists greatly in translating and contextualising current central and regional government direction in the transport space into actions that are a great deal more tangible and specific to the Waimakariri District. It is well-aligned with current strategic direction.
- Key Move 1:
  - "Seek to enhance intra-district bus services that provide better, additional public transport connections to district towns and settlements". At current usage/patronage levels, enhancing intra-district public transport service provision in Waimakariri is not a priority for the Regional Council, given more pressing needs and opportunities in other parts of the PT network (e.g. delivering agreed PT Futures service enhancements). If the Waimakariri District Council and its local communities support a local targeted rate to fund and trial service enhancements of this nature then ECan can assist in supporting this discussion as required.
  - "Seek to expand linkages to neighbouring districts, particularly to other higher destination demand areas such as Christchurch west". ECan staff read this as essentially a service that connects Waimakariri more directly to major employment areas in the urban west such as the Wairakei road business park, Airport precinct and Hornby). If the Waimakariri District Council and its local communities support a local targeted rate to fund and trial service enhancements of this nature then ECan can assist in supporting this discussion as required. This would likely incorporate a service review of the current 120 route. It is noted that current provision of bus bays within the Christchurch Airport bus terminus is already fully allocated.
  - "Explore opportunities and trial other innovative PT schemes such as mobility as a service (MaaS), on-demand PT and vanpools integrated with ECan services. This would have a focus on our rural communities such as Oxford or Cust." ECan currently has no plans to consider



provision of on-demand services in the Waimakariri District. If the Waimakariri District Council and its local communities support a local targeted rate to fund and trial service enhancements of this nature then ECan can assist in supporting this discussion as required. ECan staff note that on-demand public transport services are considerably more expensive than fixed-route services (approximately \$10 subsidy per passenger trip) and generally better suited to servicing short-distance, local trips within a defined urbanised area, e.g. urban Timaru and/or urban Rolleston or Rangiora. Trips between Oxford/Cust and Rangiora would probably be more cost-effectively serviced with a limited-frequency scheduled service.

- “Investigate bus prioritisation on key routes to reduce journey times”. ECan support this.
- “Review the locations of existing bus stops, particularly for schools, to improve access”. ECan can support this as required.
- “Continue Council’s supporting role in public transport infrastructure including provision of multi-modal transport hubs e.g. Park and Rise facilities”. ECan are generally supportive of investment in this area, though note that any proposed route changes and/or service frequency enhancements would require ECan to undertake a service review and engage with the community.
- Key Move 2:
  - ECan support encouraging and incentivising growth and intensification in existing urban areas proximate to existing public transport corridors.
  - ECan acknowledge the contribution of Waimakariri District Council staff to developing significance criteria for responding to demands for new greenfield areas. This will be incorporated into ECan’s current review of the Canterbury Regional Policy Statement.
  - ECan note that due to the need to reduce transport sector GHG emissions, it is becoming increasingly difficult to secure central government co-funding for roading improvements that simply increase network capacity for vehicular traffic. Waimakariri District Council staff and elected members are encouraged to think about and ensure these roading improvement projects will deliver other broader benefits (mode shift, environmental), and that there is clear evidence of these benefits.
- Key Move 3:
  - ECan note that Kaiapoi is already bypassed by the Christchurch Northern Motorway
  - ECan staff are currently working with Waka Kotahi to secure improved data insights and reporting for the sector on current and projected road freight movements at a system-wide level.
  - ECan would be supportive of further investigatory work into the potential benefits of an intermodal freight hub in the Waimakariri District.
- Key Move 5:
  - ECan generally support all the outlined actions in this area, and recently commissioned research in this area, which has been shared.

**Te Mana Ora / Community and Public Health (on behalf of the National Public Health Service and Te Whatu Ora Waitaha)**

The following is a summary of the feedback received by Te Mana Ora on behalf of the National Public Health Service and Te Whatu Ora Waitaha, as a formal submission to the draft ITS.

- Welcomes and supports the draft ITS as it looks to create better outcomes for the Determinants of Health (The way of healthy living) – particularly Road Safety, Air Quality and Emissions
- Supports the Council in addressing the urban and rural transport needs of the district

- Supports the collaborative approach to the ITS – belief it will create better transport and health outcomes.
- Gives recent research by Waka Kotahi NZ that has highlighted the strong relationship between wellbeing and mental health and transport. PVKT increases the distress that drivers have, PT increases social cohesion for society, and reduces stress.
- Increased economic return on walking and cycling methods of transport – increased health benefits
- Collaboration is crucial – Te Mana Ora are interested in exploring how Public Health can partner with the Council to support and promote healthy, active transport goals in Waimakariri.
- Key Move 1: Supports better connections, support for good connections via public transport especially for low-income earners, youth, and those with disabilities. Increases social connection and Independence for those with disabilities, whilst reducing emissions.
- Key Move 2: Supports variety of transportation options for mixed-use and high-density housing, WDC’s commitment to the GCP and the way in which the draft ITS aligns with the GC Spatial Plan. Supports urban intensification and recommends “Health Promoting Communities” following the Independent Planning Guide (<https://www.cph.co.nz/wp-content/uploads/IntegratedPlanningGuide.pdf>). Recommends that WDC adopt a way of thinking to see how new communities can develop communities with greater social cohesion and interaction – direct recommendation on development design. Council should implement Healthy Streets Framework and Waka Kotahi’s Healthy Streets Design Tool.
- Key Move 3: supported.
- Key Move 4: supports safe transport and recommends implementing Healthy Streets Framework. Supports lowering speed limits as this is a catalyst to achieve behaviour change towards walking, biking or using public transport.
- Key Move 5: supports Key Move and recommends implementing Travel Planning Service. Recommends Council work with schools to implement a walking bus workshop, school travel plans. Supports reducing emissions in line with targets through alternate transport methods. Council should look to encourage a higher promotion of meeting the physical activity guidelines (at least 2.5 hours of moderate or 1.25 hours of vigorous physical activity spread throughout the week.)

## 5. Summary of messages from other recent engagement projects

The body of work developed to draft the ITS considered and referenced existing community feedback related to transport and growth projects that had been sought through public consultation on town centre and area strategies, Waimakariri’s Walking and Cycling Network Plan, Waimakariri’s District Development Strategy, Greater Christchurch 2050 residents’ survey, and Council’s 2019 Community Survey. The summary of messages heard through these are contained in Abley’s Technical Note on Issues, Challenges and Strategic Context prepared in February 2023, as well as referenced in the ITS document.

However, since the Technical Note’s completion, a couple of other relevant engagements have been undertaken by Council, namely the 2022 Customer Satisfaction Survey, and the 2023 Community Outcomes refresh. A summary of feedback gained through these engagement processes that are particularly relevant to the ITS are summarised below.

### 2022 Customer Satisfaction Survey

In 2022, the Council repeated its three yearly survey to obtain an overview of residents’ satisfaction with the services and facilities provided by Council over time. Key satisfaction survey results show that in 2022:

- 78% of respondents were satisfied with town roads, 66% with small settlement roads, 66% with sealed rural roads, and 49% with unsealed rural roads. Generally, satisfaction levels here have slightly downward trended since the previous 2019 survey.
- The majority of respondents who shared an opinion are satisfied with shared paths and cycleways, bus shelters, cycle stands and EV chargers for vehicles.
- Satisfaction with off-street parking in Rangiora has seen a slight upward trend in 2022 to 63%, but satisfaction with off-street parking in Kaiapoi has seen a slight downward trend to 44% in 2022.
- 81% are satisfied with town footpaths, and 59% with small settlement footpaths in 2022.
- Park & Ride facilities in Rangiora and Kaiapoi received high levels of satisfaction among those respondents who shared an opinion.
- Among those who shared an opinion, most are satisfied with the overall standard of cycling facilities in the Waimakariri District.
- Some comments made by respondents include:
  - Improve maintenance programme to sealed roads
  - Ensure repairs to roads are efficient
  - Improve traffic congestion at Southbrook, Rangiora
  - Improve parking issues, including in the Rangiora and Kaiapoi town centres
  - Maintain sealed and unsealed rural roads better
  - Provide more footpaths in small settlements
  - Improve overall quality of maintenance
  - Investigate a passenger train service
  - Support alternative transport modes to reduce congestion.

### 2023 Community Outcomes refresh consultation

A refreshed environmental community outcome tested with the community via public consultation reads as follows: *[A District] ...that values and restores our environment...*

- a. *People participate in improving the health and sustainability of our environment.*
- b. *Land use is sustainable; biodiversity is protected and restored.*
- c. *Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.*
- d. *Our district transitions towards a reduced carbon and waste district.*
- e. *The natural and built environment in which people live is clean, healthy and safe.*
- f. *Our communities are able to access and enjoy natural areas and public spaces.*

Some key community feedback on these outcomes that relate to the ITS include:

- Council should have more commitment to mitigating the impacts of climate change
- A higher emphasis on public transport/reducing car dependence, and improving cycling would be beneficial
- Support more education of environmental issues in schools and or wider community
- Need stronger links to what Council can directly control i.e., its own emissions
- Te Mana Ora recommends that the Council consider the Healthy Streets Indicators within the Long-Term Plan and planning processes. The Healthy Streets Indicators is a framework and assessment tool for supporting a healthy and safe built environment. The built environment has a strong influence on the health and wellbeing of communities as it can influence people's everyday experiences and behaviours, such as using active transport.

- Federated Farmers understands that many in local government want to do more to fight climate change and its effects. The mandate for district/city councils is, however, limited and therefore the Council's focus should be on:
  - reducing the Council emissions footprint by moving to clean energy for Council buildings and using electric vehicles for fleet;
  - influencing carbon dioxide emissions more generally through planning and funding transport infrastructure and services; and
  - ensuring that local areas and communities adapt to the impact of climate change.

# Project Report

21 February 2020 - 22 January 2024

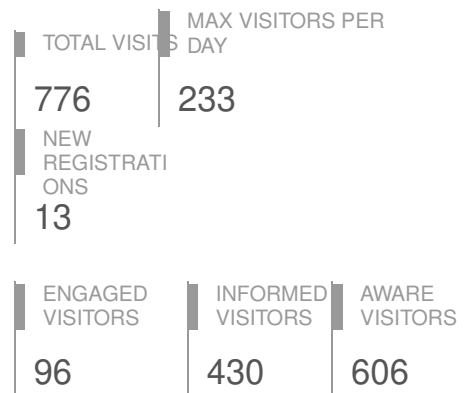
## Let's Talk Waimakariri Integrated Transport Strategy



### Visitors Summary

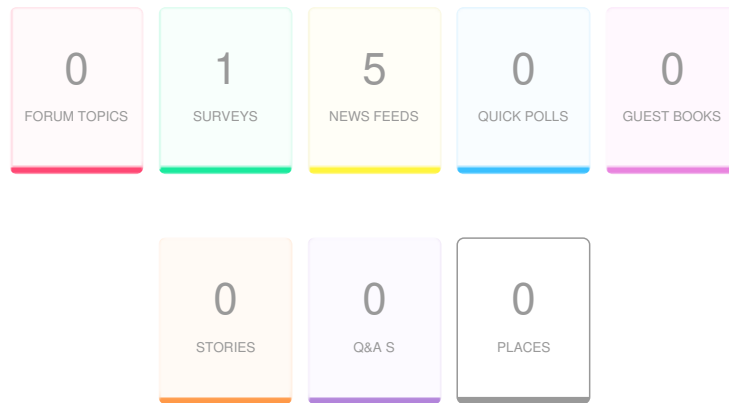


### Highlights



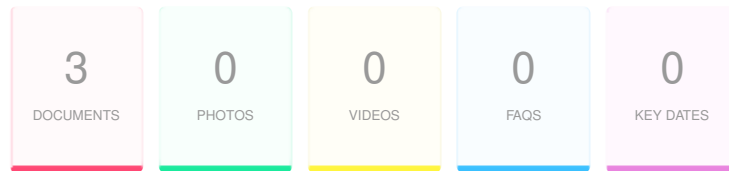
Aware Participants	606	Engaged Participants	96		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	606	Contributed on Forums	0	0	0
Informed Participants	430	Participated in Surveys	96	0	0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	156	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	262				
Contributed to a tool (engaged)	96				

## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	1. Create a well-connected multi-modal District	Published	1	0	0	0
Newsfeed	3. Design the transport network for the efficient movemen...	Published	1	0	0	0
Newsfeed	5. Achieve travel behaviour change	Published	1	0	0	0
Newsfeed	4. Deliver a safe transport system for everyone	Published	1	0	0	0
Newsfeed	2. Integrate land use and transport to underpin higher de...	Published	0	0	0	0
Survey Tool	Have Your Say	Archived	249	96	0	0

## INFORMATION WIDGET SUMMARY



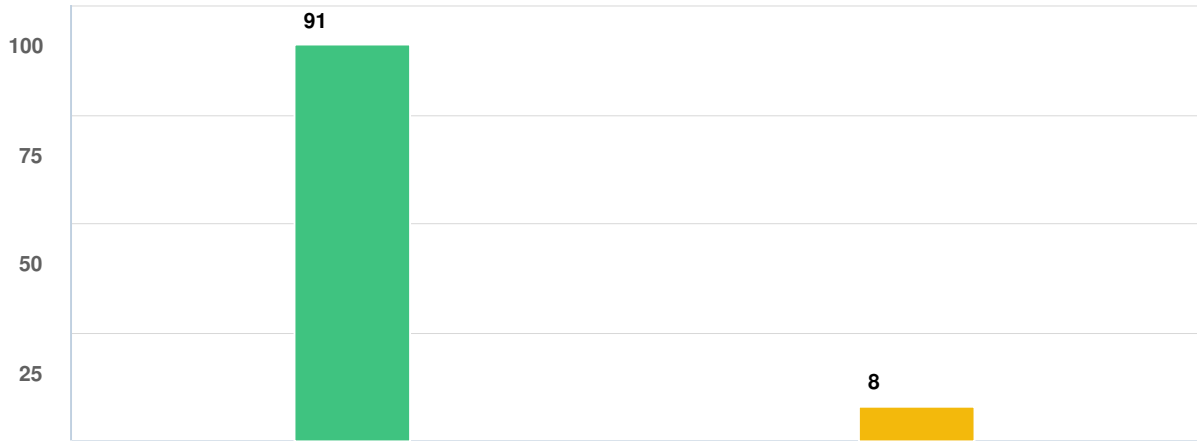
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Let's Talk - Integrated Transport Strategy summary	115	139
Document	Lets Talk - Integrated Transport Strategy - Full document	54	82
Document	Appendix A. Implementation Actions	29	32

## ENGAGEMENT TOOL: SURVEY TOOL

### Have Your Say

Visitors <b>249</b>	Contributors <b>96</b>	CONTRIBUTIONS <b>99</b>
---------------------	------------------------	-------------------------

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



**Question options**

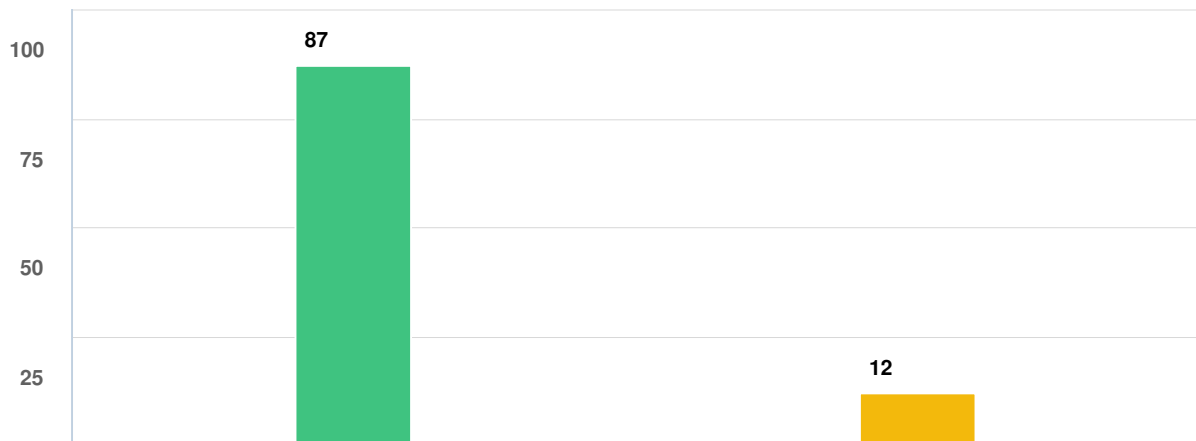
- Yes
- No

*Mandatory Question (99 response(s))*

*Question type: Checkbox Question*



**Do you think it is important that a variety of transport options are available in areas of higher density living in urban a...**



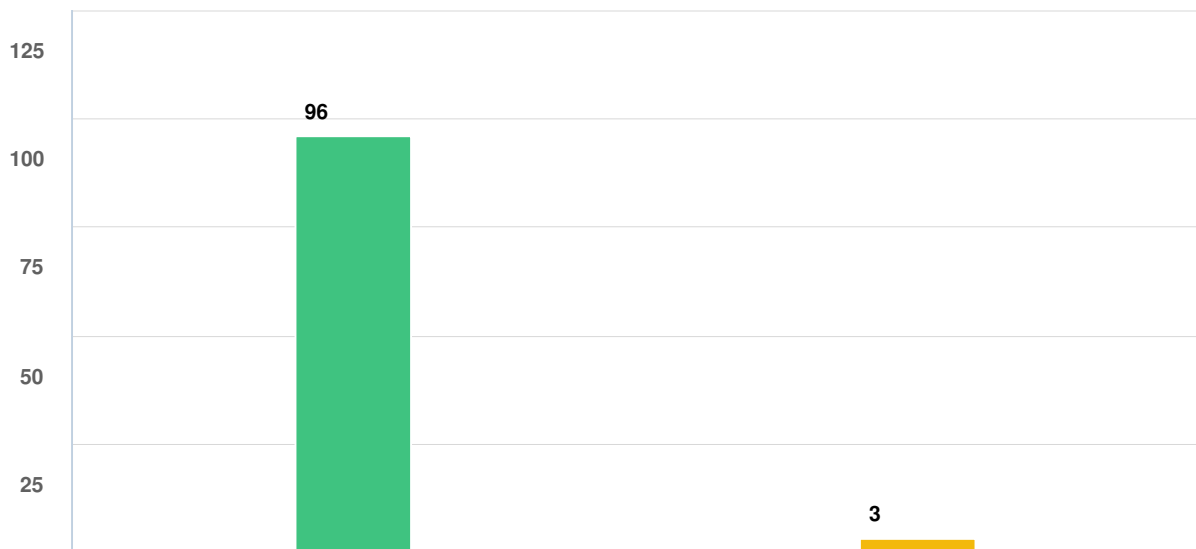
**Question options**

● Yes ● No

*Mandatory Question (99 response(s))*

*Question type: Checkbox Question*

**Do you support better connections for our freight movements and the upgrading of routes that ensure freight movement is effi...**



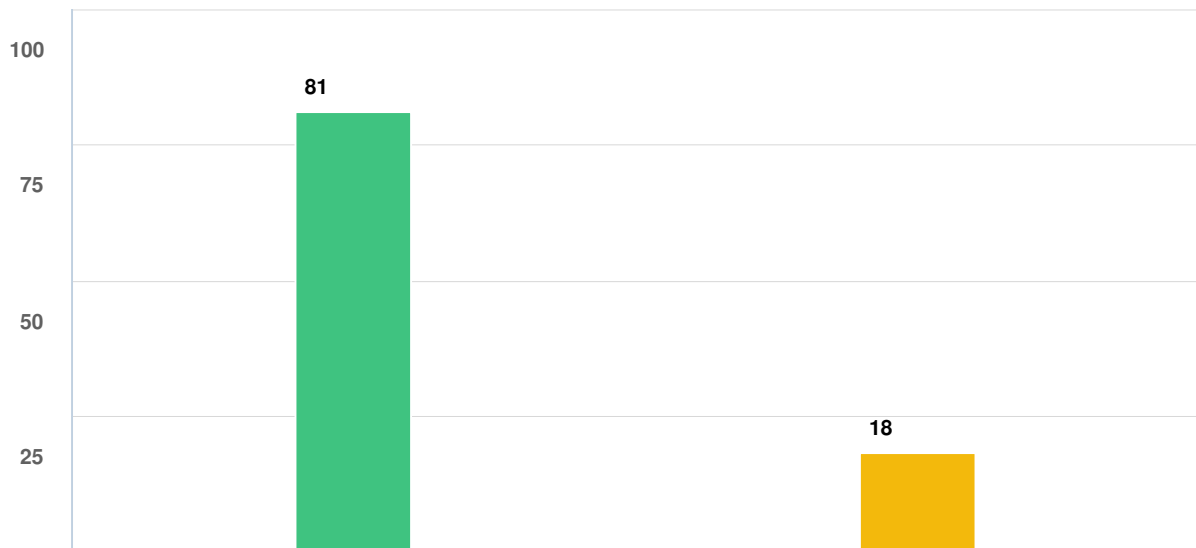
**Question options**

● Yes ● No

*Mandatory Question (99 response(s))*

*Question type: Checkbox Question*

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

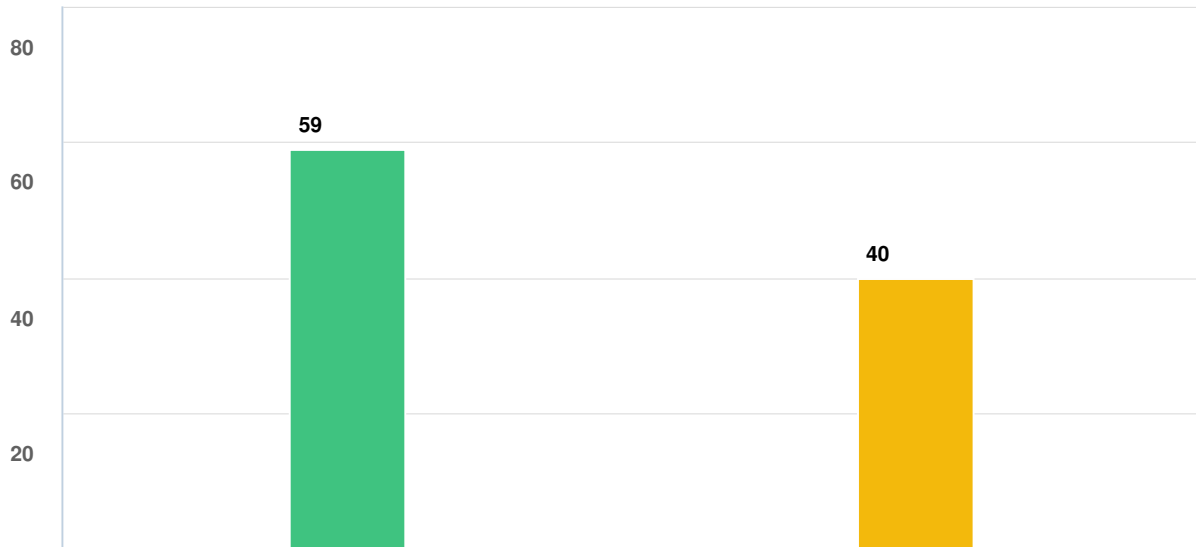


**Question options**

● Yes ● No

*Mandatory Question (99 response(s))*

*Question type: Checkbox Question*

**Should the Council allocate resources to encourage transport behavior change?****Question options**

● Yes ● No

*Mandatory Question (99 response(s))*

*Question type: Checkbox Question*

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-121 / 230921148303**REPORT TO:** COUNCIL**DATE OF MEETING:** 07 February 2024**FROM:** Joanne McBride – Roading & Transportation Manager  
Kieran Straw – Civil Project Team Leader**SUBJECT:** Fernside Road /Todds Road Intersection – Purchase of land over current designations held over No. 7 Todds Road and No. 245 Fernside Road.**SIGNED BY:**  
(for Reports to Council,  
Committees or Boards)  
Department Manager  
Chief Executive**1. SUMMARY**

- 1.1 The purpose of this report is to seek Council approval to commence formal property purchase negotiations over current Road Designations (WDC-35) that are included in the Proposed District Plan (PDP). As the PDP has not yet been adopted, the designations have not been formalised, however the property owners are aware of them and have raised no objections.
- 1.2 These designations were required to ensure adequate road reserve is available for the proposed intersection upgrade which will include a Right Turn Bay on Fernside Rd at the Todds Road intersection.
- 1.3 Designation WDC-35 is applicable to both No. 7 Todds Road, and No. 245 Fernside Road, and the scheme design has confirmed that at least a portion of both parcels of land will be required for the project.
- 1.4 The approximate area requested for purchase is 42.5 m<sup>2</sup> from No. 7 Todds Road and 116 m<sup>2</sup> from no. 245 Fernside Road.
- 1.5 The designated area for No. 7 Todds Rd is 111 m<sup>2</sup> in total. The requested land for purchase is less than the designated area because the intersection can be improved with a smaller area, and due to a miscommunication during the resource consent approval of the new development on the property, a stormwater management area now encroaches into a portion of the designated area.
- 1.6 The requested purchase of land on No. 245 Fernside Rd is for the full designated area.

**Attachments:**

- i. Site Location Plan with Road Designation WDC-35 (TRIM No. 230921148456).
- ii. Scheme Design confirming the Land Purchase requirements over the currently held road designations WDC-35 (TRIM No. 230912141945).

## 2. **RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 230921148303;
- (b) **Authorises** staff to commence property negotiations to purchase up to 42.5m<sup>2</sup> (more or less as required) from No. 7 Todds Road to allow for the upcoming intersection improvement project.
- (c) **Authorises** staff to commence property negotiations to purchase up to 116m<sup>2</sup> (more or less as required) from No. 245 Fernside Road to allow for the upcoming intersection improvement project.
- (d) **Notes** that staff will also prepare a Memorandum of Agreement with both property owners to include all other ancillary matters such as an easement as required to accommodate a MainPower stay wire within private property (not being purchased), fencing, plantings and driveways.
- (e) **Notes** that the staff will seek approval from the Council to purchase and ratification of the Memorandum of Agreements once the negotiations are completed.
- (f) **Notes** that the Scheme Design has been through an independent Road Safety Audit, minimising the risk that land purchase area will be inadequate for the design.
- (g) **Notes** that there is a total project budget of \$464,000 over the 2023 / 24 and 2024 / 25 financial years which is sufficient to allow this property purchase to proceed.
- (h) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

## 3. **BACKGROUND**

- 3.1 The West Rangiora structure plan was adopted by Council in August 2009, and set out the proposed urban boundaries for residential development. Under this plan, Fernside Road broadly formed the southern limit.
- 3.2 Due to developments in western Rangiora, and on-going congestion in Southbrook, Fernside Road has seen significant growth in traffic volumes.
- 3.3 In 2020 Council engaged Stantec to complete an assessment of the Western Rangiora Route, and as part of this an Implementation Plan was developed and subsequently adopted by the Council.
- 3.4 The Fernside Road / Todds Road Intersection upgrade project is a project identified through the West Rangiora Route Review and is intended to improve safety at the Todds Rd intersection and promote the Fernside Road as an alternative route to access Western Rangiora.
- 3.5 There are multiple industrial developments occurring along Todds Road in the near future which will result in increasing traffic using this route and the intersection. This project is timely to help mitigate the safety issues that may arise as a result of increase traffic movements, including heavy vehicles, turning right into Todds Road.
- 3.6 Road Designations (WDC-35) are currently included in the Proposed District Plan (PDP) over No. 7 Todds Road, and No. 245 Fernside Road (Refer Figure 1) although the PDP is yet to be adopted.

- 3.7 MainPower have provided a quote to relocate the required services to accommodate the new road layout. Included within this is a stay-pole that is to be relocated to the property boundary. The accompanying stay-wire will be required to be installed within private property. This is outside of the area proposed to be purchased, and therefore will require an easement to allow the project to proceed.



**Figure 1 – Road Designation (WDC-35) Extents**

- 3.8 The Scheme Design for the Intersection Improvements confirms the requirements for Land Purchase over currently held Land Designations (WDC-35), and the Scheme Design has also been through an Independent Road Safety Audit to minimise the risk that the identified land is insufficient for the delivery of the Scheme Design.

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

- 4.1. The development at No. 7 Todds Road is currently underway, and their consented Stormwater Management Area (SMA) encroaches into the original roading designation within the District Plan.

Staff have reviewed the proposed scheme design for the intersection and concluded that the proposed safety improvements can be designed and constructed giving the required outcomes within a smaller area, and therefore the land take required is less than the original designation.

- 4.2. Option One:

Proceed with the purchase of WDC-35 land designations from No. 7 Todds Road, and No. 245 Fernside Road, noting the reduced area required from No. 7 Todds Road as a result of the SMA construction. This still allows for safety improvements to be achieved at the intersection within the space identified.

Proceeding with the negotiations for land purchase now will allow settlement and payment of the land upon agreement in FY 24/25 and still allow the design, tender and construction to continue in FY 24/25.

This is the recommended option.

#### 4.3. Option Two

Proceed with the purchase of WDC-35 land designations from No. 7 Todds Road, and No. 245 Fernside Road, as per the original land designation within the District Plan and require that the developer of No. 7 Todds Road re-design their Storm Water Management Area to remain clear of the existing designation.

This is not the recommended option as the additional land area in the original designation is not required for the design of the right turn bay.

#### 4.4. Option Three:

Decline to purchase the two designated land parcels at either No. 7 Todds Road, or No. 245 Todds Road.

This option is not recommended as to decline proceeding with the property purchases will result in insufficient space to safely construct the right turn lane.

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

The latest traffic counts are in excess of 7,000 vehicles per day on Fernside Road, and 5,000 vehicles per day on Todds Road. To meet the requirements of the Engineering Code of Practice, this intersection should include a right turn bay, as per SD 263A.

#### 4.6. The Management Team have 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 this land purchase has no impact on Wahi Tapu, Wahi Taonga, Nga Wai, Nga Reporepo, or Nga Turanga Tupuna.

The project itself may be of interest to Runanga, and Mahaanui Kurataiao Ltd have been engaged to provide a Cultural Advice Report on the project. Staff have been advised by Mahaanui Kurataiao Ltd that fish survey need to be undertaken by appropriately qualified Council staff. An accidental discovery protocol is included in the construction contract.

#### 5.2. **Groups and Organisations**

No community groups or organisations are impacted by this proposal, however the Trucking Association will be informed of the project as the route is frequented by commercial vehicles.

#### 5.3. **Wider Community**

The proposed land purchase will overall assist in improving the intersection safety and benefits all road users. Use of Fernside Road as an alternative route to access Western Rangiora will be enhanced through the planned safety improvements at the intersection

Notification of the works to neighbouring businesses and road users will be carried out prior to the works progressing.

### 6. IMPLICATIONS AND RISKS

#### 6.1. **Financial Implications**

6.1.1. There is a budget of \$50,000 within PJ102135 in the current financial year for the design of the intersection improvement. This budget may also be used for enabling



works such as property valuations, and legal costs associated with the property purchases.

- 6.1.2. There is further budget of \$414,000 in the 2024 / 2025 financial year for the property purchase costs, and subsequent intersection widening project, which is yet to be estimated. Once the land purchase negotiations are well advanced, the works will be estimated, and any budgetary implications will be brought to the Council at that time if necessary.

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

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

The planned intersection improvements will result in a safer roading network by reducing the impacts of accidents.

## 6.3. **Risk Management**

There is little risk in progressing with the purchase of the required land as the council currently holds land designations on these properties for the purposes of this project.

Property owners are aware of these designations, and staff will be in direct contact with them upon acceptance of this report.

## 6.4. **Health and Safety**

This project has health and safety benefits to the road users as it overall improves the intersection safety.

The design will also be subjected to a Safety in Design Process during detailed design, as well as an independent Road Safety Audit.

## 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**

#### **Section 189 of the Local Government Act 2002 – Power to acquire land.**

Empower the Council to purchase any land or interest in land for any public work. Such acquisition should be conducted in the manner provided in the Public Works Act 1981.

#### **Section 16 of the Public Works Act 1981 – Empowering acquisition of land**

Every local authority is empowered to acquire under this act any land required for a local work for which is has financial responsibility.

#### **Section 17 of the Public Works Act 1981 – Acquisition by agreement**

Local authority may enter into an agreement to purchase any land for any public work for which the authority is responsible to work on.

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

#### ***Transport is accessible, convenient, reliable and sustainable***

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

- Our district has the capacity to provide alternative routes that are safe to access the district from different directions.

7.4. **Authorising Delegations**

The purchase of land requires Council approval.



# Land Designations (WDC-35)

**Disclaimer:**  
Land and property boundary information is sourced from and derived using Land Information New Zealand (LINZ) Land Parcels licensed for re-use by LINZ under the Creative Commons Attribution 4.0 International licence. The Waimakariri District Council does not give and expressly disclaims any warranty as to the accuracy or completeness of this information or its fitness for any purpose. Information on this map may not be used for legal disputes and should be independently verified before taking any action reliant upon it.

**Credits:**  
2023 Urban Aerial Imagery, 2022 Rural Aerial Imagery, 2022 Cust Anglican Cemetery UAV Imagery, Waimakariri District Council, Waimakariri District Council approved access only, Waimakariri District Council

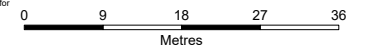
srinath.srinivasan@wmk.govt.nz

Waimakariri District Council

Date: 21/09/2023



Scale 1:564

Original page size: A4





**Legend**

## Water Nodes




-  Water Node
-  Water Network Mains & Facility Pipes

## Water Valves

-  Water Valve
- Water Pipes - Labels
- Stormwater Pipes - Labels



-  Stormwater Nodes

## Stormwater Channels


-  Network Drain
-  Receiving Waterway
-  Stormwater Network Mains, Facility Pipes & Culverts


 Designations

## Water Nodes




-  Water Node
-  Water Network Mains & Facility Pipes

## Water Valves

-  Water Valve
- Water Pipes - Labels
- Stormwater Pipes - Labels

-  Stormwater Nodes

## Stormwater Channels

-  Network Drain
-  Receiving Waterway
-  Stormwater Network Mains, Facility Pipes & Culverts



**NOTES:**

1. LINE MARKING, ROAD SIGNAGES AND NEW ROAD LAYOUT DESIGN IS IN ACCORDANCE WITH MOTSAM, NZTA TRAFFIC CONTROL DEVICES MANUAL: PART 4 AND WAIMAKARIRI DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE RESPECTIVELY.
2. STREET LIGHT NETWORK DESIGN WILL COMPLY AS/NZS 1158 CLAUSE 4.5.2 (b) PARTIAL LIGHTING CATEGORY V4 AND IS CURRENTLY A WORK IN PROGRESS - TO BE INCLUDED ONCE FINALISED.
3. MAINPOWER IS CURRENTLY WORKING ON INTERSECTION NETWORK DESIGN UPGRADATION - TO BE INCLUDED ONCE FINALISED.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN DETAILS	SS	---	---	12/09/2023

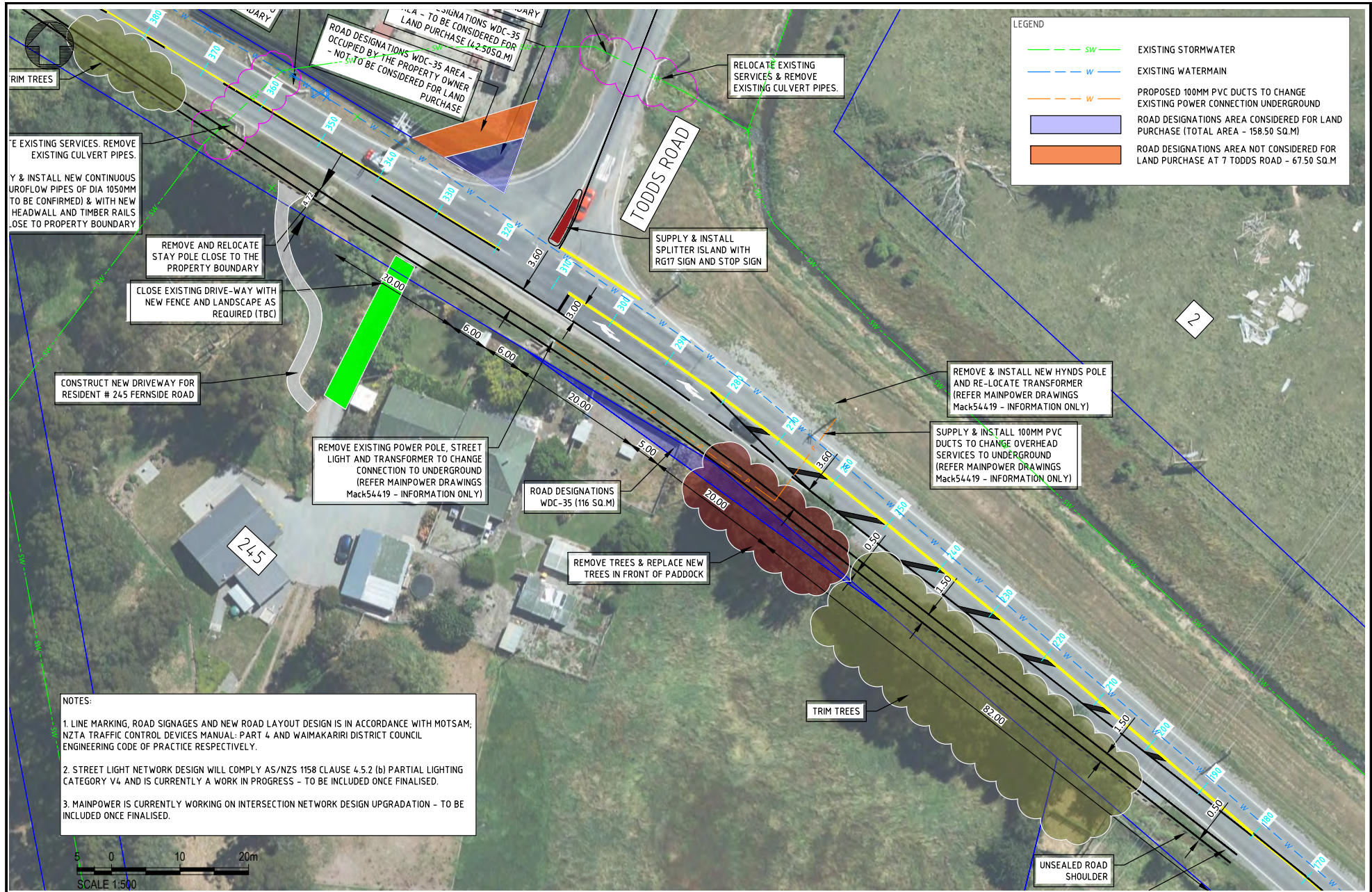
SURVEYED	---	12/09/2020	PROJECT No	PD002025
DRAWN	SS	12/09/2023	CON No	CON2020--
DRAWING CHKD	---	12/09/2020	SCALE (A3)	1:500
DESIGNED	SS	12/09/2023	DATUM ORIGIN	
DESIGNED CHKD	---	12/09/2020	HORIZONTAL NZTM	GD2000
APPROVED	---	12/09/2020	VERTICAL	NZVD 2016



PROJECT  
**FERNSIDE ROAD - TODDS ROAD INTERSECTION UPGRADE**

SHEET TITLE  
**CHAINAGE +0M - +160M**

**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 DRAWING NO: **4406**  
 SHEET: 01 REVISION: A



**NOTES:**

1. LINE MARKING, ROAD SIGNAGES AND NEW ROAD LAYOUT DESIGN IS IN ACCORDANCE WITH MOTSAM, NZTA TRAFFIC CONTROL DEVICES MANUAL: PART 4 AND WAIMAKARIRI DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE RESPECTIVELY.
2. STREET LIGHT NETWORK DESIGN WILL COMPLY AS/NZS 1158 CLAUSE 4.5.2 (b) PARTIAL LIGHTING CATEGORY V4 AND IS CURRENTLY A WORK IN PROGRESS - TO BE INCLUDED ONCE FINALISED.
3. MAINPOWER IS CURRENTLY WORKING ON INTERSECTION NETWORK DESIGN UPGRADATION - TO BE INCLUDED ONCE FINALISED.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN DETAILS	SS	---	---	12/09/2023

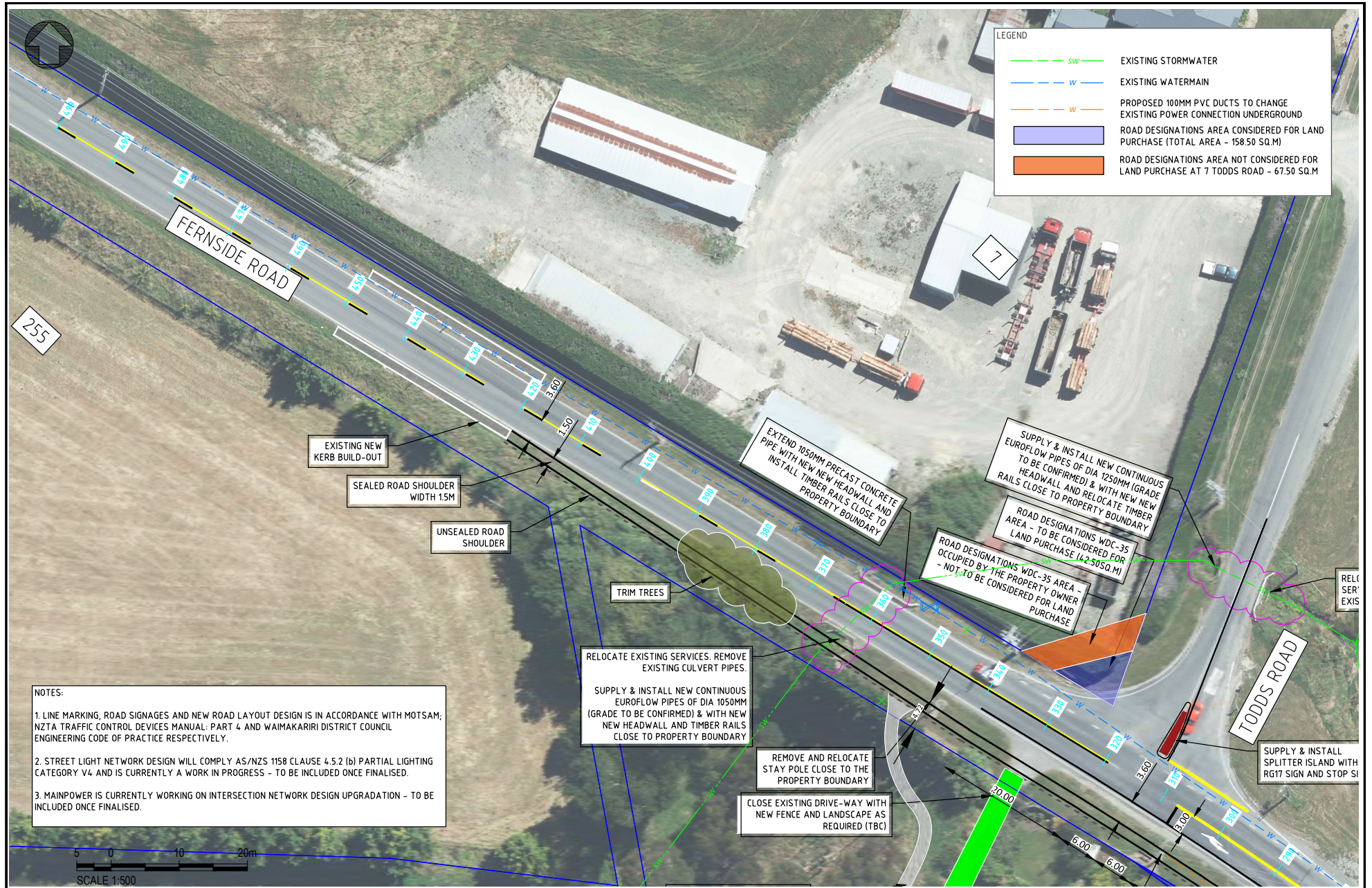
SURVEYED	---	12/09/2020	PROJECT No	PD002025
DRAWN	SS	12/09/2023	CON No	CON2020--
DRAWING CHKD	---	12/09/2020	SCALE (A3)	1:500
DESIGNED	SS	12/09/2023	DATUM ORIGIN	---
DESIGNED CHKD	---	12/09/2020	HORIZONTAL NZTM	GD2000
APPROVED	---	12/09/2020	VERTICAL	NZVD 2016



PROJECT  
**FERNSIDE ROAD - TODDS ROAD INTERSECTION UPGRADE**

SHEET TITLE  
 CHAINAGE +170M - +370M

<b>PRELIMINARY</b> NOT FOR CONSTRUCTION	
DRAWING	4406
SHEET	REVISION
02	A



**NOTES:**

1. LINE MARKING, ROAD SIGNAGES AND NEW ROAD LAYOUT DESIGN IS IN ACCORDANCE WITH MOTSAM, NZTA TRAFFIC CONTROL DEVICES MANUAL, PART 4 AND WAIMAKARIRI DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE RESPECTIVELY.
2. STREET LIGHT NETWORK DESIGN WILL COMPLY AS/NZS 1158 CLAUSE 4.5.2 (b) PARTIAL LIGHTING CATEGORY V4 AND IS CURRENTLY A WORK IN PROGRESS - TO BE INCLUDED ONCE FINALISED.
3. MAINPOWER IS CURRENTLY WORKING ON INTERSECTION NETWORK DESIGN UPGRADATION - TO BE INCLUDED ONCE FINALISED.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN DETAILS	SS	---	---	12/09/2023

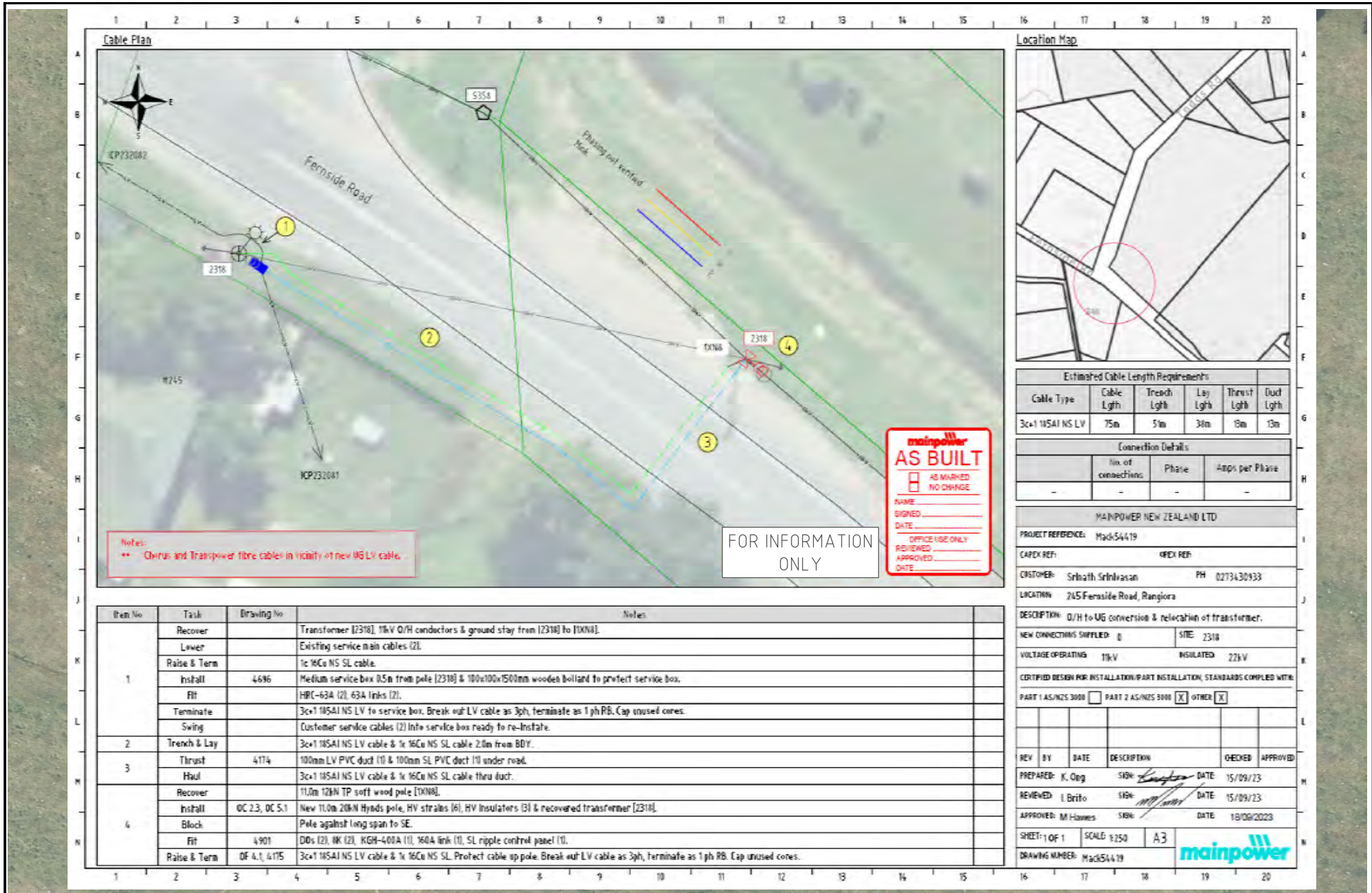
SURVEYED	---	12/09/2020	PROJECT No	PD002025
DRAWN	SS	12/09/2023	CON No	CON2020--
DRAWING CHKD	---	12/09/2020	SCALE (A3)	1:500
DESIGNED	SS	12/09/2023	DATUM ORIGIN	---
DESIGNED CHKD	---	12/09/2020	HORIZONTAL NZTM	GD2000
APPROVED	---	12/09/2020	VERTICAL	NZVD 2016



PROJECT  
**FERNSIDE ROAD - TODDS ROAD INTERSECTION UPGRADE**

SHEET TITLE  
 CHAINAGE +370M - +500M

**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 DRAWING  
 SHEET 03 REVISION A



Cable Type	Cable Lgth	Trench Lgth	Lay Lgth	Thrust Lgth	Duct Lgth
3c+1 16SAI NS LV	75m	5m	38m	18m	13m

	No. of connections	Phase	Arms per Phase
-	-	-	-

**MAINPOWER NEW ZEALAND LTD**

PROJECT REFERENCE: Mack54419

CAPEX REF: \_\_\_\_\_ CREX REF: \_\_\_\_\_

CUSTOMER: Srihath Srinivasan PH 0273430933

LOCATION: 245 Fernside Road, Rangiora

DESCRIPTION: O/H to UG conversion & relocation of transformer.

NEW CONNECTIONS SHIPPED: 0 SITE: 2318

VOLTAGE OPERATING: 11kV INSULATED: 22kV

CERTIFIED DESIGN FOR INSTALLATION/PART INSTALLATION, STANDARDS COMPLIED WITH:

PART 1 AS/NZS 3000  PART 2 AS/NZS 3000  OTHER

REV	BY	DATE	DESCRIPTION	CHECKED	APPROVED
PREPARED:	K. Ong	SIGN: <i>K. Ong</i>	DATE: 15/09/23		
REVIEWED:	L. Brito	SIGN: <i>L. Brito</i>	DATE: 15/09/23		
APPROVED:	M. Hawes	SIGN: <i>M. Hawes</i>	DATE: 18/09/2023		

SHEET: 1 OF 1 SCALE: 1:250 A3

DRAWING NUMBER: Mack54419

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN DETAILS	SS			12/09/2023

SURVEYED	---	--/--/2020	PROJECT No	PD002025
DRAWN	SS	12/09/2023	CON No	CON2020--
DRAWING CHKD	---	--/--/2020	SCALE (A3)	1:500
DESIGNED	SS	12/09/2023	DATUM ORIGIN	
DESIGNED CHKD	---	--/--/2020	HORIZONTAL NZTM GD2000	
APPROVED	---	--/--/2020	VERTICAL	NZVD 2016



**PROJECT**

**FERNSIDE ROAD - TODDS ROAD INTERSECTION UPGRADE**

**SHEET TITLE**

**MAINPOWER INITIAL DESIGN (Mack54419) CHANGING OVERHEAD SERVICES TO UNDERGROUND (INFORMATION ONLY)**

**PRELIMINARY**  
NOT FOR CONSTRUCTION

DRAWING: 4406

SHEET: 04 REVISION: A



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-85 / 231004156477**REPORT TO:** COUNCIL**DATE OF MEETING:** 07 February 2024**FROM:** Joanne McBride – Roading & Transportation Manager  
Kieran Straw – Civil Projects Team Leader**SUBJECT:** Bradleys Road / McHughes Road / Tram Road Roundabout – Approval of Scheme Design and Purchase of land at No. 3 Wards Road, Mandeville.**SIGNED BY:**  
(for Reports to Council,  
Committees or Boards)  
Department Manager  
Chief Executive**1. SUMMARY**

- 1.1 The purpose of this report is to seek Council approval:
- a. To commence formal property purchase negotiations over property purchase at No. 3 Wards Road, Mandeville.
  - b. To approve the Scheme Design for the proposed roundabout at the intersection of Tram Road / Bradleys Road / McHughes Road.
- 1.2 Property purchase is required to allow for the construction of a roundabout at the Tram Road / Bradleys Road / McHughes Road intersection suitable for a design speed of 80 km/hr.
- 1.3 The approximate area of property purchase is 247m<sup>2</sup> and coincides with the existing fence line. Final area may be increased or reduced as required.

**Attachments:**

- i. Scheme Design confirming the Land Purchase requirements (TRIM No. 231004156474)

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** report No. 231004156477;
- (b) **Approves** the Scheme Design for the proposed roundabout at the intersection of Tram Road / Bradleys Road / McHughes Road.
- (c) **Authorises** staff to commence property negotiations to purchase approximately 247m<sup>2</sup> (more or less) of land from No. 3 Wards Road as required to allow for the upcoming intersection improvement project.
- (d) **Notes** that Council approval is required prior to any land purchase being completed.

- (e) **Notes** that there is a total project budget of \$1,900,000 over the 2023/24 and 2024/25 financial years to allow this property purchase, and subsequent roundabout construction to be completed.
- (f) **Notes** that the Scheme Design has undergone an Independent Road Safety Audit to confirm that the roundabout is appropriately sized, and that the proposed land purchase area is sufficient for the required roundabout. Further Road Safety Audits will be carried out on the Detailed Design, and Post Construction stages of the project.
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for their information.

### 3. **BACKGROUND**

- 3.1 A route assessment and prioritisation plan (Trim No. 200723092827) was completed in 2020 as part of the Tram Road Safety review.
- 3.2 The Tram Road Prioritisation Plan was adopted by the Utilities and Roothing Committee in November 2020 which included a proposed intersection treatment at the Tram Road / Bradleys Road and McHughs Road, with a rural roundabout being the preferred option.
- 3.3 The Tram Road / Bradleys Road / McHughs Road intersection has been flagged as a high-risk intersection within Council Staffs Route Assessment Report in 2020.
- 3.4 There have been five reported crashes between 2018 and 2023 which involve through and turning traffic at this intersection. Of these, there has been one serious, three minor and one non injury.
- 3.5 The settlement of Mandeville has a commercial area and a significant number of large lifestyle rural-residential properties around the area. Traffic volumes on Tram Road and in the wider vicinity are likely to continue to increase over time.
- 3.6 The Scheme Design for the Intersection Improvements confirms the requirements for Land Purchase at No. 3 Wards Road, Mandeville, based on a roundabout with a diameter of 14m, which is the minimum radius for an approach speed of 80km/hr.

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

#### 4.1. Option One:

Approve the Scheme Design as per attachment i. and proceed with the required land purchase from No. 3 Wards Road, Mandeville.

Proceeding with the negotiations for land purchase now will allow settlement and payment of the land upon agreement in the 2023/24 financial year, and still allow the design, tender and construction to continue as planned in the 2024/25 financial year (subject to NZ Transport Agency co-funding).

This is the recommended option.

#### 4.2. Option Two:

Decline to purchase the property at No. 3 Wards Road and instruct staff to redesign the proposed roundabout to fit within the existing road boundary.

This option is not recommended as the designed roundabout is intended for an approach speed of 80km/hr and to reduce this may result in an increase in the number of accidents expected following the installation of the roundabout due to the reduced speed required to

navigate the roundabout. The roundabout has been designed to meet current design standards and will not fit within the available road reserve.

A roundabout design that fits within the existing road reserve would have a maximum vehicle user speed of 70km/h (on the approaching roads), with the area having a posted 80k/m speed limit.

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

The latest traffic counts on Tram Road are approaching 7,000 vehicles per day, and the intersection is located at the Manderville Village, within an 80km/hr speed zone. To ensure this intersection complies with the Waka Kotahi Safe Systems, a roundabout is the recommended intersection approach to reduce the likelihood and severity of accidents at this intersection.

- 4.4. The Management Team have 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 this project has no impact on Wahi Tapu, Wahi Taonga, Nga Wai, Nga Reporepo, or Nga Turanga Tupuna.

### **5.2. Groups and Organisations**

No community groups or organisations are impacted by this proposal, however the Trucking Association will be informed of the project as the route is frequented by commercial vehicles.

The roundabout will be designed to accommodate semi-trailers and will include over-run aprons for over dimension vehicles where required.

### **5.3. Wider Community**

The proposed land purchase will allow a roundabout to be installed which will overall assist in improving intersection safety and provide benefits all road users.

## **6. IMPLICATIONS AND RISKS**

### **6.1. Financial Implications**

6.1.1. There is a budget of \$60,000 within PJ102136.000.5133 in the current financial year for the design of the intersection improvement. This budget may also be used for enabling works such as property valuations, and legal costs associated with the property purchases.

6.1.2. There is further budget of \$1,840,000 in the 2024/25 financial year for the property purchase costs, and subsequent intersection upgrade project, which is yet to be estimated.

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

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

The planned intersection improvements will result in a safer roading network by reducing the impacts of accidents.

### 6.3. Risk Management

There is risk that the property owner may decline to sell or may put a price premium on the land. Council Staff will work closely with the property owner and valuers to work towards a fair and reasonable solution.

If a suitable resolution cannot be reached, then staff would need to consider other design changes to be able to accommodate a roundabout. This could include an option to reduce the circulating diameter of the roundabout, however this is not recommended at this time as it is desirable to achieve the roundabout diameter of 14m for an approach speed of 80km/hr, to meet the design standards.

The 14m diameter is the minimum diameter for a design speed of 80 km/hr.

### 6.4. Health and Safety

This project has health and safety benefits to the road users as it overall improves the intersection safety.

The design will also be subjected to a Safety in Design Process during detailed design, as well as an independent Scheme, Detailed and Post Construction Road Safety Audit.

## 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

#### **Section 189 of the Local Government Act 2002 – Power to acquire land.**

Empower the Council to purchase any land or interest in land for any public work. Such acquisition should be conducted in the manner provided in the Public Works Act 1981.

#### **Section 16 of the Public Works Act 1981 – Empowering acquisition of land**

Every local authority is empowered to acquire under this act any land required for a local work for which is has financial responsibility.

#### **Section 17 of the Public Works Act 1981 – Acquisition by agreement**

Local authority may enter into an agreement to purchase any land for any public work for which the authority is responsible to work on.

### 7.3. Consistency with Community Outcomes

#### ***There is a safe environment for all***

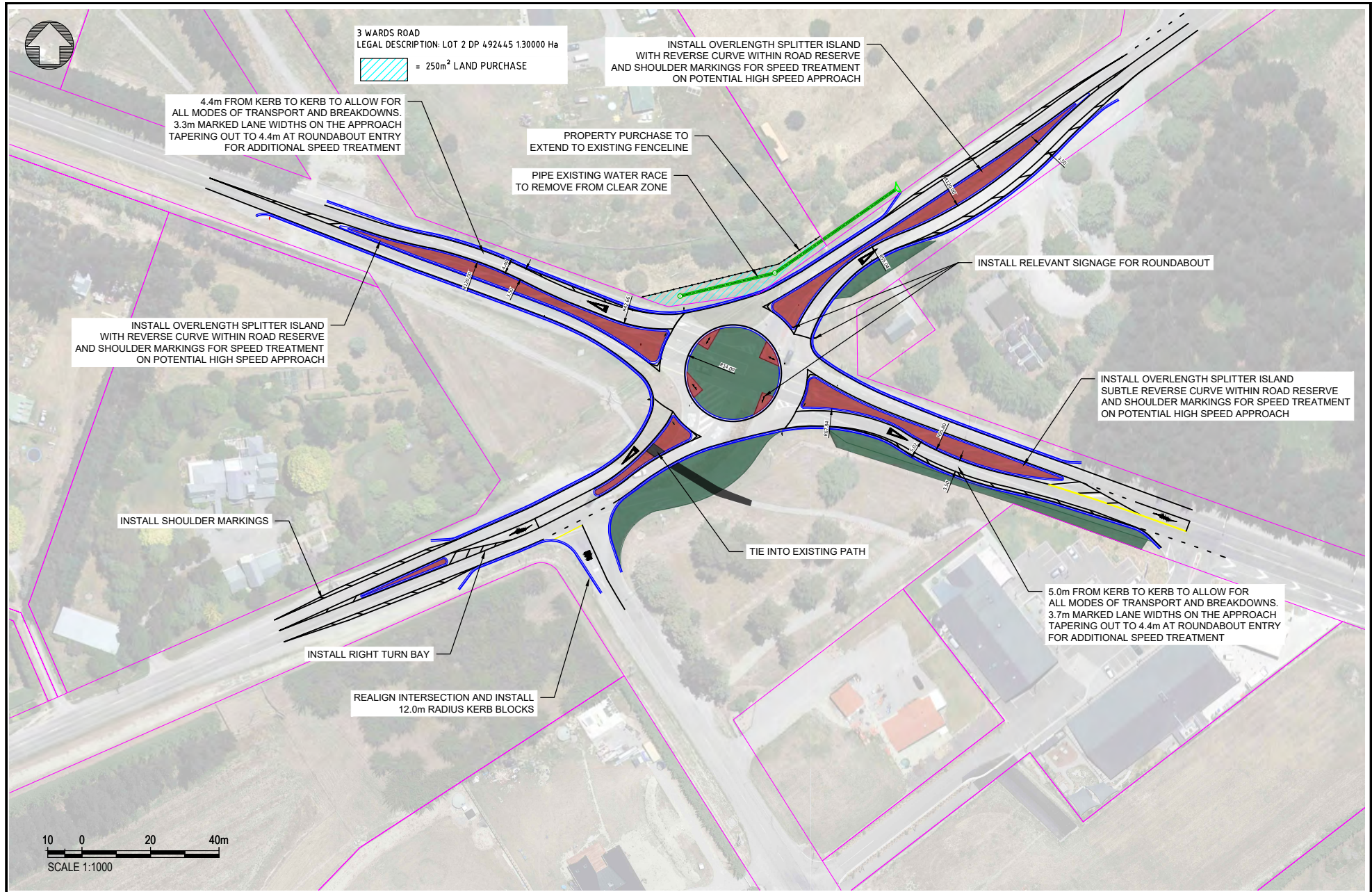
- Harm to people from natural and man-made hazards is minimised.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

#### ***Transport is accessible, convenient, reliable and sustainable***

- 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 purchase of land requires Council approval.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK	---	---	4/10/2023
B	ADJUSTED SCHEME DESIGN	AK	KS	---	21/11/2023

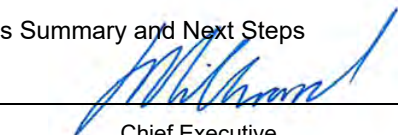
SURVEYED	PROJECT No
-- --	PD002019
DRAWN GK 04/10/2023	CON No
DRAWING CHKD KS --	SCALE (A3) 1:1000
DESIGNED AK 21/11/2023	DATUM ORIGIN
DESIGNED CHKD KS 21/11/2023	HORIZONTAL NZTM GD2000
APPROVED JM --/--/2023	VERTICAL



PROJECT  
BRADLEYS ROAD / MCHUGHS RIAD  
ROUNDBOUT

SHEET TITLE  
14m RADIUS SCHEME DESIGN

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4412
SHEET	REVISION
01	B

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-31-22 / 240124010183**REPORT TO:** COUNCIL**DATE OF MEETING:** 7<sup>th</sup> February 2024**AUTHOR(S):** Joanne McBride, Roading and Transport Manager  
Gerard Cleary, General Manager - Utilities & Roading**SUBJECT:** Speed Management Plan – Submissions Summary and Next Steps**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 a summary of submissions received from consultation on the Waimakariri District Council Draft Speed Management Plan 2023-2027, and;
  - To confirm the next steps for consideration of speed limits within the District, particularly in light of the recent direction provided by central government.
- 1.2. Consultation on the Draft Speed Management Plan 2023-2027 opened on 27 October 2023 and closed on 27 November 2023.
- 1.3. At the time the Draft Speed Management Plan was developed and approved for consultation, the Setting of Speed Limits Rule 2022 was in place (the original Rule).
- 1.4. Since this time there has been a change in central government and an amendment to the legislation, with the previous rule being replaced by the “Setting of Speed Limits Rule 2022 (as at 15 December 2023)” (the amended rule).
- 1.5. A summary of the amendments to the Principal Rule is included in Attachment xii and is outlined as follows:
- Remove the mandatory requirement to create speed management plans in the Principal Rule; and
  - Allow the Minister to set deadlines for speed management planning; and
  - Revoke any existing deadlines set by the Agency under clause 3.6 of the Principal Rule; and
  - Remove any other existing deadlines for speed management planning in the Principal Rule.
- 1.6. The current “Setting of Speed Limits Rule 2022 (as at 15 December 2023)” still allows both variable and permanent speed limits to be set around schools, however the timeframes in the original rule for changing speed limits around schools has been removed.
- 1.7. The new Minister of Transport has indicated that a review of the Setting of Speed Limits Rule (as at 15 December 2023) is currently underway and that the rule is to be replaced (refer to attachment xiii). The Minister has also encouraged Road Controlling Authorities to wait until the new rule is in place to before progressing Speed Management Plans further (also refer attachment xiv).

- 1.8. It is however considered to be beneficial for Council to continue with the hearings, as the consultation was carried out on what was considered to be a “do minimum approach” at the time. The changes proposed were targeted at higher risk areas and as such there would still be benefit in continuing and considering the Communities feedback.
- 1.9. During consultation on the Draft Speed Management Plan, submissions were received in various forms, as listed below.
- ❖ Nine emails from the community.
  - ❖ 77 community submissions via the “Let’s Talk” consultation page.
  - ❖ Seven school submissions via the “Let’s Talk” consultation page.
  - ❖ Two school submissions via email.
  - ❖ Three submissions from groups.
  - ❖ Six submissions from key stakeholders, including Mahaanui Kurataiao Ltd.
  - ❖ One late community submission and one late school submission, which have been included for information.
  - ❖ One community submission, which has been included for information but this has not been considered within the feedback as all of the commentary relates to Christchurch City Council roads and schools.
- 1.10. Overall, 20 submitters have indicated that they wish to present their views to Council.
- 1.11. Two submissions were received following the close of the consultation, however have been included for completeness. As they were late submissions these have not been included in the results.
- 1.12. The following options are available to Council:
- **Option One** – Put on hold any further work in this area until the new Setting of Speed Limits Rule is released and notify all submitters accordingly. This is not the preferred option as it does not allow for the submitters to present their views through the Hearings process.
  - **Option Two** – Continue with the hearings to allow submitters to present their views through the Hearings process. Determine an appropriate response which could include the highest priority and schools, as agreed with the Hearings Committee. Progress proposed speed limit changes as agreed with Council, without adoption of an Overarching Speed Management Plan.  
  
This is the recommended option as it allows the Hearings to continue and the Hearings Panel to consider the proposed speed limit changes, prior to making a recommendation to Council.
  - **Option Three** - Continue with the Hearings to allow submitters to present their views through the Hearings process and consideration of adoption of the Speed Management Plan as it was consulted upon.
- 1.13. A Hearings date of 28 February 2024 is proposed to hear submitters.

Attachments:

- i. Draft Speed Management Plan – Consultation Version (TRIM No. 231012162681)
- ii. Public Consultation Submissions – Community Responses (TRIM No. 240112003792)
- iii. Public Consultation Submissions – School Online Responses (TRIM No. 240111003115)
- iv. Public Consultation Submissions – Community Emails (TRIM No. 240112003566)
- v. Public Consultation Submissions – School Written Responses (TRIM No. 240112003812)
- vi. Public Consultation Submissions – Mahaanui Kurataiao Ltd. Submission (TRIM No. vi)
- vii. Public Consultation Submissions – Key Stakeholders (TRIM No. 240115003915)
- viii. Public Consultation Submissions – Other Groups (TRIM No. 240112003825)
- ix. LATE Public Consultation Submissions – Oxford Area School (TRIM No. 240112003800)



- x. LATE Public Consultation Submissions – Community Emails (TRIM No. 240112003806)
- xi. FOR INFORMATION Public Consultation Submissions – Community Response relating to Christchurch City Council Roads (TRIM No. 240112003766)
- xii. Land Transport Rule: Setting of Speed Limits Amendment 2023 (TRIM No. 240124010184)
- xiii. Letter from the Minister of Transport to Waimakariri District Council (TRIM No. 240124010185)
- xiv. Director of Land Transport Update 13 December 2023 (TRIM No. 240124010186)

## 2. **RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 240124010183;
- (b) **Receives** all submissions on the Draft Speed Management Plan 2023-2027.
- (c) **Approves** continuing with the Hearings to allow submitters to present their views through the hearings process, for the Hearings Panel to then consider possible speed limit changes, and to make recommendations to Council without adoption of the overarching Speed Management Plan at this time, as outlined in Option Two.
- (d) **Approves** a Hearings date of 28 February 2024 is proposed.
- (e) **Notes** that a separate report to the Hearings Panel meeting will be prepared.
- (f) **Notes** that changes to the original Setting of Speed Limit Rule 2022 were made in December 2023 and this included the removal of the mandate to prepare a Speed Management Plan and implement changes outside of schools by December 2027.
- (g) **Notes** that the Minister of Transport has signalled that a new Setting of Speed Limit Rule is being prepared and will be released in early 2024 and a decision on adoption of the overarching Speed Management Plan can be considered once there is further clarity.

## 3. **BACKGROUND**

- 3.1. Consultation on the Draft Speed Management Plan 2023-2027 opened on 27 October 2023 and closed on 27 November 2023.
- 3.2. At the time the Draft Speed Management Plan was developed and approved for consultation, the Setting of Speed Limits Rule 2022 was in place (the Original rule).
- 3.3. Since this time there has been a change in central government and an amendment to the legislation, with the previous rule being replaced by the “Setting of Speed Limits Rule 2022 (as at 15 December 2023)”.
- 3.4. As part of the consultation process, the following questions (yes/no response), specific to the speed management plan, were asked.

### **Question No.**

- 1. *Do you agree with the Council objectives in the proposed speed management plan?*
- 2. *Do you agree with the proposal to reduce speeds around schools?*
- Do you agree with the proposed speed limits for the following roads:**
- 3. *Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi’s State Highway One proposed speed limit change)?*
- 4. *Beach Road, from 80 m east of Tuhoë Avenue (70 km/h to 50 km/h) to coincide with the extending development?*
- 5. *Beach Road, 690 m east of Tuhoë Avenue to 200 m west of Dunns Avenue?*
- 6. *Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)?*

7. *Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)?*
8. *Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)?*
9. *Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)?*
10. *Tram Road (Two Chain Road intersection speed zone), from 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)?*
11. *Tram Road (Earlys Road intersection speed zone), from 150 m east of the Earlys Rod intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)?*

3.5. The following questions (lower/stay the same/higher response) were asked during the consultation to get a gauge on where community perceptions sit in relation to speed limits.

**Question No.**

12. *When you think about your local school, what do you think about the current speed limit?*
13. *When you think about the road or street you live on, what do you think about the current speed limit?*
14. *When you think about streets in our town centres, what do you think about the current speed limit?*
15. *What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?*
16. *If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?*
17. *When you think about rural roads in our District, what do you think about the current speed limit?*
18. *When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?*

3.6. The following graphs summarise the feedback received across all submitters for the questions as noted above.

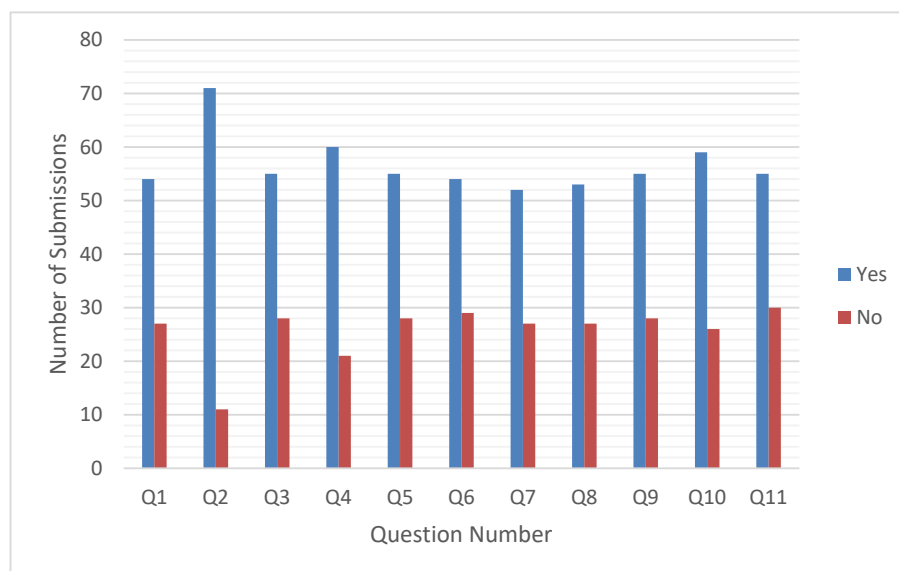


Figure One – Responses to Questions 1 to 11 (Specific questions)

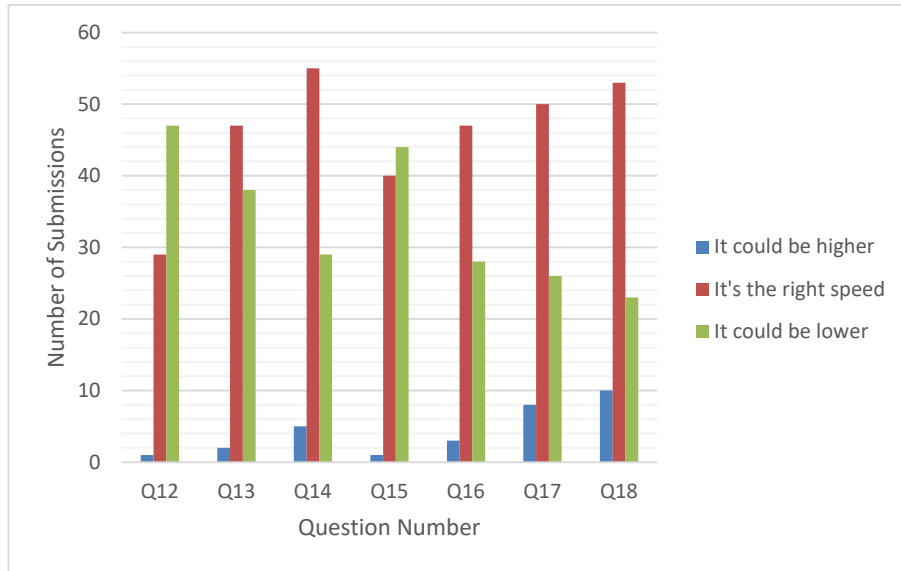


Figure Two – Responses to Generic Questions 12 to 18 relating to community perceptions.

- 3.7. Figure 1 above graphs indicate that there is strong support for the proposal to reduce speed limits around schools (Question 2) and all proposed specific speed limit changes received good support.
- 3.8. Figure 2 is related to public perceptions around speed, with the questions being more generic in nature. The graph shows that there was higher support for lower speeds around schools (Question 12), with support for lower speeds around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae, being fairly even (Question 15).

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

- 4.1. The consultation was promoted extensively through social media outlets and print media. In total, 86 submissions were received via the 'Let's Talk' online platform and 16 were received via email. The online engagement statistics are broken down as follows:
- There were approximately 1200 visits to the consultation page.
  - 987 people clicked on the consultation.
  - 426 sought further information, including downloading the Draft Speed Management Plan.
  - 86 people provided feedback to the consultation.
- 4.2. Overall, there was generally a positive sentiment from the community towards the questions asked directly about this iteration of the speed management plan. The summary of responses is shown above in Figure 1 & 2 above.
- 4.3. The following options are available to Council:
- **Option One** – Put on hold any further work in this area until the new Setting of Speed Limits Rule is released and notify all submitters. This is not the preferred option as it does not allow for the submitters to present their views through the Hearings process.

This also does not address safety outside of schools, nor does it address areas where speed limit changes are required in the shorter-term including Sefton School, Beach Road and rural intersection speed signs.

Not progressing this decision will also result in NZ Transport Agency (Waka Kotahi) co-funding from signage upgrade work in the current financial year being lost.

- **Option Two** - Continue with the hearings to allow submitters to present their views through the Hearings process. Determine an appropriate response which could include the highest priority and schools, as agreed with the Hearings Committee. Progress proposed speed limit changes as agreed with Council, without adoption of an Overarching Speed Management Plan.

This option would allow the submitters to be heard and for the speed limit changes within the consultation document be considered, which includes schools. The risk would remain that the new Setting of Speed Limits Rule may change requirements around schools and these changes may not align with changes proposed by Council.

The current Setting of Speed Limit Rule (as at 15 December 2023) continues to allow for a mixture of permanent and variable speed limits around schools.

This is the recommended option.

- **Option Three** - Carry on with the Hearings to allow submitters to present their views through the Hearings process and consideration of adoption of the Speed Management Plan as it was consulted upon.

This option would allow the submitters to be heard and for safety around schools to be addressed. The risk would remain that the new Setting of Speed Limits Rule may change requirements around schools and these changes may not align with changes proposed by Council or the draft Speed Management Plan.

It is preferable to have more clarity from central Government on the new Setting of Speed Limits Rule and the role that Speed Management Plans will play, and as such this is not the recommended option.

#### 4.4. Implications for Community Wellbeing

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

Speed is directly related to impact severity if a crash was to occur.

- 4.4.2. Council have undertaken consultation to provide interested parties the opportunity to have their say and be heard. All feedback received is included in Attachments ii to xi.

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

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

Te Ngāi Tūāhuriri hapū was given the opportunity to provide feedback and be heard. Their feedback is provided in Attachment vi.

In summary Runanga have supported the proposal for variable speed signs either side of the school and requested an additional sign north of the urupā for events at the Marae, to be used in conjunction with the school signs. This will require further consideration.

## 5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. The key stakeholders, as listed below, were given the opportunity to provide feedback and be heard.
- Te Whata Ora (formerly the Canterbury District Health Board)
  - Environment Canterbury
  - Fire and Emergency New Zealand
  - The New Zealand Police
  - New Zealand Automobile Association
  - New Zealand Trucking Association
  - Road Transport Association
  - Road Transport Forum
  - Waka Kotahi
  - Waimakariri District schools
  - Youth Council
  - Waimakariri Access Group
- 5.2.3. Feedback was received from six of these stakeholders with the and the feedback is included in Attachment vii.
- 5.2.4. Other groups including Spokes Canterbury, NZ School Speeds and Federated Farmers provided submissions which are included in Attachment viii.

## 5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. Council have undertaken consultation to provide interested parties the opportunity to have their say and be heard. All feedback received is shown in Attachments ii and iv.
- 5.3.3. All public engagement has been undertaken in accordance with the Communications and Engagement Plan.
- 5.3.4. The public was asked to provide feedback on speed limits on individual roads as well as generic questions around the topic of speed, speed limits, and speed management, to allow gathering of data on public perceptions.
- 5.3.5. Feedback received from schools is included in Attachments iii, v and iv (late submission).
- 5.3.6. Specific requests for further speed limit reductions were received for a number of locations including Tram Road up to Two Chain Rd, Dixons Road, Ashley School, Cust Village, Mill Road Cust, Tuahiwi Marae and all Town Centres.

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

### 6.1. **Financial Implications**

- 6.2. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.

- 6.3. The majority of the cost associated with changing speed limits is in signage. Budget is included in the Low-Cost Low-Risk Road to Zero funding area for the 2023/24 year. Further co-funding for 2024/25 was to be sought as part of the 2024-2027 National Land Transport Programme (NLTP).
- 6.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.
- 6.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor.
- 6.6. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.
- 6.7. **Sustainability and Climate Change Impacts**
- 6.8. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.9. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 6.10. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in other lower-emissions modes of transport, such as walking, cycling, and horse-riding.
- 6.11. **Risk Management**
- 6.12. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.13. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.
- 6.14. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.
- 6.15. There is a reputation risk to Council should the decision be made not to hold hearings, as submitters have indicated they wish to be heard and may feel their input into the process is not valued.
- 6.16. There is a reputational risk to Council that should the decision be made to not progress schools, that it may be perceived that Council do not road safety in these high risk areas to be important.

6.17. There is a risk that central Government direction and the new Setting of Speed Limits rule once released will not align with Council direction.

6.18. **Health and Safety**

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

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

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

7.2.1. The Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2022 (as at 15 December 2023) outlines the responsibility of the RCA.

7.2.2. It is required changes to speed limits are approved by the Director of Land Transport before any changes to posted speed limits can be made.

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

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

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

***There is a safe environment for all.***

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

***Transport is accessible, convenient, reliable, and sustainable.***

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

### 7.4. **Authorising Delegations**

7.4.1. The Council are responsible for hearing submissions from consultation undertaken and for decisions related to the adoption (or not) of a Speed Management Plan.

7.4.2. If a Speed Management Plan is adopted, then this will need to be submitted to NZ Transport Agency (Waka Kotahi) seeking certification from the Director of Land Transport.

7.4.3. If any targeted speed limit changes are approved outside of a Speed Management Plan, these will also need to be submitted to NZ Transport Agency (Waka Kotahi) for approval.



# **DRAFT Speed Management Plan for Consultation**

**October 2023**





# Contents

<b>Contents</b> .....	<b>1</b>	Measures .....	14
<b>Introduction</b> .....	<b>2</b>	Speed Management Infrastructure.....	15
<b>Background</b> .....	<b>3</b>	Speed Limits in Future Development.....	15
Road to Zero Vision.....	3		
A Safe System.....	3		
Waimakariri District Road Network.....	5	<b>Four-Year Implementation Programme</b> .....	<b>16</b>
Waimakariri District Crash Statistics.....	5	Speed Limits .....	16
Previous Speed Reviews and Service Request History.....	7	Speed Limits Around Schools.....	19
		<b>Speed Limits Around Schools</b> .....	19
		Safety Infrastructure.....	28
<b>Development of the Plan</b> .....	<b>8</b>	<b>References</b> .....	<b>29</b>
Council’s Role in Setting Speed Limits.....	8	<b>Appendix A – Policies, Strategies and Guidelines</b> .....	<b>30</b>
Guiding Values .....	8	<b>Appendix B – Urban Development Extents</b> .....	<b>32</b>
Canterbury Regional Approach .....	9	<b>Appendix C – Safe and Appropriate Speed Alignment</b> .....	<b>33</b>
<b>Ten-Year Vision</b> .....	<b>13</b>	<b>Appendix D – Speed Limit Extent Maps</b> .....	<b>34</b>
Council Objectives.....	13		
One Network Framework.....	13		
Strategic Alignment .....	14		
Network Approach to Speed Management .....	14		
Speed Monitoring and			

# Introduction

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

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*.

All road controlling authorities are required to have addressed speeds outside of all schools by December 2027. This is the focus of this first iteration of the Waimakariri District Speed Management Plan.

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

Waimakariri District Council has chosen a phased approach to Speed Management Planning which focuses on schools and a few other major roads/intersections in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it is expected there will be a change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors have requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

A further workshop will be held with Council in early 2024 to consider next steps.

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

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

# Background

## Road to Zero Vision

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

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

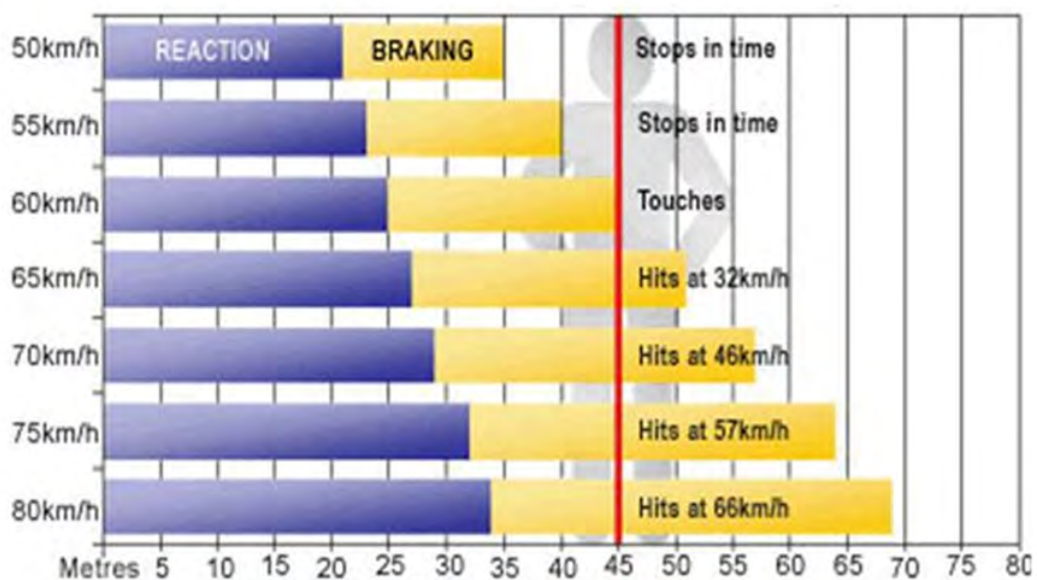
## A Safe System

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

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

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

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



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

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



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



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

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc., or acknowledge that each road corridor is unique. Refer to Waka Kotahi's *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

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

### Waimakariri District Road Network

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

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

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

### Waimakariri District Crash Statistics

Waka Kotahi’s Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council’s local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home. 2023 crashes are trending upwards.

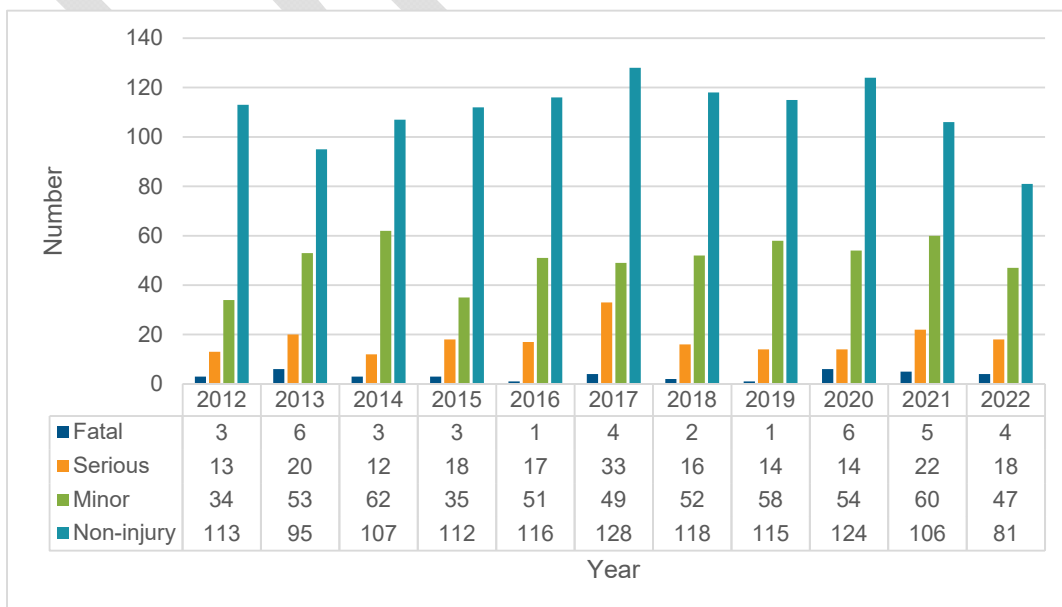
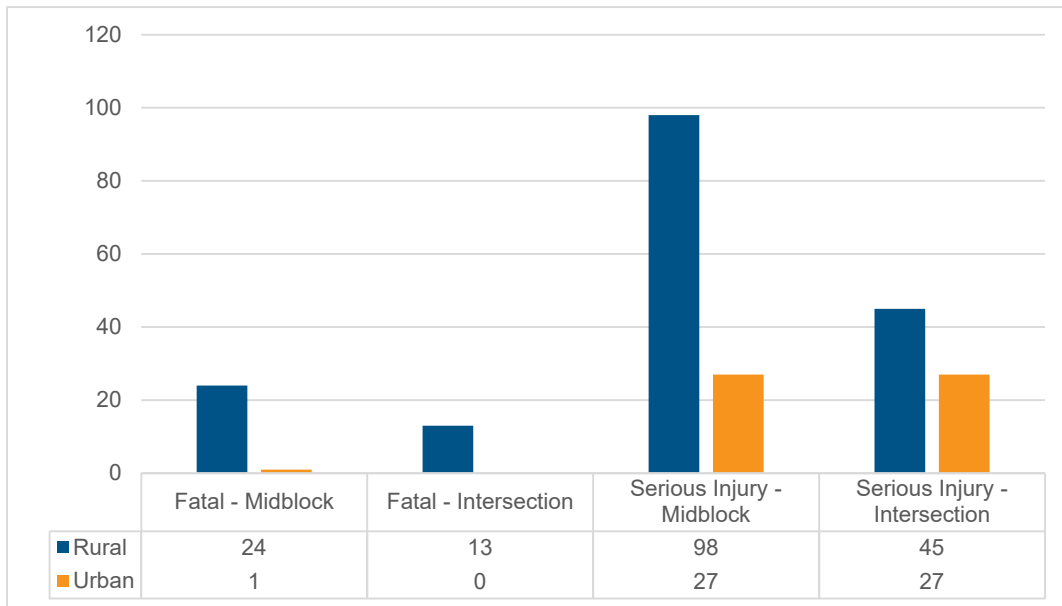


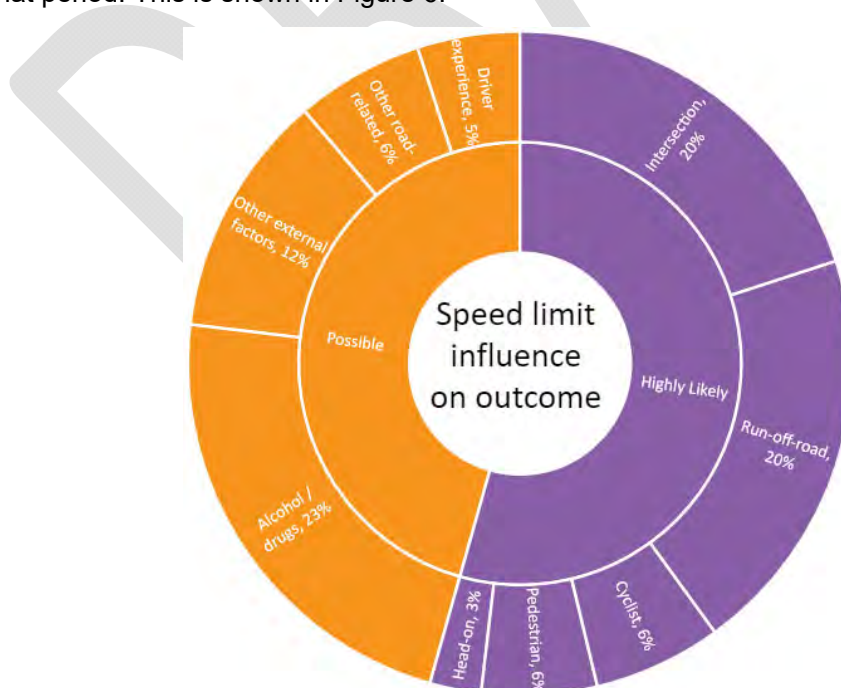
Figure 4. Ten-year crash data for the Waimakariri District.

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



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

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

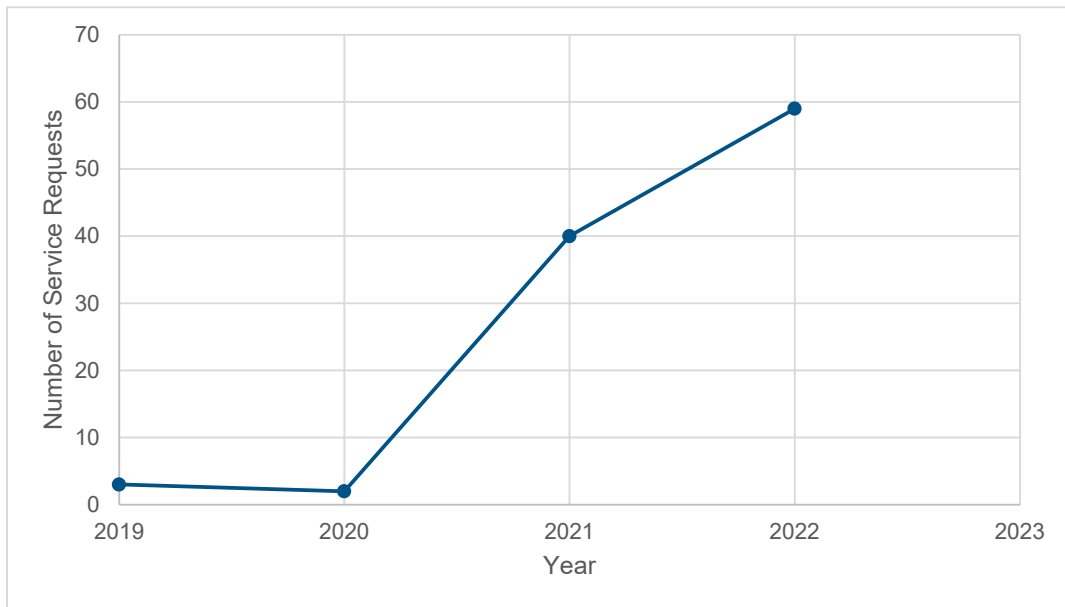


**Figure 6.** Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

## Previous Speed Reviews and Service Request History

In recent years, Council have undertaken a number of speed limit reviews over the last five years and has implemented lower speed limits in several places. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users. Speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.



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

# Development of the Plan

## Council's Role in Setting Speed Limits

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

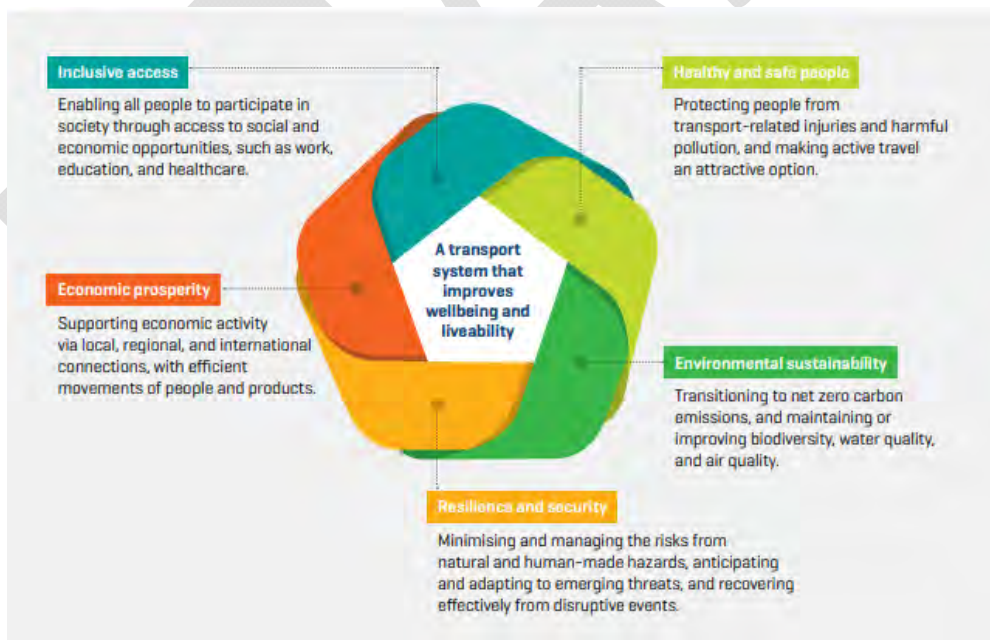
The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding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

## Guiding Values

### National Principles

#### Government Policy Statement on Land Transport

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



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

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

The proposed indicators that the New Zealand Government is using for determining the success of the



Road to Zero programme are listed below.

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

### Road to Zero Strategy and Action Plan

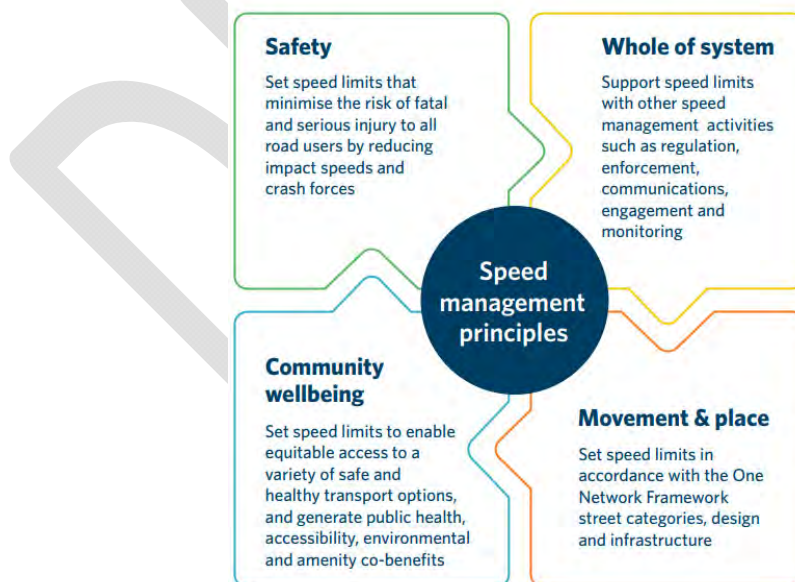
Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle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

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

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

### Principles for Speed Management

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



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

## Canterbury Regional Approach

### Regional Land Transport Plan

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

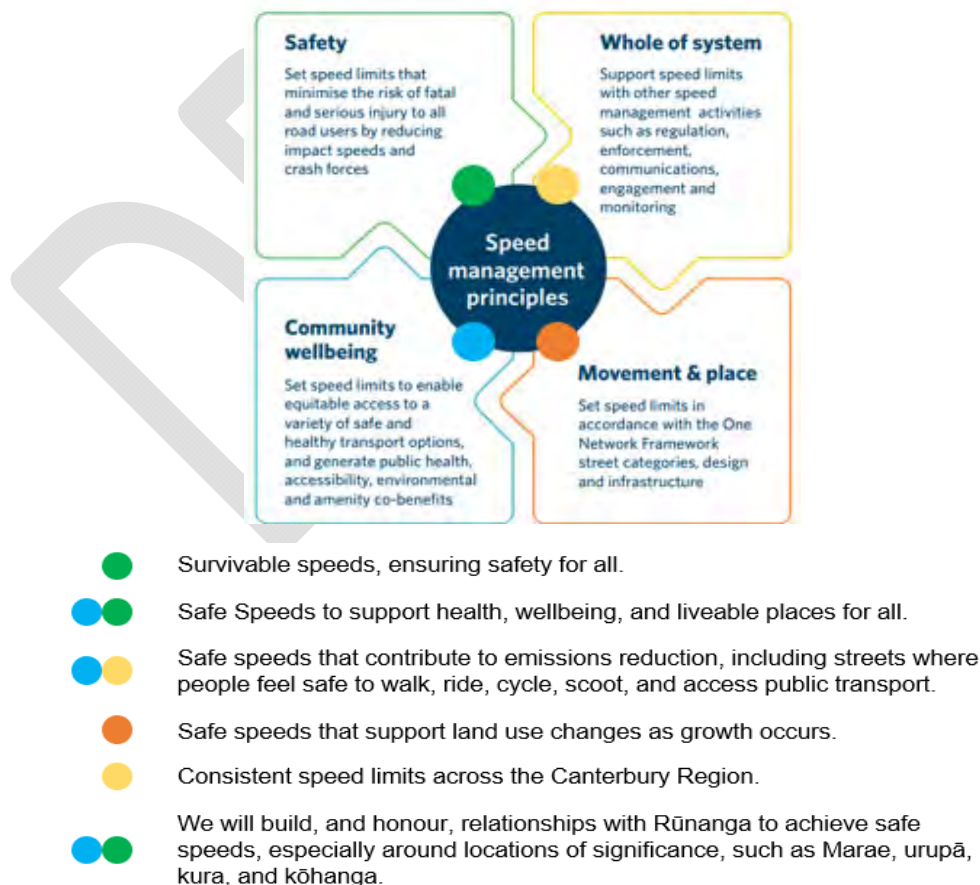
Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer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

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

### Regional Objectives

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

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



**Figure 10.** Canterbury regional objectives for speed management.

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

**Table 1.** The proposed Canterbury regional approach to setting initial speed limits will be consulted on as part of the Regional Speed Management Plan.

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

While this has been proposed following technical work at a regional level, Waimakariri District Council has chosen a phased approach to Speed Management Planning which focuses on schools and a few other major roads/intersections in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it's expected there will be a change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

A further workshop will be held with Council in early 2024 to consider next steps.

## Waimakariri District Council

### Policies, Strategies, and Guidelines

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

### Community Outcomes

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

- There is a safe environment for all.
  - Harm to people from natural and man-made hazards is minimised.
  - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
  - The standard of our district's transportation system is keeping pace with increasing traffic numbers.
  - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
  - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.

- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
  - The Council makes information about its plans and activities readily available.
  - The Council takes account of the views across the community including mana whenua.
  - The Council makes known its views on significant proposals by others affecting the District's wellbeing.
  - Opportunities for collaboration and partnerships are actively pursued.

DRAFT

# Ten-Year Vision

## Council Objectives

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

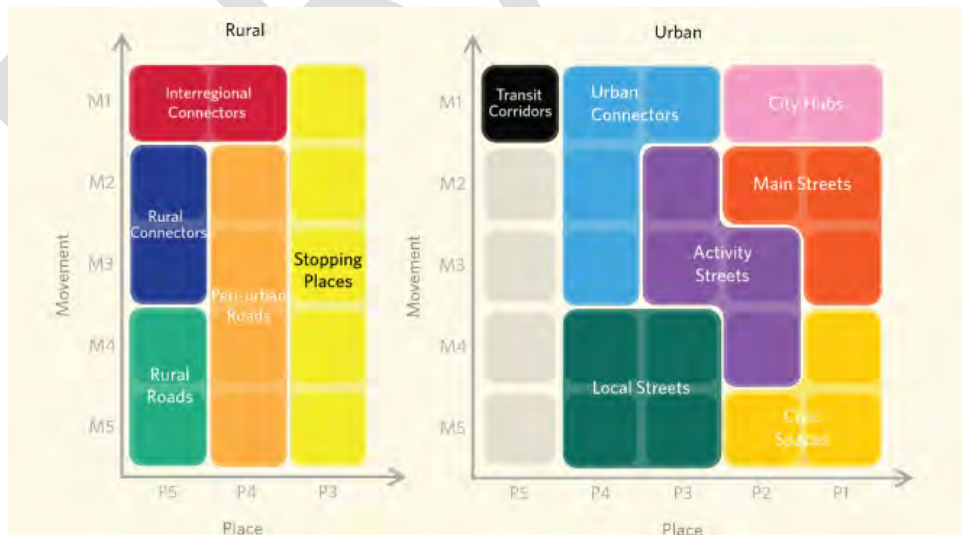
- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

## One Network Framework

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

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

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



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

The ONF assigned to a road can be used to assist with speed management planning. Understanding the place function of a road can help determine whether a particular speed limit is appropriate along a corridor.

### Strategic Alignment

The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the Setting of Speed Limit Rule and best practice guidance.

### Network Approach to Speed Management

Staff have undertaken workshops with all the Community Boards about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.

The options detailing areas for possible inclusion within the Draft Speed Management Plan was reported to all Community Boards during September 2023 and the recommendations considered by Council on 3 October 2023.

Council approved a phased approach to the Speed Management Plan which focused on schools and major intersections/roads only in its first iteration.

The reason Council has chosen to do this is due to consultation taking place during an election period, as it's expected there will be a change in government following the election and the new government will likely determine a new position on speed limit setting.

For this reason, Councillors requested that a minimum option be progressed as outlined in this Plan, which just addresses schools and a few other roads.

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

### Speed Monitoring and Measures

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

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

## Speed Management Infrastructure

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

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

Early indications are that Waimakariri District may receive safety cameras during this SMP period. If so, then this would be the first tranche of safety cameras throughout New Zealand.

## Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. The proposed speed limits are shown in Table 22 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

**Table 2.** Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions
30	<ul style="list-style-type: none"> <li>• Bounding schools</li> </ul>
50 (Or less where agreed)	<ul style="list-style-type: none"> <li>• Urban streets</li> </ul>

# Four-Year Implementation Programme

## Speed Limits

### Urban and Settlement Areas

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

- Other urban areas in Kaiapoi (Table 3)
- Pegasus urban area (Table 3. Proposed speed limits for other urban areas in Kaiapoi.

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

- Table 4)

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

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

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



**Table 4.** Proposed speed limits for the Pegasus urban area.

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

#### Rural Roads

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

- Other rural areas (**Error! Reference source not found.5**)

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

**Table 5.** Proposed speed limits for other rural areas.

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

### Intersections Speed Zones

Table 6 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

**Table 6.** Proposed Intersection Speed Zones.

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

## Speed Limits Around Schools

### Categorisation of Schools

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

## Speed Limits Around Schools

### Categorisation of Schools

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

### Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in **Error! Reference source not found.**7.

**Table8** shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally,

DRAFT

**Table9** shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
  - Ashley Rakahuri School,
  - Clarkville School,
  - Kaiapoi High School,
  - Rangiora Borough School,
  - Rangiora High School,
  - Rangiora New Life School,
  - Sefton School,
  - Southbrook School,
  - St Joseph's School (Rangiora),
  - St Patrick's School (Kaiapoi),
  - Swannanoa School,
  - Te Matauru School.
- 2024-2027:
  - Ashgrove School,
  - Cust School,
  - Fernside School,
  - Kaiapoi Borough School,
  - Kaiapoi North School,
  - Loburn School,
  - North Loburn School,
  - Ohoka School,
  - OneSchool Global (Rangiora Campus),
  - Oxford Area School,
  - Pegasus Bay School,
  - Tuahiwi School,
  - View Hill School,
  - West Eyreton School,

- Woodend School.

DRAFT

**Table 7.** Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

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

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



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

**Table 8.** Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

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

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

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

## Safety Infrastructure

The proposed infrastructure is proposed during the next four years to provide safety improvements as is shown in Table 10.

**Table 10.** Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Proposed Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	2023/24 funding Committed 2024/27 Not Committed
Rangiora Woodend Road / Boys Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	In Council's Long Term Plan
Tram Road / South Eyre Road / Giles Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection (Design only 2024-27)	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	In Council's Long Term Plan
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	In Council's Long Term Plan

# References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

Global Road Safety Facility. (2023). *Speed Management Hub – Frequently Asked Questions*. <https://www.roadsafetyfacility.org/faq>, (accessed May 2023).

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

Waka Kotahi. (2022a). *Speed Management Guide: Road to Zero*. Waka Kotahi, New Zealand Government.

Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

## Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 111.

**Table 11.** Relevant Waimakariri District Council policies, strategies, and guidelines.

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

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

## Appendix B – Urban Development Extents

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



**Figure 12.** Extents of the eastern urban development area.



## Appendix C – Safe and Appropriate Speed Alignment

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

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

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

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

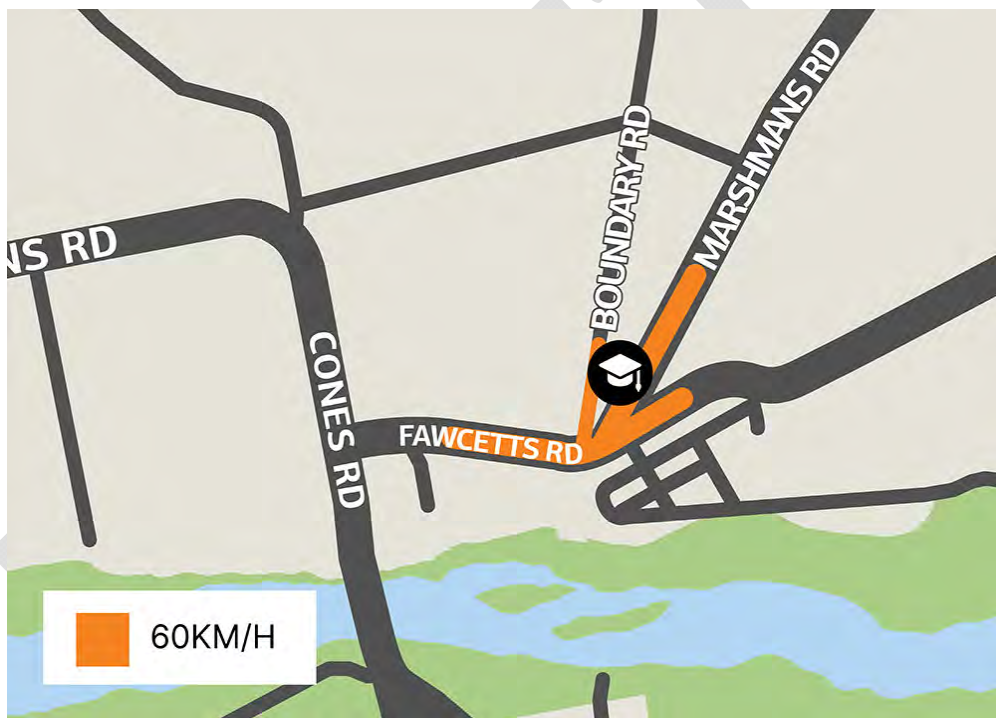
Road and Extents
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive

## Appendix D – Speed Limit Extent Maps

The maps shown in Figures 13 to 20 give a visual representation of the speed limit proposals listed in the Four-Year Implementation Programme Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- PERMANENT 80 km/h (red)
- PERMANENT 60 km/h (orange)
- PERMANENT 50 km/h (green)
- PERMANENT 30 km/h (pink)
- VARIABLE 30 km/h (purple)



**Figure 133.** Ashley Rakahuri School area (refer to Table 9).



**Figure 144.** Loburn and North Loburn School areas (refer to Table 9).

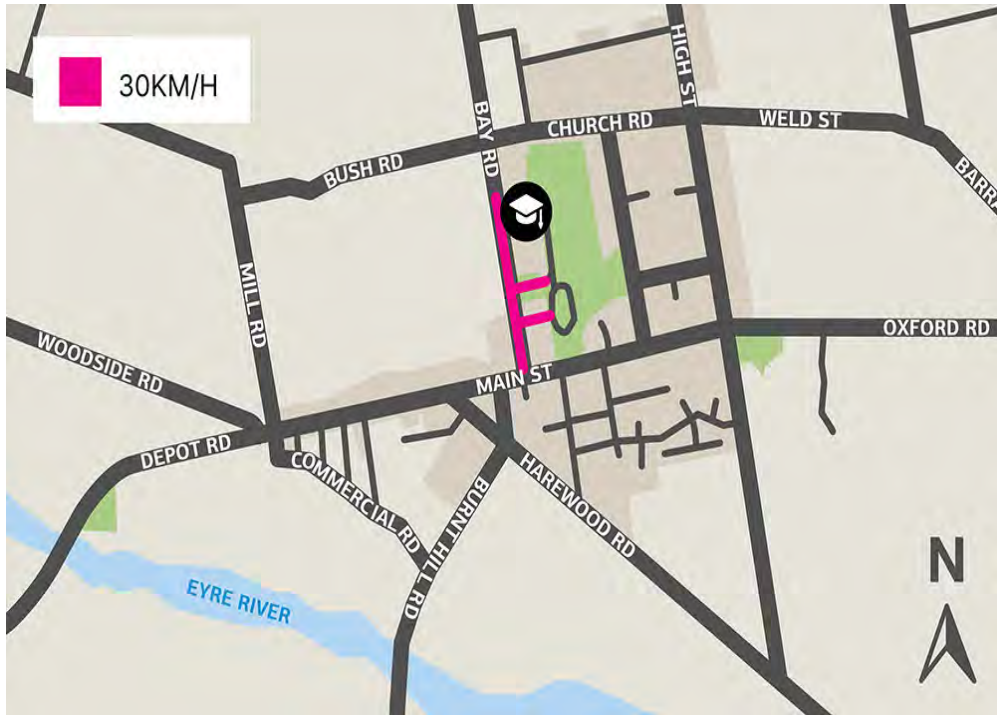


Figure 155. Oxford Area School (refer to Table 7).

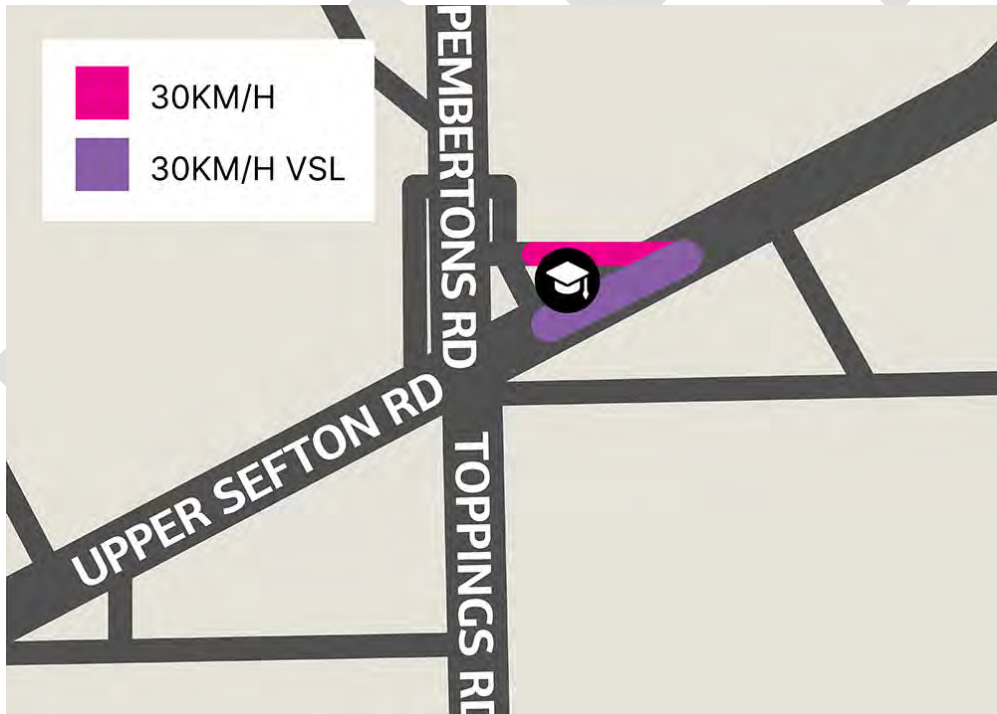


Figure 166. Sefton School area (refer to Table 8).

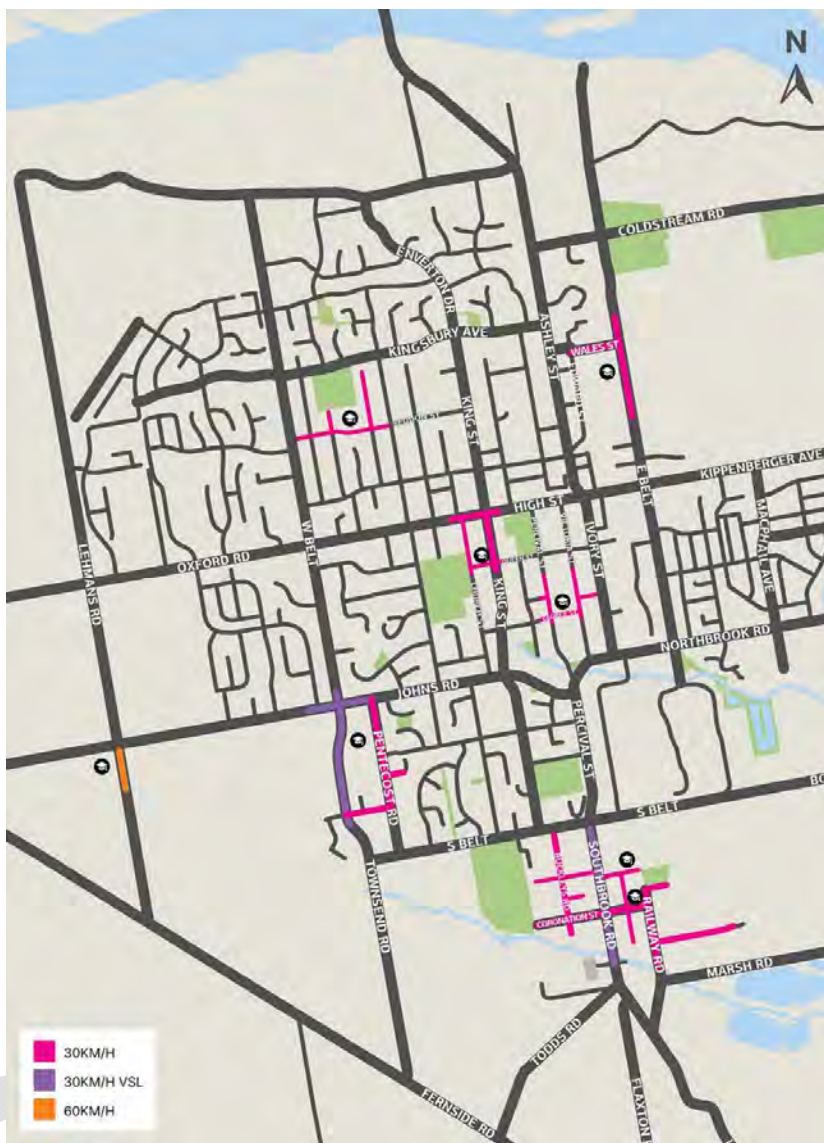


Figure 177. Rangiora school areas (refer to Table 7 and Table 9).



**Figure 188.** Pegasus Bay/Woodend School areas and Pegasus Boulevard (refer to Table 4 and Table 7).



**Figure 199.** Kaiapoi school areas and Beach Road/Ferry Road (refer to Table 3, Table 5, and Table 7).

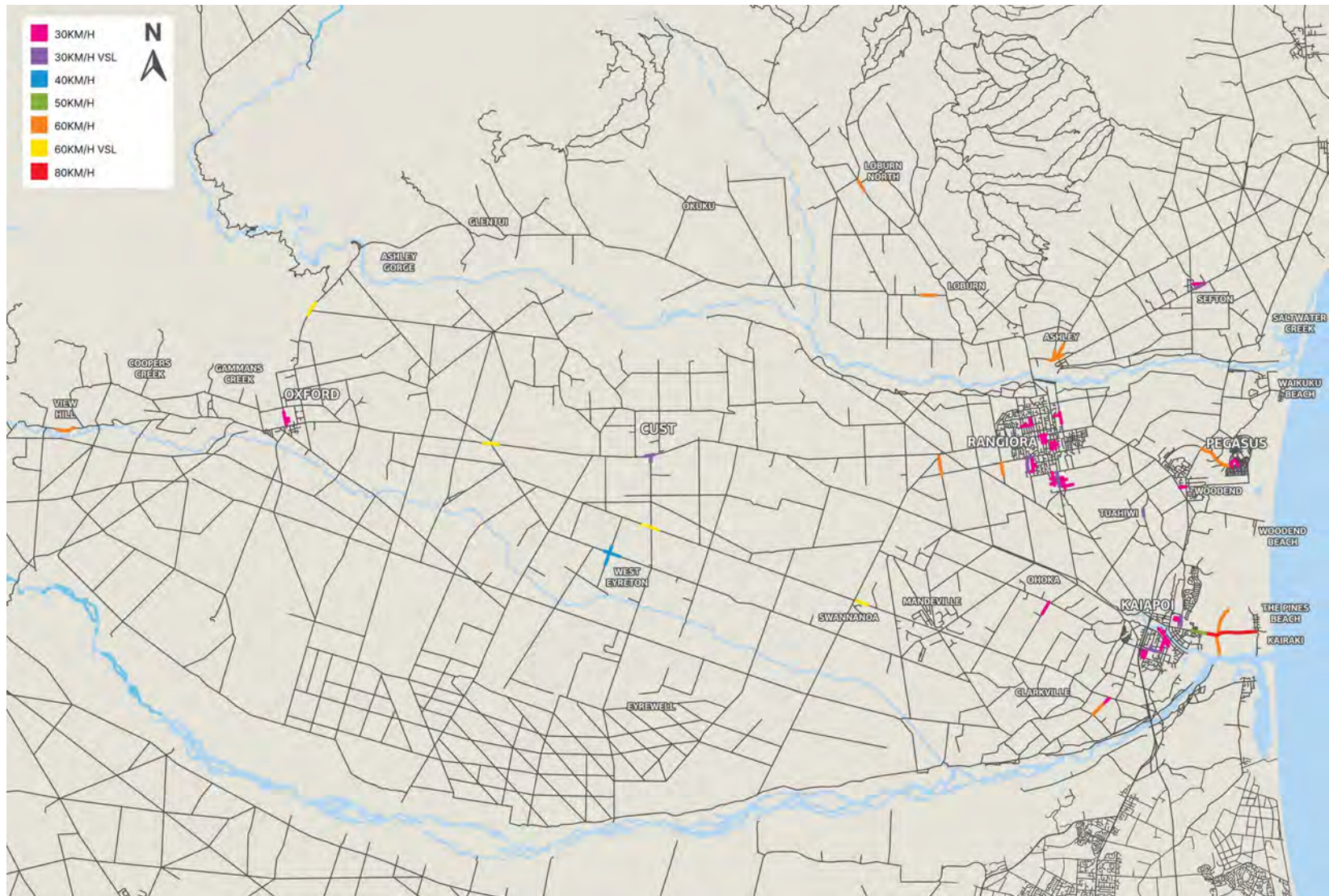


Figure 20. Other school areas and a district-wide map (refer to Tables 3 to 9).



# Survey Responses

21 February 2020 - 11 January 2024

## Feedback Survey

# Let's Talk Waimakariri

Project: Speed Management Plan 2023/27



VISITORS					
190					
CONTRIBUTORS			RESPONSES		
79			86		
79	0	0	86	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



**Respondent No:** 1

**Login:** Registered

**Responded At:** Oct 31, 2023 10:28:45 am

**Last Seen:** Oct 30, 2023 21:26:45 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 3  
**Login:** Registered

**Responded At:** Oct 31, 2023 21:33:19 pm  
**Last Seen:** Oct 31, 2023 08:25:14 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	No <b>Additional comments</b> Variable speeds work much better when the risk is present. Spend the money to create variable zones. Don't inflict 30 kms on communities when it's not needed. This will not be appreciated by ratepayers. Slow traffic at key risk times only. Not permanently this does not make sense.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed <b>Additional comments: (include the name of the school)</b> A variable speed zone when the risk is present is a good idea. Don't impose permanent 30 kph on roads around some schools this is not reasonable at all and won't be appreciated by communities.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 4  
**Login:** Registered

**Responded At:** Nov 01, 2023 14:38:32 pm  
**Last Seen:** Nov 01, 2023 01:35:30 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No  |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No  |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be higher
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 5

**Login:** Registered

**Responded At:** Nov 02, 2023 11:33:47 am

**Last Seen:** Nov 01, 2023 22:29:16 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |



Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 6

**Login:** Registered

**Responded At:** Nov 02, 2023 11:37:54 am

**Last Seen:** Nov 01, 2023 22:36:00 pm

- |  |           |
|--|-----------|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes<br>No |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | No        |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes       |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes       |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No        |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No        |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No        |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No        |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No        |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No        |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No        |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be higher
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher



**Respondent No:** 7

**Login:** Registered

**Responded At:** Nov 02, 2023 12:29:27 pm

**Last Seen:** Nov 01, 2023 22:45:09 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No  |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No  |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b> To stop the dust when trucks go up and down, to stop the quick formation of pot holes due to heavy vehicles speeding, a reduced speed limit would control the dust and the complaints to council.</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p><b>Please provide more information on the specific roads</b></p> <p>I think small rural side streets could easily have the speed reduced to make the length of your grading etc last longer and reduce dust but on busy straight ahead sealed roads such as Tram Road randomly changing the speed along the same stretch of road causes more driver confusion which leads to more crashes. The start of tram road from the motorway is now a dogs dinner with all the speed changes... Slow moving vehicles are involved in more rear end crashes because other drivers on a 100km road don't anticipate interruption to traffic flow. Driving along a straight stretch of road at 100km and then the speed drops off to 60km randomly won't help anyone.... Imagine tourists on a straight stretch of road suddenly slamming on the brakes if they miss the sign... I would be interested to know if changing speed limits up and down on the same stretch of road is a danger. Do you have stats to support one stretch of road having speeds of 100kn then 60km then 80km then back to 100km as so on... and now more being proposed.... Be interested to see it.</p>

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

**Please provide more information on the specific roads**

The unsealed roads with 100km speed limits could be reduced as I have often seen people start to lose control at speed. The speed on these roads is what causes all the dust and the pot holes that you have to budget for. The sealed straight ahead roads such as Tram Road should be left at 100km. Totally understand schools having a reduced speed and shopping areas but just adding more speed changes to the same road is just revenue gathering for the police. You can't change idiots by changing all the speed limits, they will still go through stop signs at intersections.



**Respondent No:** 8  
**Login:** Registered

**Responded At:** Nov 02, 2023 12:09:15 pm  
**Last Seen:** Nov 01, 2023 22:59:01 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b></p> <p>Charles Street is very long and people regularly speed along it. The same is true along King Street, as it is excessively wide. Lowering the speed limit is necessary along these I think, however going further and adding speed bumps and narrowing the car access along some areas is needed. King Street, for example, could probably fit a bi-directional protected cycleway without impacting on parking as long as the speed limit was also reduced.</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>It could be lower specifically at intersections, bridges, and blind corners. Long segments don't necessarily need a speed limit reduction unless otherwise identified as a safety issue.</p>
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>Lineside road is extremely dangerous in my opinion. Lowering the speed limit as well as installing flexible barriers along the sides and the middle such as what has been done along SH74 between Marshland Rd and Burwood Rd would be a good solution for reducing head on collisions. Collisions at intersections could also be reduced by using variable speed limits.</p>





**Respondent No:** 9

**Login:** Registered

**Responded At:** Nov 02, 2023 12:16:58 pm

**Last Seen:** Nov 01, 2023 23:11:18 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	No <b>Additional comments</b> I have been dropping off and picking up at Oxford Area School every day for 9 years. Each day there are 5 school buses parked in a line with School signs clearly visible. The speed limit is therefore 20kph in both directions. I haven't seen the speed limit being enforced by a police officer A SINGLE TIME IN 9 YEARS. What is the point of wasting money on lowering the speed limit if the current limits are never enforced?
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	<b>Additional comments: (include the name of the school)</b> Oxford Area School - the current speed limit is never enforced so what's the point?
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 10

**Login:** Registered

**Responded At:** Nov 02, 2023 12:59:49 pm

**Last Seen:** Nov 01, 2023 23:52:47 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes <b>Additional comments</b> Having been personally affected by two accidents involving school children who have run out in front of oncoming vehicles, I strongly support reduction of speed limits to 30km/h outside schools. Other countries (e.g Australia) impose 30km/h limits during school hours only - this should be considered for the permanent limit reductions. It requires larger signage to convey the details which in turn is easier to see.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Rangiora Borough
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> 40km/h would be more appropriate for an urban cul-de-sac.
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	not answered
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower <b>Please provide more information on the specific roads</b> Southbrook Road



**Respondent No:** 11

**Login:** Registered

**Responded At:** Nov 02, 2023 13:16:48 pm

**Last Seen:** Nov 02, 2023 00:12:32 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<b>Additional comments</b>
		But not to the level of stupidity
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	<b>Additional comments</b>
		20 kph is good, but you need to remove the hazards of parents parking. No one child is more precious than another
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p data-bbox="772 784 943 806">It's the right speed</p> <p data-bbox="772 824 1382 927"><b>Additional comments:</b> commonsense should prevail, people need to be responsible for their actions, so non drivers take some of that on board</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 13

**Login:** Registered

**Responded At:** Nov 02, 2023 15:22:27 pm

**Last Seen:** Dec 18, 2023 20:43:59 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No  |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

- 
- Q12. **When you think about your local school, what do you think about the current speed limit?** It could be lower
- 
- Q13. **When you think about the road or street you live on, what do you think about the current speed limit?** It's the right speed
- 
- Q14. **When you think about streets in our town centres, what do you think about the current speed limit?** It could be lower
- 
- Q15. **What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?** It could be lower
- 
- Q16. **If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?** It could be lower
- 
- Q17. **When you think about rural roads in our District, what do you think about the current speed limit?** It's the right speed
- 
- Q18. **When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?** It's the right speed
-





**Respondent No:** 14

**Login:** Registered

**Responded At:** Nov 02, 2023 17:11:15 pm

**Last Seen:** Nov 02, 2023 04:06:19 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be higher It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be higher
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher



**Respondent No:** 15

**Login:** Registered

**Responded At:** Nov 02, 2023 17:51:06 pm

**Last Seen:** Nov 02, 2023 04:47:16 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 16

**Login:** Registered

**Responded At:** Nov 02, 2023 18:11:44 pm

**Last Seen:** Nov 02, 2023 04:59:21 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Cars going past Kaiapoi North regularly blow through the crossing when children are waiting before, during and after school. Cars dropping off cars before school is also chaos getting into and out of the dropoff zone.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	not answered
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 17

**Login:** Registered

**Responded At:** Nov 02, 2023 19:05:58 pm

**Last Seen:** Nov 02, 2023 06:02:00 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower





**Respondent No:** 18

**Login:** Registered

**Responded At:** Nov 02, 2023 19:21:21 pm

**Last Seen:** Nov 02, 2023 05:42:09 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q12. When you think about your local school, what do you think about the current speed limit?	not answered
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> Carmichael Street / Sloan Avenue intersection invites W to E drivers to the corner
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> High Street, Rangiora
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<b>Please provide more information on the specific roads:</b> I keep away from roads with no cycle lane or no speed limit above 50kph
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	not answered
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	not answered



**Respondent No:** 19

**Login:** Registered

**Responded At:** Nov 02, 2023 19:30:35 pm

**Last Seen:** Nov 02, 2023 06:23:58 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No	<p><b>Additional comments</b></p> <p>There is no need to change the speed limits. As a contractor lower speed limits increases travel time and increased cost which are passed on to the customer.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	No	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	

Q11. <b>Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)</b>	No
Q12. <b>When you think about your local school, what do you think about the current speed limit?</b>	It's the right speed
Q13. <b>When you think about the road or street you live on, what do you think about the current speed limit?</b>	It's the right speed
Q14. <b>When you think about streets in our town centres, what do you think about the current speed limit?</b>	It's the right speed
Q15. <b>What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</b>	It's the right speed
Q16. <b>If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</b>	It's the right speed
Q17. <b>When you think about rural roads in our District, what do you think about the current speed limit?</b>	It's the right speed
Q18. <b>When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</b>	It's the right speed



**Respondent No:** 20

**Login:** Registered

**Responded At:** Nov 02, 2023 20:19:45 pm

**Last Seen:** Nov 02, 2023 07:16:08 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | No  |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | No  |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No  |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No  |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No  |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No  |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No  |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 21

**Login:** Registered

**Responded At:** Nov 02, 2023 21:41:29 pm

**Last Seen:** Nov 02, 2023 08:20:36 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<b>Additional comments</b> The lowering of speed limits within town residential areas needs to be more comprehensive than what is currently proposed
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b> My street, Elm Drive is often used as a 'race track' by a variety of inconsiderate drivers! It is only a matter of time that an accident occurs and I hope it does not involve an innocent child or an elderly person!</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments:</b> The speed limit on the main arterial streets should remain at 50kms but on numerous other, principally residential streets the speed limit should be 40kms</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p><b>Additional comments:</b> That is difficult to answer with a blanket type response as there are numerous factors (such as road width, visibility, amount of use) that vary significantly around these facilities so one 'size does not fit all', each facility would have to be individually assessed.</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p><b>Please provide more information on the specific roads:</b> I frequently cycle and generally don't have any issues with speeding drivers. However I tailor my cycle trip to avoid high traffic areas.</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p>It's the right speed</p> <p><b>Please provide more information on the specific roads</b> I believe that 50kms on the main arterial streets within Rangiora is about right, it's the residential streets that pose a genuine danger to many residents (young and older).</p>





**Respondent No:** 22

**Login:** Registered

**Responded At:** Nov 02, 2023 23:00:26 pm

**Last Seen:** Nov 02, 2023 09:52:21 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 23

**Login:** Registered

**Responded At:** Nov 03, 2023 06:20:10 am

**Last Seen:** Nov 02, 2023 17:15:08 pm

- |  |    |
|--|----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | No |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | No |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be higher
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be higher
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher



**Respondent No:** 24

**Login:** Registered

**Responded At:** Nov 03, 2023 11:59:09 am

**Last Seen:** Nov 02, 2023 22:53:32 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No	<p><b>Additional comments</b></p> <p>The plan should acknowledge and reflect the crash history of sites where reduced speed limits are suggested, along with, apart from Schools, benefit cost ratios of each work.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	<p><b>Additional comments</b></p> <p>It is the law, regardless of its stupidity. Variable limits are the best a[[roach you can take.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	

Q11. <b>Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)</b>	No
Q12. <b>When you think about your local school, what do you think about the current speed limit?</b>	It's the right speed
Q13. <b>When you think about the road or street you live on, what do you think about the current speed limit?</b>	It's the right speed
Q14. <b>When you think about streets in our town centres, what do you think about the current speed limit?</b>	It's the right speed
Q15. <b>What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</b>	It's the right speed
Q16. <b>If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</b>	It's the right speed
Q17. <b>When you think about rural roads in our District, what do you think about the current speed limit?</b>	It's the right speed
Q18. <b>When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</b>	It's the right speed



**Respondent No:** 25  
**Login:** Registered

**Responded At:** Nov 04, 2023 10:12:32 am  
**Last Seen:** Nov 03, 2023 21:09:37 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

- |   |                   |
|---|-------------------|
| Q12. When you think about your local school, what do you think about the current speed limit?   | It could be lower |
| Q13. When you think about the road or street you live on, what do you think about the current speed limit?  | It could be lower |
| Q14. When you think about streets in our town centres, what do you think about the current speed limit?   | It could be lower |
| Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae? | It could be lower |
| Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?                         | It could be lower |
| Q17. When you think about rural roads in our District, what do you think about the current speed limit?   | It could be lower |
| Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?  | It could be lower |





**Respondent No:** 26

**Login:** Registered

**Responded At:** Nov 05, 2023 13:32:29 pm

**Last Seen:** Nov 05, 2023 00:28:30 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads:</b></p> <p>People still go faster than 60 down Giles Road</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 27

**Login:** Registered

**Responded At:** Nov 05, 2023 17:49:38 pm

**Last Seen:** Nov 05, 2023 04:40:18 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 28

**Login:** Registered

**Responded At:** Nov 07, 2023 08:20:28 am

**Last Seen:** Nov 06, 2023 19:17:31 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 29

**Login:** Registered

**Responded At:** Nov 07, 2023 09:09:45 am

**Last Seen:** Nov 06, 2023 20:03:50 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments:</b></p> <p>The whole of Pegasus should be 40km/h.</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads:</b></p> <p>I fully support the proposed changes on Beach and Ferry Road as I cycle on these.</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>I fully support the lowering of the limit on Pegasus Boulevard and the proposed change to SH1, not from a safety perspective but from a noise pollution perspective. The area surrounding SH1 is blighted by the traffic noise. Speed is one factor, noisy (cheap) road surfaces is another.</p>





**Respondent No:** 30

**Login:** Registered

**Responded At:** Nov 07, 2023 10:11:51 am

**Last Seen:** Dec 18, 2023 23:24:42 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No  |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No  |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No  |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No  |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No  |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No  |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 31

**Login:** Registered

**Responded At:** Nov 07, 2023 14:26:49 pm

**Last Seen:** Nov 07, 2023 01:24:59 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be higher
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher



**Respondent No:** 33

**Login:** Registered

**Responded At:** Nov 08, 2023 09:38:36 am

**Last Seen:** Nov 07, 2023 20:27:53 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>I believe that the district should use common sense- and use just 50kms/hr and 40kms/hr. Using a mix including 30kms/hr is confusing. People should be looking at the road and not hunting for speed signs and watching their speed. I hope the signs will all be illuminated at night so in the dark and the rain they are clearly visible.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>I have several ideas on the speeds around the KHS on Ohoka Rd. The Variable speed has had it's time! It should be 40kms/hr. The extended limited speed on Ohoka Rd and the reduction on Robert Coup Rd are unnecessary. I would be pleased to further elaborate on this- if someone from the council genuinely wants to listen.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> KHS as mentioned I have ideas on how it should be approached- if someone is prepared to listen.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	not answered
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 35

**Login:** Registered

**Responded At:** Nov 27, 2023 10:54:36 am

**Last Seen:** Nov 26, 2023 20:33:26 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<b>Additional comments</b> Additional measures should be put in place around rural schools.
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	

<p>Q12. When you think about your local school, what do you think about the current speed limit?</p>	<p>It's the right speed</p> <p><b>Additional comments: (include the name of the school)</b></p> <p>Comment for Loburn School, and rural schools generally. 1. Improve the operation of existing signs, and ensuring enforcement, of current speeds would be more effective than changing a speed limit from an electronic sign to permanent speed limit. 2. The council should employ Speed Indicator Devices (the pole-mounted radar units and variable signs that display speeds of oncoming motorists) on rotation at rural schools. This option may seem expensive given rural traffic volumes, but the risk to students in rural locations is increased as the traffic speeds are much higher either side of school zones as opposed to high-traffic urban locations. In the case of Loburn school there is also no footpath in the 'school speed zone'. 3. The traffic speed in the vicinity of rural schools like Loburn school would be less of an issue if there were separated paths for student cyclists and pedestrians. 4. Loburn school does not have a pick-up drop off area on the school site, it is a road side area. This increases the risk to pedestrians where traffic fails to keep to safe speeds. This should be factored into the cost benefit analysis of SID's or other measures.</p>
<p>Q13. When you think about the road or street you live on, what do you think about the current speed limit?</p>	<p><b>Additional comments (include the name of the road or street)</b></p> <p>The speed limits in nearby roads are appropriate, however some traffic exceeds the limits. The problem is not the limit, it is that the limit is not enforced.</p>
<p>Q14. When you think about streets in our town centres, what do you think about the current speed limit?</p>	<p>not answered</p>
<p>Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</p>	<p>not answered</p>
<p>Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</p>	<p><b>Please provide more information on the specific roads:</b></p> <p>The lack of safe separated paths for non-vehicle traffic is an issue. In some places culverts with guard rails force non-vehicle traffic onto the road.</p>
<p>Q17. When you think about rural roads in our District, what do you think about the current speed limit?</p>	<p><b>Please provide more information on the specific roads</b></p> <p>Its not the limits themselves that are the issue. The lack of safe separated paths for non-vehicle traffic is an issue.</p>
<p>Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</p>	<p>not answered</p>





**Respondent No:** 37

**Login:** Registered

**Responded At:** Nov 08, 2023 20:50:29 pm

**Last Seen:** Nov 08, 2023 07:23:03 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>Yes</p> <p><b>Additional comments</b></p> <p>Surprisingly I do, a well thought out, though I would like to make a suggestion in relation to Oxford rd and Tram rd intersection, and that is reduce the speed for 150m to 60km for vehicles heading towards Oxford rd on Tram rd as well, the reason being is that cars coming along Tram rd can look east for quite a way for vehicles and will speed up to turn left. I have seen this scenario very often when I was living out that way.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>But not permanently, only during school terms and the period before and after school</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>Yes</p>
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>Yes</p>
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>Yes</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed <b>Additional comments:</b> Even though they might be the right speeds there are always a minority who speed, so unless the speed limits are enforced, attitudes of the minority will not change
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed <b>Please provide more information on the specific roads:</b> Eg Coldsteam rd, between Ashley st and Mainpower stadium a lot cars speed, the speed limit is correct, but it is not enforced, the same applies to East belt between Coldstream and Wales st
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 38

**Login:** Registered

**Responded At:** Nov 09, 2023 19:30:39 pm

**Last Seen:** Nov 09, 2023 06:27:13 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	No <b>Additional comments</b> Changing the roads in town to 30km permanently around schools is absolutely ridiculous
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed <b>Additional comments: (include the name of the school)</b> The use of a variable limit in Loburn works well
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed <b>Additional comments:</b> The ONLY street I think should be lower is high street itself between King and Ashley
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher



**Respondent No:** 39

**Login:** Registered

**Responded At:** Nov 10, 2023 09:01:13 am

**Last Seen:** Nov 09, 2023 19:55:32 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Additional comments
Q2. Do you agree with the proposal to reduce speeds around schools?	I complete understand the rationale and agree with it entirely however, the speed limit around New Life School will create increased congestion due to the many lights on what is already a very congested South Brook Road.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b>  Cars use Belmont Avenue as a thoroughfare and speed down the street. Its unsafe for children who are walking to Ashgrove School. You are lowering the speed on Seddon Street but what about Kingsbury and Belmont Avenue where children walk to school?</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 40

**Login:** Admin

**Responded At:** Nov 10, 2023 10:59:45 am

**Last Seen:** Jan 11, 2024 01:27:05 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>Speed limits: have to be practical to get public to comply, not bureaucratic dreams. Suggestions: - outside all schools, 30km/hr with large signage or neon lights (understand that lights are too expensive) - the only other restriction in Rangiora: Main Street 30km/hr High/King Street Roundabout to High/Eastbelt Street Roundabout which includes the main retail precinct. No where else! - Cust, there are 3 different speed restrictions through the village, this is confusing, doesn't encourage compliance. - Pedestrian crossings are confusing, especially in Central Rangiora. Some are clearly marked as crossings but others are speed bumps but look like crossings and are regularly used by pedestrians. - Road cones: A long standing joke, will cause serious accidents as drivers can easily see there's no work being undertaken and don't comply. Solution: The Waimakariri Council could be pioneers in NZ 😊 and insist that the contractors installing the cones and speed signs restrictions liaise with the road maintenance contractors when work is and isn't happening. Seems simple but penalties for none compliance will save lives and money. Hope this is helpful. 😊</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>Not side roads, only main roads</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>No</p>
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>No</p>
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>No</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>

Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be higher
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be higher
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be higher
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be higher
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher





**Respondent No:** 41

**Login:** Registered

**Responded At:** Nov 10, 2023 20:32:07 pm

**Last Seen:** Nov 10, 2023 07:24:12 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>I agree with 30km around schools and better awareness around rural junctions. However, the widespread reduction in speed is frustrating to drivers. There does not seem to be any correlation between the current speeds and car accidents increasing or remaining consistently high.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>I don't understand why the 30km zone is so large around Southbrook and RNLS when other schools only have the immediate streets set to 30km.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>Yes</p>
Q4. Beach Road, from 80 m east of Tuhoë Avenue to 690 m east of Tuhoë Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>Yes</p>
Q5. Beach Road, 690 m east of Tuhoë Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>Yes</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>No</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed <b>Additional comments:</b> Main high street could be 30km by the shops, however it is hard to go faster down there anyway with the crossings.
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher <b>Please provide more information on the specific roads</b> SH1 motorway should be 110km. It has all the right protections but still driving at 100km. Makes no sense.



**Respondent No:** 42

**Login:** Registered

**Responded At:** Nov 12, 2023 11:14:00 am

**Last Seen:** Nov 11, 2023 21:56:13 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes <b>Additional comments</b> As schools are a high risk accident area this is an overdue step in the endeavour to reduce accidents around school areas.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments:</b> Both High Street in Rangiora and Williams Street in Kaiapoi (CBD) should be reduced to 30kmph zones.</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 43

**Login:** Registered

**Responded At:** Nov 13, 2023 16:34:36 pm

**Last Seen:** Nov 13, 2023 03:32:04 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 44

**Login:** Registered

**Responded At:** Nov 13, 2023 17:58:23 pm

**Last Seen:** Nov 13, 2023 04:40:52 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>Yes</p> <p><b>Additional comments</b></p> <p>I agree with the objectives but I don't agree the proposed changes are the best way to address them.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>No</p> <p><b>Additional comments</b></p> <p>Reducing the speed for the entire road to 30km/h is excessive. I have school aged children and I think safety is important, but increasing driver frustration won't help. School kids are only present on the roads for a very small proportion of the time (not weekends, not holidays, and during term only at pick up/drop off times)</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed <b>Additional comments: (include the name of the school)</b> Oxford Area & Cust schools
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed <b>Please provide more information on the specific roads:</b> Mill Rd Cust & Tram Rd. When I walk, I take responsibility for paying attention to other road users including cars. Speed is less of a concern than distracted drivers (cellphones) Specific feedback about your Tram Rd/Oxford Rd proposal: drivers cutting the corner and the dreadful state of the shoulder are much bigger issues than speed.
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher <b>Please provide more information on the specific roads</b> The 60km/h limit at the motorway on-ramp doesn't makes sense. Traffic slows naturally when a queue is forming. When there's no queue, the 60km zone is far too long.





**Respondent No:** 45

**Login:** Admin

**Responded At:** Nov 14, 2023 11:30:17 am

**Last Seen:** Jan 11, 2024 01:27:05 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes <b>Additional comments</b> Please note comments on optional feedback form.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Te Matauru Primary School see comments below.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> We are near a school with commuting children. Pentecost Road is used as a bypass for trucks, tractors and speeding cars. The speed limit should be lowered to facilitate the process of dropping speed.
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> 30km good for centre of Rangiora.
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower <b>Additional comments:</b> Pedestrian crossings would be helpful eg Pentecost Road & Southbrook when Sommerset built.
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower <b>Please provide more information on the specific roads:</b> Scary cycling when vehicles pass at 100kmph. Oxford Road as far as Lehmans from Rangiora township.
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed <b>Please provide more information on the specific roads</b> 100kph good on outlying roads. Closer to towns there is more human activity eg bikes/horses/walkers/joggers.
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed <b>Please provide more information on the specific roads</b> Fernside Road. Flaxton Road. Oxford Road. Skewbridge Road.



**Respondent No:** 46

**Login:** Registered

**Responded At:** Nov 14, 2023 17:43:06 pm

**Last Seen:** Nov 14, 2023 04:40:26 am

- |  |    |
|--|----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | No |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | No |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | No |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 47

**Login:** Registered

**Responded At:** Nov 14, 2023 17:47:57 pm

**Last Seen:** Nov 14, 2023 04:40:32 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	not answered
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p data-bbox="772 943 943 967">It's the right speed</p> <p data-bbox="772 981 1318 1005"><b>Please provide more information on the specific roads</b></p> <p data-bbox="772 1019 1418 1563">Tram road is a main mode of transport through the surrounding areas. To bring the speed limit down from 150m either side to 60kph (which is frankly a huge and ridiculous jump) around earlys and two chain road (not high risk areas) will disrupt the flow of traffic through the area more than it will create safety. It will make getting to and from town a longer journey for the many many people that live in the district. If the issue is with people turning onto tram road from these roads then the issue is not with the speed but with the decision making abilities of those turning onto the road. If they are impatient and pull into a gap that they are unable to pull off then the fault is not the speed but the education at which we give drivers. More frequent license/driving tests (I.e a driving test every time the license expires or every 10th year) would hugely improve the ability of those who have been on the roads and ensure we are keeping up with rule changes and keep egos in check.</p>

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

It's the right speed

**Please provide more information on the specific roads**

Tram road is a main mode of transport through the surrounding areas. To bring the speed limit down from 150m either side to 60kph (which is frankly a huge and ridiculous jump) around earlys and two chain road (not high risk areas) will disrupt the flow of traffic through the area more than it will create safety. It will make getting to and from town a longer journey for the many many people that live in the district. If the issue is with people turning onto tram road from these roads then the issue is not with the speed but with the decision making abilities of those turning onto the road. If they are impatient and pull into a gap that they are unable to pull off then the fault is not the speed but the education at which we give drivers. More frequent license/driving tests (I.e a driving test every time the license expires or every 10th year) would hugely improve the ability of those who have been on the roads and ensure we are keeping up with rule changes and keep egos in check.



**Respondent No:** 48

**Login:** Admin

**Responded At:** Nov 15, 2023 09:11:30 am

**Last Seen:** Jan 11, 2024 01:27:05 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>PEGASUS BLVD: WHY DECREASE THE SPEED ON ONE OF THE SAFEST ROADS IN THE DISTRICT? IT SHOULD BE THE OPEN SPEED LIMIT, 100KPH, AS THERE ARE NO HOUSES, PEDESTRIANS, NOR CYCLISTS AND IT HAS TWO UNDERPASSES. IT IS NOT NARROW AND HAS ADEQUATE ROUNDABOUTS.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>MOTORISTS TAKE MORE NOTICE OF FLASHING ROAD SIGNS REDUCING THE LIMIT AT START &amp; END OF SCHOOL DAY, THAN SIGNS THAT APPLY ALL THE TIME, INCLUDING SCHOOL HOLS.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>No</p>
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>Yes</p>
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>No</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>No</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>not answered</p>



Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> PEGASUS
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 49

**Login:** Registered

**Responded At:** Nov 15, 2023 10:52:29 am

**Last Seen:** Nov 14, 2023 21:46:58 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<b>Additional comments</b>
		I would like the school end of Marshmans Road, Ashley to be included in the speed reduction zone.
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Ashley Rakahuri School crossing is over a main road, Fawcetts Road. Cars rarely slow down to the current 60 km/h.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> My kids walk along Marshmans Road to get to school. There is no footpath and the speed limit is 100km/h. I would like to see a length of Marshmans Road (up to #30) reduced to the school zone speed limit during school drop off and pick up times.
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 51

**Login:** Registered

**Responded At:** Nov 15, 2023 12:07:15 pm

**Last Seen:** Nov 14, 2023 23:05:30 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 52

**Login:** Registered

**Responded At:** Nov 15, 2023 13:35:58 pm

**Last Seen:** Nov 15, 2023 00:29:32 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Ashley Rakahuri School
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> Dixons Road (East) is currently 100km
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<b>Please provide more information on the specific roads:</b> Its very common for push bike riders to ride double width on narrow 100km roads causing more of a hazard than the speed limits! Alot of the roads have loose gravel & debris around the white line on the LHS so bike riders tend to ride further out on the roads also causing a hazard especially with tractors, trucks & larger vehicles using the country roads more frequently.
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 53

**Login:** Registered

**Responded At:** Nov 15, 2023 13:59:33 pm

**Last Seen:** Nov 01, 2023 00:57:03 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<p><b>Additional comments</b></p> <p>Specifically the limit drops around Ashley Rakahuri School. Absolutely agree that the limit should be permanently reduced, though I would suggest that the limit should be reduced all the way through the stretch of road where it is currently 80km. I'd also like to see the limit reduced further during the school windows (before and after) to 40km - it is a primary school after all, and town schools are all 40km.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	



Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments: (include the name of the school)</b> See previous comments re Ashley Rakahuri School. In addition - a proper crossing should be installed for those walking from the village. I know it's well managed currently, however the fact that nothing awful has happened yet isn't a good enough reason not to implement a better plan for the future.</p>
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b> Wellington Street, Ashley Village The speed limit throughout the village should be reduced due to the lack of footpaths.</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p><b>Additional comments:</b> Depending on the location and other factors, it could be lower in some places but in others it's fine as is.</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads:</b> See previous comments.</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 54  
**Login:** Registered

**Responded At:** Nov 15, 2023 14:41:26 pm  
**Last Seen:** Nov 15, 2023 01:35:53 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Ashley Rakahuri School
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> Ashley Village
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 55

**Login:** Registered

**Responded At:** Nov 15, 2023 18:36:23 pm

**Last Seen:** Nov 15, 2023 05:06:14 am

- |  |              |
|--|--------------|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | not answered |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes          |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | not answered |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | not answered |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | not answered |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | not answered |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | not answered |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | not answered |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | not answered |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | not answered |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | not answered |

<p>Q12. When you think about your local school, what do you think about the current speed limit?</p>	<p>It could be lower</p> <p><b>Additional comments: (include the name of the school)</b></p> <p>Whilst I agree with the general reduction to 60kmph, it should also include a school interval reduction to 30kmph. Many children cross the main road from parent drop offs, walking or cycling. Whilst some do recognise the need to slow for school times many do not heed the current limits. My concern is children can be unpredictable and there is a need to make it as safe as possible.</p>
<p>Q13. When you think about the road or street you live on, what do you think about the current speed limit?</p>	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b></p> <p>With the proposal to re zone the south side of Fawcetts rd to residential I strongly feel the speed limit needs to be reduced to meet the residential expectations. The cycle way runs along side the of the road with many children wanting to cycle to school from Rangiora as well as closer. However, currently many children and parents (including my own) feel unsafe because of the speed of trucks &amp; cars over the bridge and on Fawcetts rd. I feel strongly that the speed limit of 50/60kmph should be extended across the Ashley Bridge along Cones &amp; Fawcetts and to the other side of the the school/ Ashley village boundary on Upper Sefton rd.</p>
<p>Q14. When you think about streets in our town centres, what do you think about the current speed limit?</p>	<p>It could be lower</p>
<p>Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</p>	<p>It could be lower</p> <p><b>Additional comments:</b></p> <p>I think we need to encourage road users to be viligant about our most vulnerable.</p>
<p>Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</p>	<p>It could be lower</p> <p><b>Please provide more information on the specific roads:</b></p> <p>I currently feel unsafe using roads whilst cycling and avoid this. We use the cycle path around our area but when crossing the Ashley bridge have to use the foot path. The pull from trucks crossing the bridge terrifies me and feels unsafe to use the cycle lane.</p>
<p>Q17. When you think about rural roads in our District, what do you think about the current speed limit?</p>	<p>It's the right speed</p>
<p>Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</p>	<p>It could be lower</p>



**Respondent No:** 56

**Login:** Registered

**Responded At:** Nov 15, 2023 20:21:11 pm

**Last Seen:** Nov 15, 2023 07:16:43 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b></p> <p>The speed in our village is 50km which is to fast. Other little villages like the beaches are 30km. We need that too. We dont have footpaths as we are rural and lots of children around.</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 57

**Login:** Registered

**Responded At:** Nov 15, 2023 20:45:06 pm

**Last Seen:** Nov 15, 2023 07:38:41 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No



Q12. When you think about your local school, what do you think about the current speed limit?	<b>Additional comments: (include the name of the school)</b> A lot lower, not safe ashley
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 58

**Login:** Registered

**Responded At:** Nov 16, 2023 07:38:16 am

**Last Seen:** Nov 15, 2023 18:33:47 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 59

**Login:** Registered

**Responded At:** Nov 16, 2023 08:48:26 am

**Last Seen:** Nov 15, 2023 19:16:51 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes <b>Additional comments</b> It's a shame the zones don't go further. Children don't all live on the same street as the school and are travelling from surrounding neighbourhoods and suburbs. One of the objectives is to prioritise vulnerable users around schools, marae, parks and town centres, but what about the whole journey from home to these destinations?
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed <b>Additional comments: (include the name of the school)</b> All schools should have their safe and appropriate speed.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 60

**Login:** Registered

**Responded At:** Nov 16, 2023 15:22:03 pm

**Last Seen:** Nov 16, 2023 01:41:34 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Additional comments
	Objective 1 - fine. Objective 2 - this seems a bit strange considering the proposition is to add more changes of speed, the opposite of consistency. Objective 3 - The road toll has become worse for the last few years despite the road to zero speed limit reductions spread out around NZ not just this council district. It hasn't been working yet there seems to be zero realisation that other factors may be more important than just speed alone. Factors such as intersection types, on and off ramps, change to roundabouts, road surface quality due to patching roads only not strengthening the base underneath so new roads just rot away again rapidly etc Objective 4 - speeds are reduced around schools (40 in school hours) and yes that is a great thing. But re town centres they already are reduced from open road speed limits of 100km/h.
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	<p><b>Additional comments: (include the name of the school)</b></p> <p>All schools should have the variable 40km/h zone for when in school hours. Does not need to be lower, but 40km/h is good.</p>
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p>It's the right speed</p> <p><b>Additional comments:</b></p> <p>All these are already reduced from open road speed limits as they are in towns. they do not need further reduction.</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It's the right speed</p> <p><b>Please provide more information on the specific roads:</b></p> <p>Where possible it is best to use cycle lanes or keep off the road itself. When road cycling traffic in the country it is always going to be travelling faster than the cyclist. How it 'feels' isn't important, what is important is that cyclists and community are made aware to be careful of cyclists. I slow down for cyclists when there is lack of room to pass for a moment, that is standard defensive driving habits. Signs to 'share the road with cyclists' are fine and remind people to look out. Horses (my family have some) generally are ridden off the road itself and on the grass side. Any traffic is a nuisance for horses as they are a flight animal so people should always slow down when they see a horse, I certainly do. Perhaps more messages can be put out about slowing for horses as not everyone does.</p>

**Q17. When you think about rural roads in our District, what do you think about the current speed limit?**

It could be higher

**Please provide more information on the specific roads**

Rural roads should be 100km/h no exceptions unless it is highly built up with residential level population density in which case those sections get reduced. What is more important is that our country road intersections get on and off slip lanes setup to make merging with traffic easier. This would be more ideal and probably produce more overall safety for the Tram Road intersection points such as Earlys Rd and Two Chain Rd than just band aiding bad intersection designs with just a reduced speed limit. A side impact by a logging truck into the drivers door even at a reduced 60km/h wouldn't be fun for the driver. If an intersection is proven to be too dangerous even for that on country roads then roundabouts should be installed. Lowering speed limits alone is a poor tool for improving safety. And some drivers choose to ignore speed limits aswell which isn't accounted for in the theory.

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

It could be higher

**Please provide more information on the specific roads**

The Rangiora-Woodend road now has a great cycle lane taking the cyclists off the road safely and onto a nice paved cycle lane. This speed limit should now be returned to it's historical 100km/h now it is safer between Woodend and Rangiora. Lowering speed limits for particular reasons should then be re-assessed for increasing again once the issues have been solved. The complex intersection half way down woodend road should be a roundabout to complement the increases speed limit while maintaining better than current safety. Country roads without major traffic such as the long straight of Tuahiwi road connecting to Lineside road near Kaiapoi should be returned back to 100km/h now the terrible road surface has been fixed.





**Respondent No:** 61

**Login:** Registered

**Responded At:** Nov 16, 2023 19:44:52 pm

**Last Seen:** Nov 16, 2023 06:39:16 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 62

**Login:** Registered

**Responded At:** Nov 17, 2023 21:55:42 pm

**Last Seen:** Nov 17, 2023 08:53:11 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments:</b></p> <p>There is no need to be going 50km down Rangiora High Street</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 63

**Login:** Registered

**Responded At:** Nov 19, 2023 19:20:17 pm

**Last Seen:** Nov 19, 2023 06:13:04 am

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Fuller street is a race track
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> Needs to be down to 30km
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> 30 to 40km
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower <b>Please provide more information on the specific roads:</b> The cycling trails are perfect
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 64

**Login:** Registered

**Responded At:** Nov 19, 2023 19:40:35 pm

**Last Seen:** Nov 12, 2023 07:19:51 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No	<p><b>Additional comments</b></p> <p>Intersections eg earls tram rd already have a reduction on the side rd. We should have details about any accidents since the solar signs have been in place to enable an informed decision</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	<p><b>Additional comments</b></p> <p>With variable signs for busy times including school events</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p><b>Additional comments:</b> Not enough information re statistics to offer an informed opinion</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>Briad band referring to the reduced multiply roads reduced from 100 to 80. It would be useful to have these at variable times of low traffic lifted bawk up to 100. Too many areas to mote.</p>





**Respondent No:** 67

**Login:** Admin

**Responded At:** Nov 23, 2023 08:54:59 am

**Last Seen:** Jan 11, 2024 01:27:05 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<p><b>Additional comments</b></p> <p>AS I LIVE OPPOSITE THE SCHOOL IN FULLERS AND ANGLE PARKING MAKE IT QUITE TO GET OUT ONTO THE ROAD. SO A SLOWER SPEED WILL MAKE IT ALOT SAFER TO GET OUT.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	<p><b>Additional comments</b></p> <p>IT WILL MAKE IT SAFER FOR ALL CONCERNED.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> ESPECIALLY DURING DROP OFF & PICKING STUDENTS UP FROM THE SCHOOL. IT GETS SO BUSY.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> TO MAKE SAFER FOR EVERY ONE USING THIS PART OF FULLERY STREET.
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> MORE TRAFFIC THAN EVER BEFORE. SO A REDUCED SPEED LIMIT MAKES SENSE.
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 68

**Login:** Registered

**Responded At:** Nov 23, 2023 10:12:05 am

**Last Seen:** Nov 22, 2023 21:01:07 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No  |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No  |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> The speeds around Pegasus Bay School are too high. Many students walk, ride or scooter home and that have to cross roads with high traffic load and a speed that is too fast for a school area. There have been many close calls. The speed needs to be 30kmh around the school.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 69

**Login:** Registered

**Responded At:** Nov 24, 2023 10:18:44 am

**Last Seen:** Nov 23, 2023 20:57:32 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>Speed limits should only apply during school drop off/pick up times. National is proposing to repeal law - as the Council works for us then please observe our wishes</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>No</p> <p><b>Additional comments</b></p> <p>Permanent signs not appropriate especially during "out of school hours/holidays etc" will the council be responsible for speed tickets associated with these times - bearing in mind 5km/hr over the 30 and it is a ticket. This is revenue gathering</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>No</p>
Q4. Beach Road, from 80 m east of Tuho Avenue to 690 m east of Tuho Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>No</p>
Q5. Beach Road, 690 m east of Tuho Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>Yes</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>No</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>No</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>No</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	<p>It's the right speed</p> <p><b>Additional comments: (include the name of the school)</b></p> <p>Speed is already severely restricted due to lights along Southbrook road. References to "rat runs" by a councillor are a result of the result of those decisions. Revenue gathering (police) by enforcing 30 kms when there is no kids around? Road to zero - please explain why speed has dropped but accidents have not noticeably changed - in fact in seems the opposite.</p>
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It's the right speed</p> <p><b>Please provide more information on the specific roads:</b></p> <p>The onus is on the individual - if you are going to bike in the centre of the road then be you need to be aware - I struck this the other day with 2 kids doing exactly that on althe road in Sefton. People need to share and show respect to each other. This is from a driver/road user perspective.</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p>It's the right speed</p> <p><b>Please provide more information on the specific roads</b></p> <p>Dropping speed limits to compensate for lack of maintenance is not acceptable. Rate rise this year from 5.97 to 6.24% due to \$220k being needed to fix potholes - which is core services YET \$5.97million spent in 7years on cycleways? Please reassess priorities</p>

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

It's the right speed

**Please provide more information on the specific roads**

Some areas have been dropped in speed which don't make a lot of sense - Fernside-70km/hr extension - I have had a few people commented on how ridiculous it is (yes - people are now finally starting to open up) Also - can we please see a plan moving forward that results in our debt decreasing, resulting in rates being lowered



**Respondent No:** 70

**Login:** Registered

**Responded At:** Nov 24, 2023 10:09:42 am

**Last Seen:** Nov 23, 2023 21:05:10 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No



Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p data-bbox="772 943 943 965">It's the right speed</p> <p data-bbox="772 981 1321 1003"><b>Please provide more information on the specific roads</b></p> <p data-bbox="772 1019 1410 1077">Need to change the 80km RURAL roads (Tram, Flaxton etc) back to 100km. It is ridiculous to have huge stretches of rural roads 80km.</p>
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p data-bbox="772 1128 943 1151">It's the right speed</p> <p data-bbox="772 1167 1321 1189"><b>Please provide more information on the specific roads</b></p> <p data-bbox="772 1205 1374 1308">All current zones should stay as such, 50km in towns, 100km on rural roads and scrap the 80km road nonsense that went up this year.</p>



**Respondent No:** 71

**Login:** Registered

**Responded At:** Nov 24, 2023 11:55:15 am

**Last Seen:** Nov 23, 2023 22:52:19 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	<b>Additional comments</b> Only during school hours
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q12. When you think about your local school, what do you think about the current speed limit?	<b>Additional comments: (include the name of the school)</b> 30 is fine during school hours
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be higher
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be higher <b>Please provide more information on the specific roads</b> Marshlands road is too low and some rural roads that have already been cut should go back to 100



**Respondent No:** 72

**Login:** Registered

**Responded At:** Nov 24, 2023 13:33:36 pm

**Last Seen:** Nov 23, 2023 23:24:45 pm

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes |

Q12. When you think about your local school, what do you think about the current speed limit?

**Additional comments: (include the name of the school)**

Lower with visual and road limit reducer. Streets like High St in the towncenter is a great example of visual and road limit reducer as the road gets narrower, there's lots of visible hint that you should reduce your speed. Please don't just reduce the limit with no additional road change as this will just make it harder for kids and parents/caregivers to know who is respecting the new limit. Putting a few infrastructure to make it that all drivers know they need to slow down. (Same thing should be done on street like River Rd on Rangiora as there's no visual cues to remind you it's 50kh and it's very easy to think that road is faster. There is a need for reminder on the road. Not just count on the speed limit signs).

---

**Q13. When you think about the road or street you live on, what do you think about the current speed limit?**

**Additional comments (include the name of the road or street)**

The road I live on is the new build narrow road. Although I find it hard to navigate mostly when people are park alternatively or simultaneously on opposite sides of the road, the one bonus is I know drivers HAVE yo slow down to navigate the slalom between park cars. As per above that makes it a hint to remind drivers to slow down. We need to make sure to have roads layout that helps avoid drivers misunderstand the limit or be able to choose to not follow the limit (you rarely if ever see someone speeding through towncenter because of all the street layouts that makes you drive at the needed speed to navigate the street and therefore pedestrian can happily be coexisting with vehicles. (Though note that we need the pedestrian crossing to be more airy for driver to better see the pedestrian coming (mostly little ones are hidden from the planters) and would be good to find a way to make the footpath crossing area (where pedestrian are coming from) more light. So many are wearing dark clothing and it makes it hard to see them coming as many of the crossing have lots of shadow. DON'T TAKE DOWN TREES AS WE ACTUALLY NEED MORE GREENERY IN THE TOWN CENTER AND IN THE OLDER PART OF RANGIORA but I'm sure making the building around be lighter colors and putting 24hrs light just at the intersections and making them motion activated so you also have that as a big hint a pedestrian is coming). It's not only about reducing accidents but also reducing the daily stress on all (pedestrian and driver). If pedestrian feel more secure (including parents feeling secure their children are safe) than more people would walk around). -- Whilst here can you please pass a request to do a fitness track around the township? We got part of Westpac with a nice out of the township track and River Rd (thought please consider putting River Rd track on the other side as it would be more enjoyable to cycle and walk with no intersection to navigate - would make it easier on drivers too). It would be grand to have something like Pegasus have around the township with a mix (cycling/pedestrian) track with half sealed for cyclists/wheelchair users and shingles for walking. Would make our residents more fit and more fit = more happy and healthy. Can have a parkrun in Rangiora to bring community together. Put a few fitness parks (outdoor gym) along it that can be good for all ages. It's good for the community and people's health and happiness. Heathy and happy residents makes the community even more joyful to be part (we're on the right track).

**Q14. When you think about streets in our town centres, what do you think about the current speed limit?**

**Additional comments:**

Yes in the High St portion only as the layout is almost perfect to create a good environment for all. As above only missing some adjustments to the cross walk to be able to see more clearly.

**Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?**

**Additional comments:**

Many preschool are randomly set in odd places that in peak drop off/pick up creates some chaos around. The Preschool on John st near Treffers ave is a little out of control. The mix of the preschool and high school at Rangiora High School is not pleasant to navigate as both don't have good carpark and the road there is like a trap. Preschool are too often overlooked.

---

**Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?**

**Please provide more information on the specific roads:**

I find it very hard to cycle to school for our short distance as we have to cross a few busy street and the infrastructure is so confusing for my kids (monitoring all 3 whilst watching over what's happening around in time to communicate with them and convince them to listen as my oldest still lack the awareness but started thinking she knows better than her parents). Would be great to make the township more cycle friendly. Having an alternative grid for cyclists and pedestrians that is off busy streets but connect well with crossing that are clear for priority crossing. Putting some blinking lights to busy street pedestrian crossing. And add one at John and Percival (with light warning to slowdown pass thr corner) as Percival is hard to Cross. Same in front of countdown. During traffic time Percival/Ivory are REALLY hard to cross mostly for mobility challenge, with kids and elderly. Putting blinking lights would help.

---

**Q17. When you think about rural roads in our District, what do you think about the current speed limit?**

**Please provide more information on the specific roads**

Fernside near the commercial zone and Flaxton new speed limit are stressful as many don't agree and if you are respecting the limit I often get tailgated or pass in what I think is unsafe and very uncomfortable situation for reasonable drivers. I have heard of incidents with road rage caused by the new speed limit and fear it. Some drivers become aggressive to drivers that respect the speed limit. I only lived the multiple tailgator and dangerous overtaking but I have heard of someone being victim of aggression from a driver that was saying they should be going at 100km on Flaxton between Kaiopoi and Rangiora. The aggressive driver overtook them and made them stop to abuse them verbally. Same goes often with construction that goes for a long distance;. I noticed that if you respect the 30 or even 50 on faster roads (due to construction) even if short distance you can get tailgated or worse. I fear when on a road with a curve and blind spots that respecting the reduce speed could lead in an accident. If left overnight a zone of reduce speed then there should be additional aid for safety; preventing young drivers think because it's out of work hours they would be allowed to skip the reduced speed. I fear they would cause an accident, mostly that drivers don't put their lights on at low visibility (can we do a campaign year long until issue is done to remind everyone that lights (front AND back) save lives. I see so many in rain, fog, shade, night or dawn with no light and you only see them when they are too close. That's VERY stressful and unnecessary when lights on is so easy.

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

**Please provide more information on the specific roads**

The new school by Townsend should have been lower speed from the START. sorry but that should be a priority in our community. School = lower speed. Can you please put temporary lower speed RIGHT away to reduce stress on these parents. It's unbelievable that it's not already done and they've been open for years now. Please when there's a new school (including preschool) make it a priority to lower the speed. Put layout and visual hint to slowdown; don't just count on the signages. (When new speed limits please put "NEW" on them so all know, NOT "temporary" as that is misleading. Own up to the new speed limits. Just like the Kaiopoi at Lineside near the new countdown, that's been a show with the speed just changing with no warning and now they should be "NEW" sign on both end of the new 50km zone





**Respondent No:** 73

**Login:** Registered

**Responded At:** Nov 25, 2023 09:30:55 am

**Last Seen:** Nov 24, 2023 20:21:01 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<p><b>Additional comments</b></p> <p>I would love to see a reduced speed on lineside road, so many accidents happen and very high traffic area with high crashes at the intersections</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Ashley school. Currently 60 for school open/close hours but not always abided by and very dangerous blind bend.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower <b>Additional comments (include the name of the road or street)</b> Boundary road RD7, 100 but a lot of cars driving very fast so unable to walk on side of road safely.
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> In town centre and around playgrounds and supermarkets should be reduced.
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower <b>Please provide more information on the specific roads</b> 80 on all rural roads would feel much safer
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower <b>Please provide more information on the specific roads</b> Lineside road, I feel intersections on this road are the most high risk I would prefer a 80km limit and maybe have island to avoid lane crossing at highest risk intersections at fernside road and mollocks road



**Respondent No:** 74  
**Login:** Registered

**Responded At:** Nov 26, 2023 12:47:44 pm  
**Last Seen:** Nov 25, 2023 23:42:38 pm

Q1. **Do you agree with the Council objectives in the proposed speed management plan?**

Yes

**Additional comments**

There is an inconsistent and seemingly arbitrary delineation of 50km and 80km zones within the confines of the built-up area of Cust village. This creates significant safety issues for residents, pedestrians and cyclists using the foot path from #1782 Cust Road (the current 50kph zone sign) to near Howson's Road. The speed limit in this built up area is 80kmp. Cust Primary School children use this area to walk or cycle in groups where the shared footpath/cycleway is in places 75cm from the road edge where logging trucks, tankers and buses are travelling at 80kph. The local School Bus has several drop off/pick up points along this stretch. No one could possibly consider that 80kph in a residential area is safe. There are 31 affected houses in this short stretch of road and many residents have commented on the danger posed (when pulling out of their driveway) by overtaking vehicles leaving the 50 km zone. • 28 want a speed limit reduction • 2 have been unable to be contacted • 1 no change Under Road to Zero guidelines local authorities are to "set safe and appropriate speed limits for streets and roads, using a principles-based approach to creating a safe transport system that has safe speed limits at its heart for all people no matter their mode of transport." Therefore, the entire Council defined length of the village of Cust should be made a 50km zone. There are inconsistencies within the WDC area where the speed limit is less than Cust Village and yet they are not as residentially built-up e.g. • Sefton (SH72) where the speed limit is 60kph • Oxford (Harewood Road) where the speed limit is 50 kph While I acknowledge the current political climate may have an impact on the Road to Zero Guidelines, Cust Village should be included in this current review under the section "Key Intersections and Other Proposed Changes:" or considered a special case.

Q2. **Do you agree with the proposal to reduce speeds around schools?**

Yes

Q3. **Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)**

Yes

Q4. **Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development**

Yes

Q5. **Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)**

Yes

Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower

**Q13. When you think about the road or street you live on, what do you think about the current speed limit?**

It could be lower

**Additional comments (include the name of the road or street)**

There is an inconsistent and seemingly arbitrary delineation of 50km and 80km zones within the confines of the built-up area of Cust village. This creates significant safety issues for residents, pedestrians and cyclists using the foot path from #1782 Cust Road (the current 50kph zone sign) to near Howson's Road. The speed limit in this built up area is 80kmp. Cust Primary School children use this area to walk or cycle in groups where the shared footpath/cycleway is in places 75cm from the road edge where logging trucks, tankers and buses are travelling at 80kph. The local School Bus has several drop off/pick up points along this stretch. No one could possibly consider that 80kph in a residential area is safe. There are 31 affected houses in this short stretch of road and many residents have commented on the danger posed (when pulling out of their driveway) by overtaking vehicles leaving the 50 km zone. • 28 want a speed limit reduction • 2 have been unable to be contacted • 1 no change Under Road to Zero guidelines local authorities are to "set safe and appropriate speed limits for streets and roads, using a principles-based approach to creating a safe transport system that has safe speed limits at its heart for all people no matter their mode of transport." Therefore, the entire Council defined length of the village of Cust should be made a 50km zone. There are inconsistencies within the WDC area where the speed limit is less than Cust Village and yet they are not as residentially built-up e.g. • Sefton (SH72) where the speed limit is 60kph • Oxford (Harewood Road) where the speed limit is 50 kph While I acknowledge the current political climate may have an impact on the Road to Zero Guidelines, Cust Village should be included in this current review under the section "Key Intersections and Other Proposed Changes:" or considered a special case.

**Q14. When you think about streets in our town centres, what do you think about the current speed limit?**

It could be lower

**Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?**

It could be lower

**Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?**

It could be lower

**Q17. When you think about rural roads in our District, what do you think about the current speed limit?**

It's the right speed

Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit? It could be lower



**Respondent No:** 75

**Login:** Registered

**Responded At:** Nov 26, 2023 20:29:34 pm

**Last Seen:** Dec 27, 2023 00:06:22 am

- |  |              |
|--|--------------|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes          |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes          |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes          |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes          |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes          |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes          |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes          |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | not answered |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | not answered |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | not answered |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | not answered |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed





**Respondent No:** 76

**Login:** Registered

**Responded At:** Nov 26, 2023 21:10:20 pm

**Last Seen:** Nov 26, 2023 07:52:57 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	No
Q2. Do you agree with the proposal to reduce speeds around schools?	No <b>Additional comments</b> it would make life a lot easier if parents didn't take there kids to school in vehicles.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed <b>Additional comments: (include the name of the school)</b> vehicles already slow down
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be higher <b>Additional comments:</b> it has been higher seems to slow now best to remove idiots
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed <b>Please provide more information on the specific roads:</b> there are rule in the road code regards these activities
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed <b>Please provide more information on the specific roads</b> places have been put in places to keep the speed limit the same and then things get changed



**Respondent No:** 77

**Login:** Registered

**Responded At:** Nov 26, 2023 21:35:07 pm

**Last Seen:** Nov 26, 2023 08:02:30 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>No</p> <p><b>Additional comments</b></p> <p>30km is too slow and encourages "some" people to drive under 30km. i.e. 20km which upsets other drivers, and unfortunately causes frustration and road rage!... and people will ignore the speed limit... 40km would be more realistic</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>Yes, maybe during drop-off and pick-up times, but not permanently as again this causes frustration - if a variable speed limit - this must be "clear" that it only applies during a certain time, and should not restrict the flow of traffic on arterial routes like Ohoka Road, as restricts the flow of traffic. 40km would be more realistic...</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p> <p>No</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It's the right speed
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It's the right speed</p> <p><b>Additional comments (include the name of the road or street)</b> Peraki Street ... already has slow traffic due to the cycle lane, so traffic doesn't need to go slower.... I can bike faster than 30kms so driving at this speed encourages people to slow down to 20km!! which frustrates people... the cycle lane and speed bumps on Peraki St slow traffic now</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It's the right speed</p> <p><b>Additional comments:</b> We appear to be "dumbing" people down and we are now got people in 50km areas, crawling along at 30-40km holding the traffic up, and frustrating other drivers ... I have seen this happening a lot recently down Williams Street, and Ohoka Road, one car holding up the flow of traffic!!</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p>It's the right speed</p> <p><b>Additional comments:</b> 30km's too slow, 40km's would be realistic</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p>It's the right speed</p> <p><b>Please provide more information on the specific roads:</b> Depends on the road, is it a residential area or a country / open road ...</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 78

**Login:** Admin

**Responded At:** Nov 27, 2023 09:25:23 am

**Last Seen:** Jan 11, 2024 01:27:05 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes <b>Additional comments</b> Yes But when neighbouring busy rd eg Main rd in Oxford where traffic is faster risk up's again - could speed (eg. speed around pedestrian crossings used by children and elderly on Main Street of Oxford) on Main rd also be reduced at minimum around school times (variable) but ideally permanent for elderly too.
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Rangiora Borough
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> central Rga (High st, Ivory, Percival, Durham etc) would be safer for pedestrians especially children/elderly/mobility scooters/scooters/cyclists if lower speed limit eg 30km/hr
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<b>Please provide more information on the specific roads:</b> I walk - lower in where more people eg town centres/schools etc but ok in majority of streets (fewer people)
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower <b>Please provide more information on the specific roads</b> on narrower roads, shingle + bordering townships
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed



**Respondent No:** 79

**Login:** Registered

**Responded At:** Nov 27, 2023 09:43:24 am

**Last Seen:** Nov 26, 2023 20:32:33 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q12. When you think about your local school, what do you think about the current speed limit?	not answered
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It's the right speed
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>Tram road should be 80 km from the motorway bridge to past two chain road (at least). I have a personal interest in this as my I was killed in , whilst standing next to me, by a speeding motorist travelling east along Tram Rd at the Tram road, South Eyre road intersection. The driver lost control and swung in off he road outside the shop that used to be there. 80 Km/hr is plenty fast enough.</p>
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Please provide more information on the specific roads</b></p> <p>South Eyre rd is now unsafe for cyclists. This is why the Papanui Cycling club stopped holding heir Sunday races in Eyreton.</p>





**Respondent No:** 80

**Login:** Registered

**Responded At:** Nov 27, 2023 09:57:27 am

**Last Seen:** Nov 26, 2023 19:48:54 pm

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>Yes</p> <p><b>Additional comments</b></p> <p>I agree with the objectives, however the speed management plan that you're consulting on does not live up to them. The SMP even goes so far as to state that it is the do minimum option and misses the opportunity to look at the town centres across the district, or any of the other areas that might actually benefit from lower speeds to improve safety and/or make the environment more enjoyable to live or shop.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>The proposed speed limit extents seem to stop at most of the school boundaries. This doesn't consider how the children are actually getting to school and it doesn't provide the environment to encourage more parents to let their kids walk, scooter or bike to school. This seems to be a misalignment to the objectives of the SMP and Waimakariri DC's community outcomes (i.e. safer journeys for all users, prioritise vulnerable users or Social &amp; Environmental)</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes

Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments (include the name of the road or street)</b></p> <p>The local streets around our house don't got anywhere, they're a grid network with peoples houses on them. The speed limit should reflect that. If it was lower it would make me a lot more comfortable letting the kids bike or walk to the local parks. Build the infrastructure on the main routes in and out of towns so they can have the 50kph speed limits for moving goods and people around, but there isn't a need for people to be doing 50kph down our suburban streets.</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p>It could be lower</p> <p><b>Additional comments:</b></p> <p>It is unbelievable that this speed management plan isn't considering lowering the streets around the centre of Rangiora. There are shops, cafes, schools, supermarkets with people walking and biking everywhere, why do we let vehicles drive 50kph through these areas when we want to make them enjoyable for people to get around and spend money in our local businesses!?</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower

Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?

It could be lower

**Please provide more information on the specific roads:**

Taking the kids out for a bike ride on our local streets can be a harrowing affair, yes there are some nice separated or off road paths, but getting from the house to these on your bike with children is the challenge. We should have our suburban streets at 50kph.

Q17. When you think about rural roads in our District, what do you think about the current speed limit?

It could be lower

**Please provide more information on the specific roads**

There is plenty of research and evidence to show that crashes are not survivable at 100kph. The 80kph speed limits that have been implemented in our district haven't cause the local economy to collapse, but they have almost certainly improved the safety of those corridors. I'd like to see the council undertake a review of those 80kph rural speed limits and assess the impact on safety, travel time and reliability. If it is anything like what other councils in NZ have found or internationally, there is a huge benefit in knocking a few km of the speed limit.

Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?

It's the right speed

**Please provide more information on the specific roads**

I'm lucky enough to commute on roads that have had their speed limits reduced to 80 and then the expressway & motorway.



**Respondent No:** 83

**Login:** Registered

**Responded At:** Nov 28, 2023 00:01:03 am

**Last Seen:** Nov 27, 2023 10:39:19 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>Yes</p> <p><b>Additional comments</b></p> <p>I agree with reducing speed limits around schools and key intersections, but much much more is needed to make streets safe for people riding bicycles. Children should be able to bike to school, which means all streets within at least 2 km of each school needs to have the speed limit reduced. Without this, parents will continue to drive their children to school.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>Absolutely! More is needed to make a real difference, though</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>Yes</p>
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>Yes</p>
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>Yes</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower <b>Additional comments:</b> Please reduce the speed limit on High Street (Rangiora) between King St and Ivory/Ashley Streets to 30 km/h and likewise in Woodend, Kaiapoi, etc.
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower



**Respondent No:** 84  
**Login:** Admin

**Responded At:** Dec 01, 2023 09:04:59 am  
**Last Seen:** Jan 11, 2024 01:27:05 am

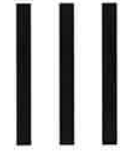
Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	not answered
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	not answered
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	not answered
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	not answered
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	not answered

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It could be lower
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	not answered
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	<p data-bbox="772 1055 927 1077">It could be lower</p> <p data-bbox="772 1093 1321 1115"><b>Please provide more information on the specific roads</b></p> <p data-bbox="772 1131 1406 1599">To whom it may concern, In principle the proposed 30kph speed limit along Bay Road, past the school is sensible. However, the most dangerous section for pedestrians accessing the school is the pedestrian crossing on the Main Street / Bay Road intersection. The speed limit along Main Street is 50kph and many parents and children use this crossing to access the school on Bay Road, both morning and afternoon. Oxford Main Street is Highway 72 and is busy throughout the day with local traffic, heavy trucks and tourists passing through. This all adds up to create a potentially dangerous situation for all those wishing to cross the road safely. Reducing speed to 40kph through Oxford town centre, which has three pedestrian crossings, would give road users and pedestrians more time to make decisions.</p>



**WAIMAKARIRI**  
DISTRICT COUNCIL

FreePost Authority Number 1667



Attention: Joanne McBride  
Let's Talk—Speed Management Plan  
Waimakariri District Council  
Private Bag 1005  
Rangiora 7440

Fold along line

Agrees with changes on Hilton Street, outside the school and to Williams St

Agree with Tram Rd & Karapoi North School.

Speed is an issue with parents driving to school.

Cut here

Please seal on all sides with tape.

Fold along line





Respondent No: 32

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No  |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | No  |

Q11. <b>Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)</b>	No
Q12. <b>When you think about your local school, what do you think about the current speed limit?</b>	It could be lower
Q13. <b>When you think about the road or street you live on, what do you think about the current speed limit?</b>	It's the right speed
Q14. <b>When you think about streets in our town centres, what do you think about the current speed limit?</b>	It could be lower
Q15. <b>What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</b>	It could be lower
Q16. <b>If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</b>	It's the right speed
Q17. <b>When you think about rural roads in our District, what do you think about the current speed limit?</b>	It's the right speed
Q18. <b>When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</b>	It's the right speed
Q19. <b>Name/Organisation:</b>	not answered <b>Te Matauru School</b>
Q20. <b>Address:</b>	not answered
Q21. <b>Email:</b>	not answered
Q22. <b>Phone:</b>	not answered
Q23. <b>Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)</b>	not answered



Respondent No: 34

- |  |              |
|--|--------------|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes          |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes          |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes          |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes          |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes          |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes          |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | not answered |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes          |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes          |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes          |
| Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)                       | Yes          |

Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed
Q19. Name/Organisation:	Sefton School
Q20. Address:	603 Upper Sefton Road
Q21. Email:	
Q22. Phone:	
Q23. Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)	Yes



Respondent No: 36

Login:

Email:

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |

Q11. <b>Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)</b>	Yes
Q12. <b>When you think about your local school, what do you think about the current speed limit?</b>	It could be lower
Q13. <b>When you think about the road or street you live on, what do you think about the current speed limit?</b>	It could be lower
Q14. <b>When you think about streets in our town centres, what do you think about the current speed limit?</b>	It's the right speed
Q15. <b>What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</b>	It could be lower
Q16. <b>If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</b>	It's the right speed
Q17. <b>When you think about rural roads in our District, what do you think about the current speed limit?</b>	It could be lower
Q18. <b>When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</b>	It could be lower
Q19. <b>Name/Organisation:</b>	Rangiora High School
Q20. <b>Address:</b>	125 East belt
Q21. <b>Email:</b>	
Q22. <b>Phone:</b>	
Q23. <b>Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)</b>	not answered



Respondent No: 50

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | No  |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | No  |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Ashley Rakahuri School
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower <b>Additional comments:</b> All schools rurally need lower speed limits
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed
Q19. Name/Organisation:	Ashley Rakahuri School
Q20. Address:	Cnr Boundary and Fawcetts Road
Q21. Email:	
Q22. Phone:	
Q23. Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)	No





Respondent No: 65

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p>Yes</p> <p><b>Additional comments</b></p> <p>When the buses park to pick up students at 3.00 pm, drivers of other vehicles do slow down to 30km an hour, however, in the mornings the speed of other vehicles does exceed 50.</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p>Yes</p> <p><b>Additional comments</b></p> <p>Fully support the reduction in speed around schools. At RHS, the concern for me is during the day. East Belt Rd (North-South Direction) dissects the school in half. I would like to see amber lights installed by or thereabout at the corner of Wales St heading (south into Rangiora Township) and a set of amber lights heading North. These sets of lights need to be operated during the day. cars and trucks travel at speed during the days during school hours.</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	<p>Yes</p>
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	<p>Yes</p>
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	<p>Yes</p>
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	<p>Yes</p>
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	<p>Yes</p>

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It could be lower
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It could be lower
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It could be lower
Q19. Name/Organisation:	Rangiora High School
Q20. Address:	East Belt Rd
Q21. Email:	
Q22. Phone:	
Q23. Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)	Yes


 Respondent No: 66
 

- |  |   |
|--|---|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes   |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes   |
|  | <b>Additional comments</b><br>Although I agree with the reduction in speed limits around schools, my issue is that if you have a blanket 60km an hour all the time no one would abide by it. At Loburn the speed is 80km and reduced to 60km at the beg and end of school day. My preference would be to keep at 80km but reduce to 40km at the crucial times. Many do not abide by the 60km reduction. |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | Yes   |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | Yes   |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | Yes   |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes   |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | Yes   |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes   |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes   |

Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Have made comments on previous question. Loburn School.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It's the right speed
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed
Q19. Name/Organisation:	Stuart Priddy, Loburn School
Q20. Address:	321 West Belt
Q21. Email:	
Q22. Phone:	

**Q23. Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)**

---

No



Respondent No: 81

- |  |     |
|--|-----|
| Q1. Do you agree with the Council objectives in the proposed speed management plan?  | Yes |
| Q2. Do you agree with the proposal to reduce speeds around schools?  | Yes |
| Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)   | No  |
| Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development   | No  |
| Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)   | No  |
| Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)   | No  |
| Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) | Yes |
| Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)             | Yes |
| Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)   | Yes |

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes
Q12. When you think about your local school, what do you think about the current speed limit?	It could be lower <b>Additional comments: (include the name of the school)</b> Clarkville - At present, there is a 40km school sign but this is not legally enforceable rather a safety suggestion. Vehicles have to slow down to navigate the Tram/Heywards Road intersection and traffic island now, but a 30km sign would slow the vehicle speeds directly outside the school.
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	It could be lower
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	It's the right speed
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	It could be lower
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	It's the right speed
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	It's the right speed
Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?	It's the right speed
Q19. Name/Organisation:	Kris Barrow/Clarkville Te Kura ki Waimatao
Q20. Address:	10 Heywards Road
Q21. Email:	
Q22. Phone:	
Q23. Please choose if you wish to present your feedback at public hearings either in person or online: (Please make sure to provide your contacts details)	No

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

It concerns me that council are wanting to drop the speed limit.

The slower u drive the more bored you become, every sleepy, thus you could be causing more accidents and fatalities.

The drivers licence test should be stricter, with an L plate for so many months and perhaps re sit again

I have actually seen people doing a driving test with instructor on board, travelling in the centre of the road instead of "keeping left"

The problem is not the speed so much as the driving.

You could be encouraging people to speed if you insist on lowering the limit

It really is the lack of driving skills which is the problem and should be addressed.



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

Good afternoon, Joane.

I note the Waimakariri District Council are reviewing intersections in our district. I have always been concerned about the Early's / Tram Roads intersection. I note it is a high crash area and I believe this is a combination of the road layout, and speed.

If you look at the way the south intersection on Early's Road marking protrudes out into Tram Road. When I am turning from Tram Road into Earley's Road (North) and waiting for oncoming traffic on Tram Road, any traffic travelling behind me who want to continue on are forced to cross the road marking on the south side of Earleys Road. If there is a vehicle waiting at that intersection the vehicle behind me wishing to carry on, could be forced into the waiting vehicle, thus causing an accident.

My point is, it's not just about speed limits in this case, but a combination of road layout and speed. I suggest that you take a look at this as I have seen vehicles having close calls at this intersection on numerous occasions.

I look forward in seeing what changes WMDC will do at this intersection.

Kind regards

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

Hi Joanne,

I submitted a proposal in 2021/2022 to the Mayor's office for a reduction in speed on Tram Road from the intersection of South Eyre through to the intersection with Two Chain Road. A reduction in speed from 100 to 80 along this section of Tram Road is consistent with recommendations by Waka Kotahi and absolutely required given recent increases in traffic flows and intersection use over the last few years. Tram Road peak traffic flows along that entire section of road face directly into the sun, east in the morning peak flow, and west in the afternoon peak flow. Driving with the sun directly in driver's vision significantly increases risk of sun strike accident in heavy traffic flows and intersection periods.

I also think that either side of new shops in Mandeville the speed limit should be 60 max (it is currently 80).

You are probably aware of this this, head on collisions in modern vehicles with full suites of air bags that occur with both vehicles travelling less than 80km/hr is potentially survivable. Above 80km/h survival is unlikely. The adoption of a max speed of 80 km/h on all high-capacity use roads that are not SH roads is a must to save lives.

I am happy to present a more formal argument for the change if required. I am certain that the local community will support the speed reduction, pass through users will always complain as they did when sections of SH1 were slowed going North.

I would like to point out how happy I am in general with Waimak Council, great people who want to do the right thing. Just get that section of Tram road slowed down please!

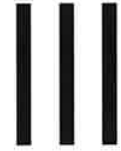
Kind regards,

---



**WAIMAKARIRI**  
DISTRICT COUNCIL

FreePost Authority Number 1667



Attention: Joanne McBride  
Let's Talk—Speed Management Plan  
Waimakariri District Council  
Private Bag 1005  
Rangiora 7440

Fold along line

Agrees with changes on Hilton Street, outside the school and to Williams St  
Agree with Tram Rd & Karapoi North School.  
Speed is an issue with parents driving to school.

Cut here

Please seal on all sides with tape.

Fold along line

Kia ora Joanne,

Hopefully my submission made the deadline tonight. My internet dropped out, so I was rushing to hotspot off my phone using data.

I was hoping for a general comments section later on in the submission but it didn't appear, and I didn't want to risk going back to the first few pages.

If you'll allow it, I wanted to comment on a few things:

- 1) While I don't live in Waimakariri District I do visit frequently (I'm involved in NCMS, my hairdresser is in Kaiapoi, etc.) and I ride my bike, catch the bus, or car pool out from Chch.
- 2) I'm disappointed at the "do minimum" approach due to the anticipated cuts in funding from Waka Kotahi as a result of the new coalition government. Reducing speed limits shouldn't be a political football. The science (provided by Waka Kotahi) is very clear:
  - (a) we need to reduce speeds to reduce deaths and serious injuries (predominantly cyclists and pedestrians in urban areas, and all road users in higher speed rural areas), and reducing speed limits (along with other traffic calming measures, where necessary) is the first step in doing this;
  - (b) we need to reduce speed limits to reduce emissions. There is loads of data to support lower speeds as helping to reduce greenhouse gas emissions. Slower speed limits also make cycling more viable as a mode of transport, as motor vehicles travelling at a safe and appropriate speed are less intimidating and people riding bikes feel more welcome and seen.
- 3) just reiterating my point about people biking to schools. Children (and staff!) should be able to bike from their home to school and back. Only reducing the speed limit right outside the school gate only helps children get from the school to/from a motor vehicle stopped outside the school gate. Yes, it helps children cross the road, but it doesn't encourage them (and their parents) to bike to school and that's what we need.
- 4) kind of related, but just something that needs to be brought to the attention of council staff and Councillors: Footpaths need to be made safer for pedestrians. Part of this is making space for people to safely cycle, separated from pedestrians and motor vehicles. Another part is making driveways safer. I work on the footpaths delivering mail, and so many drivers don't know that footpath users have right of way over drivers entering or exiting properties, or that it's the driver's responsibility to check if it is safe (i.e. not hitting a pedestrian or postie) to maneuver their vehicle across a footpath. Sightlines need to be improved (limits on fences and landscaping around driveways). Drivers need to be educated. Kids (and adults) ride their scooters (and bikes) along footpaths and are at huge risk of being taken out by a reversing driver who fails to check if the path is clear.

## Speed Consultation and Road Safety Issues, Waimakariri District Council

### Preamble

I note the WDC has a draft speed management plan dated October 2023 which is out for consultation. I wish to address some components of this together with other safety hazards that I perceive in our district.

- Few people would question the need to continue to attend to making road transport safer. Because there are limited resources it is crucial that these are spent wisely and in areas that are likely to make a significant difference.
- If people do not consider rules reasonable, many will not comply and they will be less trusting of the regulator. The concept of “The Road to Zero” is so idealistic that it does not engage credibility or support from most of the people I discuss it with.
- Waka Kotahi states “... that road safety goes beyond our **obligation** to prevent death and injury.... “. This philosophy is flawed. They do not have the power to **make** road users safe.
- Waka Kotahi further seems to set themselves the goal of “...ensuring everyone feels safe...” Again, an impossible goal, making the statement meaningless. The regulator cannot **make** us safe or feel safe. More importantly **feeling** safe and **being** safe are not the same.
- TV snippets showing common driving errors, then rewinding to show appropriate driving technique are likely to be watched rather than avoided and they model appropriate behaviour. This contrasts Waka Kotahi’s money wasting series dead possums or grim reaper.
- Making more rules, setting more speed limits or advocating for more enforcement, irrespective of the risks in any particular situation is in my view ineffective in changing driver behaviour. Feeling good is not necessarily doing good.
- Maintaining even speeds is better for traffic flow and also wastes less fuel and is better for the environment.

### Human Factors

Any focus on the concept of driver human factors is, in my view largely absent in the WDC proposals.

The road toll will never be solved by writing more rules. Rules and more often inconsistent speed signs cannot engender drivers to be engaged in thinking through judgements about what is a safe speed and approach to a situation. And that is what I think we should target – good judgement.

We Need To:

- engage the intelligence of drivers and road users as mostly responsible human beings and work with them to develop skills and attitudes consistent with safe road use.
- focus on programmes that educate and encourage active attention on such factors as **Assessing the Current Conditions** and modify driving style and speeds accordingly.
- foster improving drivers’ judgements instead of just obedience to a set of endless rules.
- focus on driver education to develop ‘**Situational Awareness**’ of what is going on around them so that they detect potential hazards before they become issues.
- focus on a **collaborative effort**, aiming at improving skills and attitudes rather than just more rules. Working together we are much more likely to make a positive change
- Show TV snippets to show people the correct thing to do such as lane driving, monitoring rear vision mirrors and letting traffic behind pass. This could be done at a national or local community level and would be a much better use of resources than expensive, obscure TV series featuring possums or scare tactics.

### Looking at specific proposals for change in the WDC area

- Table 6. Imposing reduced speed limits from 100 kms/hr to 60 kms/hr 150 metres either side of specified intersections of Tram Road or Ashley Gorge Road seems absurd and is unlikely to be generally complied with. If the aim is to draw driver attention to what may be a higher risk intersection, then the value of a speed change would be in the signal. A speed reduction of 10 to 20 Kmh would draw attention to this.
- Intersection such as Tram Road – Earlyls Road could be helped if there were yellow no passing lines on Tram Road instead of reducing the speed limit.

### Man made (money wasteful) hazards in my location

- In order to get exercise, I frequently cycle from my home in Cust Road toward the Cust village through the 50km/hr area. As I approach the 50kmh sign, the centre dotted line is duplicated pushing traffic further towards the sides of the road and closer to cyclists. Along with this change, the left-hand white lines have been erased and moved further to the left, leaving much narrower margins for cyclists to safely ride before going off the sealed area. In my view this is just unbelievably stupid planning and no account taken for cyclists using the road instead of the footpath.
- Further, when the new 50kmh signs were erected on the western side to Cust village, were landscaped with kerbing that removed a cyclists escape route on the left and pushed the cyclist toward the centre of the road. Again, this puts me in danger every time I ride that road, especially if I am sharing it with a milk tanker or forestry truck and trailer. Also, we do not need speed signs on both sides of the road. Duplication is a waste of ratepayer money.
- The planting a few years ago at the Tram Road ramp off the motor way has obstructed the view of someone exiting the motorway north onto Tram Road. This planting of high vegetation completely obscures sight of traffic coming across the motorway from Kaiapoi side. This has made the intersection much more dangerous and causes traffic bottleneck because of the lack of an adequate slip road merging ramp going on to Tram Road from the motorway. This vegetation needs to be removed urgently.

### The Waste of Ratepayers funds

**Orange Cones.** The over liberal use of orange road cones is a huge waste of ratepayers' money and also at times a safety hazard. Driving on a wet night there has/is such a sea of cones that it is difficult to see the correct path through.

### In Summary

We need sensible road safety policies and changes that **engage** the community to see the value and good sense of the changes. We need to shift the focus from attempting to make us behave, to a collaborative commitment to improving driver knowledge, skills, and attitudes rather than relying on more rules and changed speed signs everywhere.

If we are going to contribute toward reducing harm on the road, address the **Human Factors** and spend our limited resources on education, attitude change and engagement rather than top-down reliance on more rules and wasting money on a plethora of new signage.

Please do something about removing the man-made hazard identified above and please think more carefully before unintentionally generating more and wasting our scarce financial resources.

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

Hi Joanne

Re Speed Management Plan

I notice there is no further review of Tram Road speed from the 60km/hr section off the motorway then to 80 then to 100 at South Eyre Road

I strongly suggest it is included 60km/hr from Main Nth Road through to South Eyre Road

I am a daily cyclist and driver

This area has had a large population increase, has a primary school, a Preschool, a swimming pool, 2 truck depots, several businesses, Community Hall, Preschool, increased housing, increased road users including cyclists and pedestrians.

As a cyclist trying to get down to access the Northern Corridor it is frightening. There is a section where the cyclist has a 20cm gap to ride in and when you have traffic/articulated truck going 2-ways, that doesn't leave much room? A reduction in speed would help the cyclist safety immensely

An actual cycleway all the way would be magnificent and would certainly encourage more pedestrians and cyclists. Is there any plan for this?

Being amongst the traffic daily, it feels geared to the higher speed commuter and the local people suffer the risk

When I come off the cycleway onto Tram Road - please understand my concerns, there is NOWHERE for cyclists to cycle. Please have a look at the overhead map and indicate to me where the cyclist should be cycling?

This area is so dangerous - please get on a bike at peak traffic and try it yourself from the cycleway onto Tram Road

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

Hi Joanne,

Was very interested to see that there is to be consultation on the speed management plan. Is this consultation only going to deal with those areas specified in this proposal? Reason for my question, we live on Dixons Road, Loburn which has for some time become increasingly dangerous, numbers of vehicles using this road have increased exponentially no doubt due to the many new rural/residential areas towards Okuku and beyond.

Walking or cycling are no longer activities that can be undertaken with a feeling of safety on Dixons Road. Often when stopped at our gate to leave home we see two vehicles coming towards us from the same direction on different sides of the road as overtaking seems to have become something of a past time and a rush to beat the yellow line. Frequently the yellow lines are totally ignored. The yellow no passing lines are also too short for today's use and the speed limit too high. Interestingly, the speed limit increases from 80kph to 100kph on Cones Road where it meets Fawcett's Road exactly where the road becomes very narrow with many property entrance ways. It appears to make no sense. The 100kph continues around the bend down Dixons Road which again has numerous entrances and driveways. In short Dixons Road has become a race track (no exaggeration) and I really fear that someone will be badly hurt one day. An increase in yellow lines and a lowering of the speed limit would absolutely create a safer environment.

Is there any chance at all that this long stretch of road can be considered in the very near future. Small changes (longer yellow lines, lower speed limit) would make a huge difference.

Thanks for reading this Joanne, would be great to hear from you.



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

Please pause all consultations/administering on speed limits in light of the impending change of Government.

National has advised that they will repeal the legislation so for that reason pause all proposed works until this is clarified.

The public has also objected to the radical changes that have come to pass but once against been ignored. We do not consent to our money being used on undemocratically, unfounded speculative decisions. In the words of a Councillor - who was witnessed at a Board meeting - in which statistics were used to back up claims opposing the a proposal for the new cycleway - it was stated "statistics don't mean anything, it is the probability of it happening that matters - I don't care what you say we are going to pass this regardless at Council stage"

This is a clear contradiction to our representation.

As the district is currently sitting on a debt of \$180 million (and as a guarantor is responsible for a figure of approx\$14 Billion and rising) then I strongly advise against adding to this debt.

Are you aware of this? And also the economic vulnerability of the Ratepayers at present.

If you wish to discuss, feel free to contact me.

The offer is there to work with you.

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

Kia Ora Joanne:

I have taught at Rangiora High School for the past 20 years  
am also the

. I  
I have lived in North Canterbury for the past  
10 years.

I am writing to share with you my views on reducing the speed limit on the relevant parts of East Belt and Wales Street around Rangiora High School to 30 km/hr.

**SUMMARY: Reducing the speed limit to 30 km/hr on the roads as referenced above is an absolute no-brainer and should have happened 20 years ago. The sooner it is implemented the better for the community.**

**RATIONALE:** Rangiora High School has the unfortunate design flaw of having a road (East Belt) literally cutting the campus in half. As a result literally thousands of students and staff (including me) cross East Belt and to a lesser extent Wales Street multiple times throughout the day. This begins early in the morning as students are dropped off at school by bus and by individual cars, continues on an hourly basis during class changeovers, again into interval and lunch, and at the end of the day as students are picked up after school. In addition, many students walk to and from school and there are still a few hardy souls who ride bicycles.

There are no set crosswalks for students or staff to use while crossing East Belt/Wales Street. As a result it is an accurate description to describe the pedestrians crossing (including the teachers such as myself) East Belt and Wales Street as an unruly mob of individuals, mostly in a hurry to get somewhere, often with their faces buried in their cell-phones or otherwise distracted, dodging other pedestrians and cars.

At the same time motor vehicle operators – with the exception of the bus drivers (who are professionals who clearly put safety as a top priority) are over represented by inexperienced, sometimes improperly licensed drivers, who are often distracted. I suspect you have access to the number of drivers on Learners or Restricted licenses violating the terms of their licenses by carrying passengers.

For those drivers acting within the scope of their license many are in a hurry to get somewhere else (to work in Christchurch, pick up a child at another school, the list goes on) and are distracted.

Then there are a number of drivers who egregiously engage in dangerous driving (speeding, burnouts, fishtailing, and various other forms of tomfoolery). While fortunately these numbers are low, they are large enough that a week doesn't go by when I am not reporting someone's dangerous driving to the NZ Police.

Mix this all together and – at the risk of being trite – you have a recipe for disaster.

While (to the best of my knowledge) our community has avoided a disaster so far, there are plenty of near-misses and actual harm that does occur. Students (and teachers) are knocked over by vehicles, vehicle collisions with or without property damage happen regularly, and visible displays of road rage are common.

While I am sure you will receive a variety of opposing views, the laws of Physics are clear. Lower speed means more time to see and react to hazards and less harm (lower kinetic energy) occurs if an incident occurs.

The distance from the roundabout at East Belt/High Street to the intersection of East Belt/High Street is approximately 650 meters. At a speed of 50 km/hr this distance is covered in approximately 47 seconds. At a speed of 30 km/hr this distance is covered in approximately 78 seconds.

Are we really willing to continue to unnecessarily risk the wellbeing of our Tamaraki all for the sake of saving 30 seconds driving time?  
Drop the speed limit.  
Nāku iti noa, nā



## SPEED MANAGEMENT PLAN FEEDBACK FORM

The following questions are specific to proposals in the draft Speed Management Plan including Schools:

### Do you agree with the Council objectives in the proposed speed management plan?

YES  NO

Additional Comments:

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

### Do you agree with the proposal to reduce speeds around schools?

YES  NO

Additional Comments:

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

\* We strongly recommend reducing Raven Quay to 30 km/h as this road runs parallel with our Kara. A number of our tamariki and cars exit onto this road.

### Do you agree with the proposed speed limits for the following roads:

Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change) *see page 9 - Pegasus*

YES   
NO

Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development *see page 8 - Kaiapoi*

YES   
NO

Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h) *see page 8 - Kaiapoi*

YES   
NO

Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h) *see page 8 - Kaiapoi*

YES   
NO

Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h) *see page 8 - Kaiapoi*

YES   
NO

Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) *see page 6 - Ashley Gorge*

YES   
NO

Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit) *see page 6 - Oxford*

YES   
NO

Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit) *see page 6 - Swannanoa*

YES   
NO

Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit) *see page 6 - West Eyreton*

YES   
NO

Please feel free to attach additional pages with further comments



WAIMAKARIRI

Complete the survey online



## SPEED MANAGEMENT PLAN FEEDBACK FORM—OPTIONAL

The following questions are optional and this information will help us to better understand what residents think about speed in various different environments across the District. This information will be used to inform future speed management plans for the District.

### When you think about your local school, what do you think about the current speed limit?

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

Additional Comments: (include the name of the school)  
(Please feel free to add further pages inside if you wish)

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

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

Additional Comments: (include the name of the road or street)  
(Please feel free to add further pages inside if you wish)

### When you think about streets in our town centres, what do you think about the current speed limit?

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

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

### What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?

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

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

### If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?

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

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

### When you think about rural roads in our District, what do you think about the current speed limit?

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

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

### When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?

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

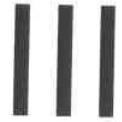
Please provide more information on the roads and streets that you commute on:  
(Please feel free to add further pages inside if you wish)

Please feel free to attach additional pages with further comments





Freepost Authority Number 1667



Attention: Joanne McBride  
Let's Talk—Speed Management Plan  
Waimakariri District Council  
Private Bag 1005  
Rangiora 7440

Fold along line

Cut here

Please seal on all sides with tape.

Fold along line

Name/Organisation:

Kiriapi Borough

Please tick the box if you want your contact details to be confidential

Please choose if you wish to present your feedback at public hearings either in person or online:

YES  NO

**If you have any questions regarding the Speed Limit Review please contact:**

Joanne McBride  
Roading & Transport Manager  
Waimakariri District Council

Phone. 0800 965 468

Email.

joanne.mcbride@wmk.govt.nz

Return this feedback form (no stamp required) to us by Monday 27 November 2023.

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

Hi Joanne

As a teacher at Tihiraki North Loburn School I strongly support the speed reductions around schools. This will support the safety of our children.

I would also like to request some no-stopping signs for the opposite side of the road. Parents always ignore the yellow lines.



**MEMO: Waimakariri District Council Draft Speed Management Plan**

**DATE: 21<sup>st</sup> of November 2023**

**ATTENTION: Joanne McBride**

On the 7<sup>th</sup> of November 2023, the Waimakariri District Council (WDC) sent Mahaanui Kurataiao Ltd a request for feedback on the Waimakariri Speed Management Plan 2023-2027 following discussions at the Rūnanga and WDC joint hui held on the 2<sup>nd</sup> of November. A signed estimate to undertake the consultation process was returned to Mahaanui Kurataiao on the 14<sup>th</sup> of November.

Due to new legislation, *Land Transport Rule: Setting of Speed Limits 2022*, the Council is required to develop a Speed Management Plan. The Council has decided on a phased approach to Speed Management Planning, with the first phase out for consultation. There are two key focuses of this plan; speed limits at schools and key intersections and other changes. The draft plan outlines the detailed approach to speed management including the reasoning behind the speed reductions, how the plan was developed, the Council's 10-year vision, and the implementation programme over the next four years.

A memo summarising the key points of the Speed Management Plan was provided to the kaitiaki of Te Ngāi Tūāhuriri Rūnanga at the fortnightly hui held on the 16<sup>th</sup> of November. The feedback from the kaitiaki was primarily on the proposed speed limit signs to be implemented at Tuahiwi School. This feedback is summarised below.

Under the new legislation, it is understood that road controlling authorities are required to address speed outside of 40% of the district's schools by the 30<sup>th</sup> of June 2024, with the remaining 60% by December 2027. Speed limits will be set to 30 km/h outside of category one schools (mainly urban, and rural schools where pick up-and drop off occurs on the road frontage), and no more than 60 km/h outside of category two schools. The plan proposes a mix of fixed and variable speed limit signage.

It is noted that speed limits for Tuahiwi School are to be implemented across the 2024-2027 period. The proposed speed limit for Tuahiwi School is 30km/h. The road extent to which this speed limit will apply is between 191 Tuahiwi Road to 215 Tuahiwi Road.

Kaitiaki have requested that three speed limit signs be placed in Tuahiwi. Two should be for the provision of limiting traffic speed at Tuahiwi School. These signs should be located at the following locations:

1. South of the school at approximately 191 Tuahiwi Road (joint School/Marae sign 1).
2. North of the school on the bend (near the boundary of 228/234 Tuahiwi Road) (School sign 2).

The third speed limit sign should be placed north of the urupā and should be used in conjunction with the sign located at 191 Tuahiwi Road (south of the school). These two signs





should be for the provision of limiting traffic speed when there is a medium to large event being held at the Marae.

Rebecca Adolph | *Environmental advisor*

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

Hi

The Waimakariri Draft Speed Management Plan was presented and discussed at the recent meeting of the Canterbury/West Coast Automobile Assn. There was general agreement as to the direction it was proceeding.

The AA council agreed to the proposed speed reductions on the roads as per the plan but would encourage the use of more variable speed signs. They agreed to the use of variable speed signs around schools particularly on roads that would have higher traffic numbers. There was a question as to why Fuller Street Kaiapoi would not have a variable speed sign particularly when there is already powered signs in place and traffic numbers probably comparable to some other school sites that are proposed to have variable signage.

Happy to discuss further if necessary but do not wish to speak at a hearing.

Kind Regards

Graeme Dodd

District Councillor on behalf of the Canterbury/ West Coast Automobile Assn.

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

Kia ora Joanne,

I have reviewed the attached plan and can't see any issues from a FENZ perspective so would not need time to present at the hearing

Nga mihi

**Colin Russell BSC** (psych), Grad Dip EmerMgt, Dip SpSt, GFireE.

Group Manager/Assistant Commander  
Kaiwhakahaere Ropu, Waitaha Ki te Raki




---

**Fire and Emergency New Zealand**

---

WE DO THE RIGHT THING – KIA TIKA | WE SERVE AND SUPPORT - MANAAKITANGA | WE ARE BETTER TOGETHER - WHANAUNGATANGA | WE STRIVE TO IMPROVE - AUAHATANGA



Sensitivity: General



## Waimakariri District Council – Draft Speed Management Plan

To: Waimakariri District Council

**Name of submitter: Ministry of Education ('the Ministry')**

Address for service: C/- Beca Ltd  
PO Box 13960  
Christchurch 8141

### This is feedback on the Waimakariri District Council – Draft Speed Management Plan (SMP)

#### Background

The Ministry of Education is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Waimakariri district.

#### The Ministry of Education's feedback is:

Waimakariri District Council (WDC) have advised that their focus for the SMP is to set speed limits that improve safety in key areas and establish a ten-year vision alongside a four-year implementation programme for speed management.

The SMP principles, align with Waka Kotahi Road to Zero safety strategy, and aim to provide safe speeds around kura/schools and protect active road users, prioritizing high benefit roads and achieving a consistent approach to the network.

It is acknowledged that WDC is primarily focused on implementing safer and more appropriate speeds on the roads around schools which the Ministry is particularly interested in - along with additional areas previously identified. This includes urban and settlement areas, intersection speed zones, and speed

Sensitivity: General



limit changes on rural roads. The lowering of speeds around schools is crucial for protecting vulnerable road users such as tamariki and rangatahi travelling to school.

It is understood that the maximum speed limit for roads around Category 1 (typically urban schools) schools is proposed to be 30 km/h, either as a permanent or as a variable speed limit (VSL) and for Category 2 schools, the proposed speed limit will be a reduction to a maximum speed limit of 60km/h, either permanently or as a variable speed limit.

There are nine schools within the district that have variable speed limits proposed. The Ministry seek permanent speed reductions, as opposed to variable speed reductions, as many students and teachers often use the school facility outside of standard operating hours. The aforementioned amendments would provide for an overall lower speed limit within the vicinity of the schools, thereby creating a safer traffic environment at all times.

#### **The Ministry's position on the proposed improvements**

The proposed safety improvements are expected to benefit schools in the Waimakariri district, creating a safer transportation environment for tamariki, teachers, and staff commuting to and from school, however further refinements could be made to create a consistent, safer, environment around schools in the district.

As outlined earlier, the Ministry request that permanent speed reductions are considered outside all schools.

It is acknowledged that this is a draft Speed Management Plan, therefore it is requested that the changes noted above be included within the Proposed Speed Management Plan.

#### **The Ministry contact person for asset planning is Walter Lettink. Contact details for Walter are:**

Walter Lettink  
Infrastructure Manager- Asset Planning

**Daly Williams – Beca Ltd**

**(Consultant to the Ministry of Education)**

**Date: 27 November 2023**



21 November 2023

DIR-23-32

Joanne McBride  
Roading and Transport Manager  
Waimakariri District Council  
[joanne.mcbride@wmk.govt.nz](mailto:joanne.mcbride@wmk.govt.nz)

Dear Joanne

I refer to your correspondence of 6 November 2023 in relation to the draft 2023-2027 Speed Management Plan for Waimakariri.

I have consulted with the Canterbury District Road Policing Manager Inspector Natasha Rodley for her operational knowledge of the stretch of roads in question.

New Zealand's road safety strategy, *Road to Zero*, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h. These limits are backed by research published in 2018 by the International Transport Forum.

One of New Zealand Police's goals is *Safe Roads* – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with the Safe System principles and the need for our transport system to be forgiving should a mistake be made that ends in a crash.

With these Safe System principles in mind, Police supports the proposed speed limits in the draft 2023-2027 Speed Management Plan.

Due to operational priorities, Police is not able to make an in-person submission.

Yours sincerely,

**Superintendent Steve Greally**  
Director: Road Policing  
New Zealand Police

**Police National Headquarters**

180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand.  
Telephone: 04 474 9499. Fax: 04 498 7400. [www.police.govt.nz](http://www.police.govt.nz)

14 November 2023

Waimakariri District Council  
215 High Street  
Private Bag 1005  
Rangiora 7400

Tēnā koutou,

### Submission on Speed Management Plan 2023/27

1. Thank you for the opportunity to submit on the Speed Management Plan 2023/27. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to some of the specific questions provided in the Speed Management Feedback Form.
3. This submission sets out particular matters of interest and concern to Te Mana Ora.

### General Comments

4. We welcome the opportunity to comment on the Speed Management Plan 2023/27.
5. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by

environmental, social and behavioural factors. They are often referred to as the ‘social determinants of health’.<sup>1</sup>

6. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact<sup>2</sup>.
7. Transport is an important determinant of health. There are many pathways that connect transport and health outcomes, including air quality, greenhouse gas emissions, access to services and opportunities, physical activity levels and road crashes.<sup>3</sup> These pathways can lead to positive or negative health outcomes and have a significant impact on population health and wellbeing. In addition to direct health impacts, increased emissions from transport contribute to climate change and consequential health impacts. When transport and land use planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs.<sup>4</sup>

## Specific Comments

8. Te Mana Ora strongly support Waimakariri District Council reducing speed limits. Lower vehicle speeds not only reduce deaths and serious injury but also lead to other health and environmental benefits. Therefore, Te Mana Ora recommends that the Council goes beyond the “minimum option” opted for in this proposal and reduce speeds across the transport network.
9. Te Mana Ora’s specific comments about the two key proposals of the Speed Management Plan are outlined below.

<sup>1</sup> Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

<sup>2</sup> McGinnis JM, Williams-Russo P, Knickman JR. 2002. *The case for more active policy attention to health promotion*. *Health Affairs*, 21(2): 78 - 93.

<sup>3</sup> Glazener, A., Sanchez, K., Ramani, T., Zietsman, J., Nieuwenhuijsen, M. J., Mindell, J. S., ... & Khreis, H. (2021). *Fourteen pathways between urban transportation and health: A conceptual model and literature review*. *Journal of transport & health*, 21, 101070.

<sup>4</sup> Mizdrak A, Blakely T, Cleghorn CL, Cobiac LJ (2019) *Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study*. *PLoS ONE* 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>



***Speed limits at schools***

10. Te Mana Ora strongly support lowering speed limits to 30km/h, which is proposed for Category 1 schools. The Speed Management Plan proposes to reduce speed limits to 60km/h for Category 2 schools in high-speed areas, however there are health, safety and environmental issues with this higher speed limit. As stated in the Speed Management Plan, there is a 95% risk of death as a result from a crash with an impact speed of 60km/h. Te Mana Ora suggest that the Council reviews the speed limits of Category 2 schools.
11. Lowering speed limits around education settings has the potential to encourage more people to walk, scoot and cycle more often. Walking, scooting and cycling are affordable ways to travel, that increase physical activity and reduce the environmental impacts of travelling by car. These active modes also create a safer, more liveable, socially cohesive community.
12. However, many transport users perceive the road network as an uncomfortable and unsafe space to walk, scoot and cycle. Speed of vehicular transport is a key influencer of whether people perceive a trip is safe to make by active transport. This is especially true for parents and caregivers considering how to get their tamariki safely to school.
13. Te Mana Ora suggest that all schools and early childhood education settings (kindergartens, preschools and playcentres) are included in the Speed Management Plan. Te Mana Ora support lowering of speed limits around Early Childhood Education centres (ECE) as well as schools to 30km/h. Some ECEs in the district may already be included in the proposed speed changes around schools while other ECEs may need to be included by extending the proposed area for speed changes or including an additional area for speed change.<sup>5</sup>

---

<sup>5</sup> The location of ECEs in the Waimakariri District can be found on this website: <https://www.educationcounts.govt.nz/find-an-els/areas?region=13&district=59>

14. Habits are developed for whānau and tamariki during preschool years, therefore it is important to encourage an environment that supports whānau and tamariki to establish habits for an active commute in these early years. Research has shown that most children that walk and cycle to school will maintain this behaviour as they get older.<sup>6</sup>
15. The Speed Management Plan document proposes variable speed limits around some schools, which may pose safety challenges. The document also outlines the chances of survival based on the impact speed of vehicles; a person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival, however once the impact speed reaches 70km/h, the chance of survival is virtually zero.<sup>7</sup> Variable speed limits may lead to deaths and serious injuries if drivers are unaware of the lower speed limits or if people are travelling using active transport outside of the hours of the lower speed limit.
16. The variable speed limits may concern schools and ECEs that go off-site during the day for activities, such as going to swimming lessons. Having permanent lower speed limits may enable tamariki and kaiako to walk to off-site activities.
17. A recent cost-benefit analysis concluded that there are significant safety benefits from permanent speed reductions around schools and a high value for money of such interventions.<sup>8</sup> Therefore, Te Mana Ora recommends that permanent speed limits are the default.
18. Te Mana Ora supports the Council's efforts to introduce speed limits at 40% of schools by June 2024. However, the target date for reducing speed limits around all schools of December 2027 may mean that other schools have to wait much longer to

<sup>6</sup> Centre for Physical Activity and Nutrition Research (2007) *What influences whether children walk or cycle to school*. Deakin University. Accessed from: [https://www.deakin.edu.au/\\_\\_data/assets/pdf\\_file/0018/307008/book-7.pdf](https://www.deakin.edu.au/__data/assets/pdf_file/0018/307008/book-7.pdf)

<sup>7</sup> Ministry of Transport, 2008. *Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers*. Retrieved from: <https://can.org.nz/system/files/RaisingtheProfileWalkingCyclinginNZ.pdf>

<sup>8</sup> Mandic, S., Hewitt, J., Dodge, N., & Sharma, N. (2023) *Approaches to Managing Speed in New Zealand's Capital*. *Journal of Road Safety*, 34(1). <https://doi.org/10.33492/JRS-D-22-00047>

experience the benefits of lower speed limits. Te Mana Ora suggests that the Council aims to introduce speed limits at schools sooner than this target date.

### **Key intersections and other proposed changes**

19. Te Mana Ora support lowering speed limits at the specific locations included in the Speed Management Plan 2023/27. However, there are only a small number of roads and intersections included in the proposal. Te Mana Ora suggest that a consistent approach to setting speed limits is taken across the district to ensure a safe and consistent road user experience.

### **Other comments**

20. Te Mana Ora recommend that the Council take further action than what is proposed in the Speed Management Plan 2023/27. Lower vehicle speeds not only reduce deaths and serious injury but also lead to other health and environmental benefits.

21. Te Mana Ora suggest that the Council focus on routes where lower speeds will significantly reduce crash risk, death and serious injuries. A study found that 60% of fatal crashes in New Zealand were attributed to speeding.<sup>9</sup> This means fewer New Zealanders would be killed and injured if we slowed down. New Zealand-based research shows that traffic speed reductions have been effective at reducing injuries and deaths.<sup>10</sup>

22. Deaths and serious injuries caused by road traffic is a cause of significant health burden within New Zealand and is the ninth leading cause of years of life lost.<sup>11</sup> Road crashes increase pressure on the health system through increased hospitalisations, medical costs and long-term healthcare needs. Each death has

<sup>9</sup> Accident Compensation Corporation, and Land Transport Safety Authority. (2000) *Down with speed: A review of the literature, and the impact of speed on New Zealanders*. Available from: <https://www.transport.govt.nz/assets/Uploads/Report/ACC672-Down-with-speed.pdf>

<sup>10</sup> Job RS, Brodie C. (2022) *Road safety evidence review: Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand*. *Journal of Road Safety*. 33(1):5-25.

<sup>11</sup> Ministry of Health. (2020). *Longer, Healthier Lives: New Zealand's Health 1990–2017: A report on the health loss estimates of the 2017 Global Burden of Disease Study*. Wellington: Ministry of Health.

social cost valued at \$12.5 million and each serious injury has a social cost of \$660,100.<sup>12</sup>

23. Te Mana Ora suggest that the Council reduces speed limits in urban and residential areas to support and encourage people to use active transport.
24. Cardiovascular disease, mental ill-health, cancer and diabetes are among the major public health challenges in New Zealand, many of which are potentially preventable.<sup>13 14</sup> Reduced speed limits encourage active transport and increase physical activity by enhancing the walkability of neighbourhoods and improving the actual or perceived safety of walking and cycling. Active transport contributes to decreased likelihood of diabetes, improved mental health and reduced risk of diseases, such as cardiovascular diseases and cancer.<sup>15 16 17</sup> When more people walk and cycle it is also likely that emissions and noise will reduce, air quality will improve, and environmental sustainability is supported.<sup>18</sup>
25. Reducing speed limits as a measure to improve streets for people is a more cost-effective approach than adding other infrastructure such as separated cycle lanes or narrowing streets.<sup>19</sup>
26. In addition, roads and streets play a key role as a place for the community. Reducing the speed limits in towns and residential areas makes these places more appealing to spend time in. Walkable areas help people to meet, shop and connect to their communities, and make places more vibrant and liveable. There are also direct economic benefits for retail and other businesses to investing in walkable

<sup>12</sup> Waka Kotahi. (2023) *Monetised benefits and costs manual*. Accessed from: <https://www.nzta.govt.nz/assets/resources/monetised-benefits-and-costs-manual/Monetised-benefitsand-costs-manual.pdf>

<sup>13</sup> Te Whatu Ora, Te Aka Whai Ora. (2022) *Te Pae Tata - Interim New Zealand Health Plan*. Available from: <https://www.tewhatauora.govt.nz/whats-happening/what-to-expect/nz-health-plan/>

<sup>14</sup> Genter J. A., Donovan S., Petrenas, B., and Badland, H. (2008) *Valuing the health benefits of active transport modes*. NZ Transport Agency Research Report 359.

<sup>15</sup> Environmental Health Indicators. (2017) *About Transport and Health Factsheet*. Wellington: Environmental Health Indicators Programme, Massey University. Available from: <https://www.ehinz.ac.nz/assets/Factsheets/Released-2017/About-transport-and-health-factsheet.pdf>

<sup>16</sup> British Medical Association. (2012) *Healthy transport = Healthy lives*. Available at: <https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/healthytransporthealthyvives.pdf>

<sup>17</sup> Luo M, Li H, Pan X, Fei T, Dai S, Qiu G, Zou Y, Vos H, Luo J, Jia P. (2021) *Neighbourhood speed limit and childhood obesity*. *Obesity Reviews*. 22:e13052

<sup>18</sup> Saunders LE, Green JM, Petticrew MP, Steinbach R, Roberts H. (2013) *What are the health benefits of active travel? A systematic review of trials and cohort studies*. *PLoS One*. 8(8):e69912.

<sup>19</sup> *Global action plan on physical activity (2018) 2018–2030: more active people for a healthier world*. Geneva: World Health Organization. Available from: <https://www.who.int/publications/i/item/9789241514187>

communities with high amenity values and proximity to frequently used destinations such as shops, eating places, schools, and parks.<sup>20</sup>

27. Lowering speeds has co-benefits for the environment and health. As speed increases above 50km/h, the levels of carbon monoxide, nitrous dioxide and particulate emissions increase which degrade air quality<sup>21</sup>. Vehicle noise increases with increasing speed due to noise from the tyre-road interaction.<sup>22</sup>

28. Considering the benefits to overall road safety, increase in physical activity, improved air quality and reduced vehicle noise, lower speeds has been shown to reduce health inequalities<sup>23</sup>. Consequently, the reduction of speeds is a significant and important measure for the Council to actively address health inequalities.

## Conclusion

29. Te Mana Ora does not wish to be heard in support of this submission.

30. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

31. Thank you for the opportunity to submit on the Speed Management Plan 2023/27.

---

<sup>20</sup> Community and Public Health. 2012. Review of studies that have quantified the economic benefits of intervention to increase walking and cycling for transport. <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>

<sup>21</sup> University of Canterbury. 2022. Lower speed limits save lives and make NZ cities better places to live. Available at: <https://www.canterbury.ac.nz/news/2022/lower-speed-limits-dont-just-save-lives-they-make-nz-towns-and-cities-better-places-to-live.html>

<sup>22</sup> Waka Kotahi NZ Transport Agency (2022) Speed management guide: Road to Zero edition. Available at: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guideroad-to-zero-edition.pdf>

<sup>23</sup> University of Canterbury. 2022. Lower speed limits save lives and make NZ cities better places to live. Available at: <https://www.canterbury.ac.nz/news/2022/lower-speed-limits-dont-just-save-lives-they-make-nz-towns-and-cities-better-places-to-live.html>

Ngā mihi,



**Vince Barry**

**Regional Director Public Health Te Waipounamu**  
**National Public Health Service**



**la Ara Aotearoa Transporting New Zealand Incorporated**  
**submission to**  
**Waimakariri District Council**  
**on its proposed**  
**2023 -2027 Speed Management Plan**

**27 November 2023**

Contact: Dom Kalasih, Interim Chief Executive  
la Ara Aotearoa Transporting New Zealand Incorporated

# **la Ara Aotearoa Transporting New Zealand Incorporated submission to Waimakariri District Council on its 2023-2027 speed management plan including schools**

## **1. Representation**

- 1.1 la Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,800 people (1.2% of the workforce) and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP<sup>1</sup>.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand or about 85% of the surface freight activity measured in tonne-kilometres.

## **2. Introduction**

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed to ensure:
  - The safety and wellbeing of our drivers and other road users
  - The minimal impacts of transport on our environment
  - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand welcomes the opportunity to comment on the proposed changes to speed limits.
- 2.3 Roads are the routine working environment for our members, consequently, a well-managed and safe working environment is important to us.
- 2.4 The predominant lens and the scope of our submission are the impacts and risks associated with commercial (road freight) traffic and the economy that traffic serves.

---

<sup>1</sup> [Transport factsheet \(mbie.govt.nz\)](https://www.mbie.govt.nz)



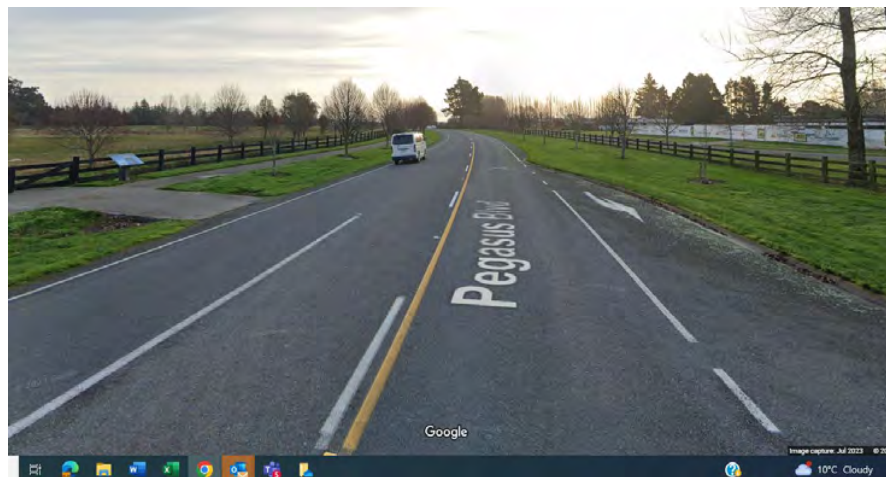
### 3. General comments

- 3.1 Transporting New Zealand appreciates the current legislation, Land Transport Rule: Setting of speed limits 2022 places a legal obligation on road controlling authorities to address speed outside 40% of the district's schools by end of June 2024.
- 3.2 Transporting New Zealand appreciates and supports in principle the consultation approach taken by Waimakariri District Council (WDC), particularly with its approach to do the minimum that is required, while waiting for further direction from central government given the recent election and change.
- 3.3 Transporting New Zealand is generally supportive of WDC's proposal to reduce speed around schools and particularly its approach in many cases to use variable speed limit signs as this aligns with Transporting New Zealand's principle of taking a risk-based approach. We believe drivers are much more likely to reduce speed and comply with speed limits around areas with students.
- 3.4 Similarly, because it is a risk-based approach, Transporting New Zealand is generally supportive of WDC's proposal to introduce variable speed signs at the intersections proposed.
- 3.5 Transporting New Zealand understands the science and fundamental physics of lower vehicle speeds providing greater time for people to react and respond during an incident. As well, in the event of a crash, the forces and energy levels are correspondingly lower, hopefully reducing the seriousness of any injuries. That is the rationale expressed by Waka Kotahi for lowering speeds through Road to Zero and we do not dispute that science. However, our request to road controlling authorities is that they take a risk-based approach and focus and prioritise on improving and rectifying unsafe scenarios rather than merely taking a blanket approach to reducing speeds.
- 3.6 Transporting New Zealand is concerned that Waka Kotahi and road controlling authorities are placing far too much emphasis on reducing speed and that is simply placing blame on drivers rather than understanding the underlying reasons for this increasing crash trend.
- 3.7 Transporting New Zealand is also concerned that all the effort and focus on speed limit is hindering progress with better solutions such as building and maintaining safer roads.
- 3.8 Over the last couple of decades there have been noticeable improvements in vehicle safety, for example with progress in frontal impact designs, crash worthiness, and occupant protection. There has also been improvement in reducing the time for emergency medical services which increase the likelihood of crash victim survivability. Given these changes, Transporting New Zealand is concerned that the strategy of reducing speed limits is an easy option for road controlling authorities but it will not deliver the benefits claimed and the disbenefits have not been given adequate consideration.

#### 4. Specific comments

4.1 In regard the proposed speed limits on Pegasus Boulevard, Beach Road and Ferry Road we have the following concerns:

- We believe the vast majority of drivers tend to operate their vehicles at a reasonable speed based largely on taking cues from the nature of the road environment. Those cues will include factors such as, but not limited to: the geometric design factors of the road such as lane width, shoulder width; horizontal and vertical curvature, road marking, and lighting; driver factors such as sight distance; and roadside development such as parked vehicles, pedestrian activity and other hazards. Our concerns with these proposals is that the road environment, as illustrated below, differs significantly and therefore compliance is unlikely to be good.



**Pegasus Boulevard, Pegasus**



**Ferry Road, Kaiapoi**



### **Beach Road, Kaiapoi**

- Transporting New Zealand would have preferred to see WDC support its proposals with other information for the respective sections of roads such as:
  - data on the current 85<sup>th</sup> percentile mean operating speeds
  - crash data

- 4.2 Transporting New Zealand believe it is unreasonable to expect motorists to be compliant with speed limits when there is so much variation and inconsistency across the network. Furthermore, this inconsistency will ultimately lead to perverse safety outcomes as more vulnerable road users, such as pedestrians and cyclists, will not have a consistent expectation or understanding of the speed of the traffic they are interacting with.

## **5. Public hearing**

- 5.1 Transporting New Zealand appreciates that WDC is holding a public hearing however Transporting New Zealand does not believe it is necessary for us to attend.

## **6. Summary**

- 6.1 Transporting New Zealand New Zealand is generally supportive of WDC's proposal to reduce speed around schools.
- 6.2 Transporting New Zealand is generally supportive of WDC's proposal to introduce variable speed signs at the intersections proposed.
- 6.3 In regard to the Pegasus Boulevard, Beach Road and Ferry Road proposals, Transporting New Zealand recommends that before progressing with change WDC should collect more information, such as current operating speeds and crash data, and bearing in mind the different roading environments, WDC carefully consider whether the changes will seem fair, reasonable and rational to drivers, and will achieve the desired goals.

**END**



**Respondent No:** 82  
**Login:** Registered

**Responded At:** Nov 27, 2023 20:58:09 pm  
**Last Seen:** Nov 27, 2023 07:52:46 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	Yes	<b>Additional comments</b>
		Spokes would like to see a more ambitious plan. See submission for further details
Q2. Do you agree with the proposal to reduce speeds around schools?	Yes	<b>Additional comments</b>
		Spokes would like to see a more ambitious plan with the second group of schools brought forward to 2024/2025. See submission for further details
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	Yes	
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	Yes	
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	Yes	
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	Yes	
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	Yes	

<p><b>Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)</b></p>	Yes
<p><b>Q12. When you think about your local school, what do you think about the current speed limit?</b></p>	It could be lower
<p><b>Q13. When you think about the road or street you live on, what do you think about the current speed limit?</b></p>	It could be lower
<p><b>Q14. When you think about streets in our town centres, what do you think about the current speed limit?</b></p>	It could be lower
<p><b>Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?</b></p>	It could be lower
<p><b>Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?</b></p>	It could be lower
<p><b>Q17. When you think about rural roads in our District, what do you think about the current speed limit?</b></p>	It could be lower
<p><b>Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?</b></p>	It could be lower



## Waimakariri Speed Management Plan 2023/27

### Submission from Spokes Canterbury

Reference: <https://letstalk.waimakariri.govt.nz/speed-management-plan-2023-27>

Tēnā koutou katoa

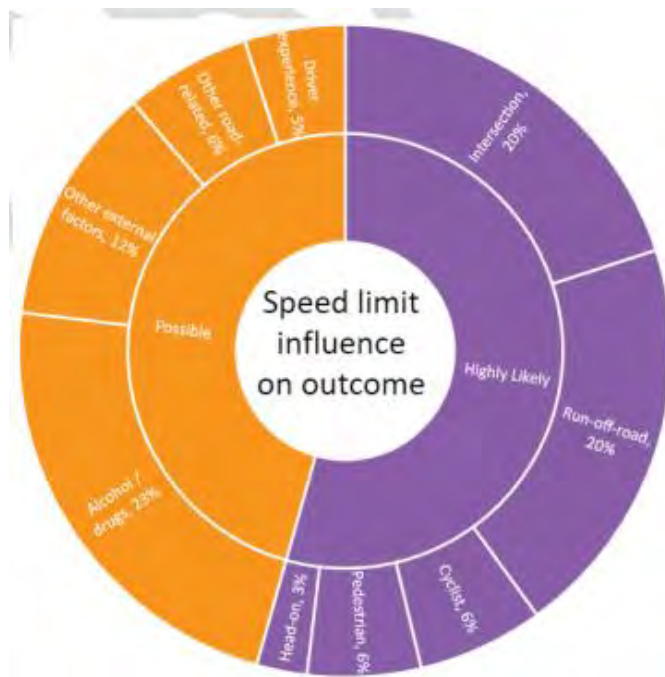
Thank you for the opportunity to comment on the Waimakariri Speed Management Plan 2023/27.

#### Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80.

#### A Safer Speed Plan for Waimakariri

The aim of a Safer Speed Plan is to reduce the number of deaths and injuries on Waimakariri Roads. Waimakariri is a rapidly growing district with increasing traffic congestion, particularly around large towns such as Rangiora, Kaiapoi, Woodend/Pegasus and Oxford. Waimakariri also has many rural roads, sealed and unsealed, which can have significant variations in road and weather conditions. The safety issues are diverse but the impact of lowering speeds is universally positive.



The current speeds in the Waimakariri District, except in a few areas, are unsafe for cyclists, pedestrians and those using other forms of active transport. As the consultation points out if a pedestrian is hit by a car travelling at 50km/h, there is only a 20% chance they will survive. At 30km/h, the survival rate increases significantly to 90%. The slower the speeds, the safer cyclists and pedestrians feel and the more likely they are to use active transport.

*Figure 6 from Plan. Note that speed was an influence on the outcome for Cyclists (6%) and Pedestrians (6%)*

### Spokes:

- Supports the focus on Schools safely however we would like to see the ambition widened significantly. Children should be able to get to schools, libraries, recreation areas and other places they frequent safely. The whole journey from home to school and other priority destination is important. Safe travel for children promotes independence and reduces the school rush traffic jam.
- Supports the research showing that reducing speeds makes it safer for people using many forms of active transport, cycling, walking, using scooters, skateboards and mobility devices.
- Supports the One Network Framework that gives greater weight to function including alternative modes of transport, and road spaces uses.
- Notes that Waimakariri is attracting a growing number of recreational cyclists from many areas including Christchurch. Better cycle infrastructure, including lower speeds, will increase the desirability of cycling in Waimakariri which will have a positive impact on businesses in the area. E-bikes allow a greater range of cyclists to travel further to enjoy on and off-road trails.
- Supports prioritising Roads that provide the most benefit and have the most local support.
- Supports a consistent approach to the network where possible.
- Prefers aligning new developments with lower speeds, including new subdivisions and planned road improvements.
- Is disappointed that Waimakariri District Council has chosen a speed plan advocating minimal changes based on politics rather than evidence. Priority should be given to wellbeing. A death or serious injury has serious long-term impacts on individuals, family, friends, colleagues and communities.

### We would also like to see:

- The speed limits for the second tranche of schools pulled forward from 2024/2027 to 2024/2025. If there is a particular problem with one or two schools please create a new category and explain why there is a problem for each case so parents can better advocate for change. Signage is cheap way to improve safety and should be fully budgeted for.
- More focus on safely connecting key destinations together – one dangerous intersection can stop people cycling. Waimakariri has a lot of high-speed roads that are difficult to cross safely.
- Further breakdown of Figure 5 in the plan by age, speed and location, with comparisons with best practice in other communities to allow informed decisions on priorities.
- The main streets of Rangiora (High Street), Kaiapoi (Williams Street) and Oxford (Main St) reduced to 30km/h.
- The whole urban network (areas currently 50km/h) reduced to 30km/h.
- Rural roads reduced to 80km/h.
- Unsealed roads reduced to 60km/h.
- The speed changes brought forward to save lives.

### The Research on Safer Speeds

The research is clear that speed is a factor in death and serious injury and the risk is significantly reduced by lowering speeds in neighbourhood streets. There is now growing evidence in Aotearoa, confirming international research, that reducing speeds has a significant impact on reducing deaths and serious injuries on town and country roads.

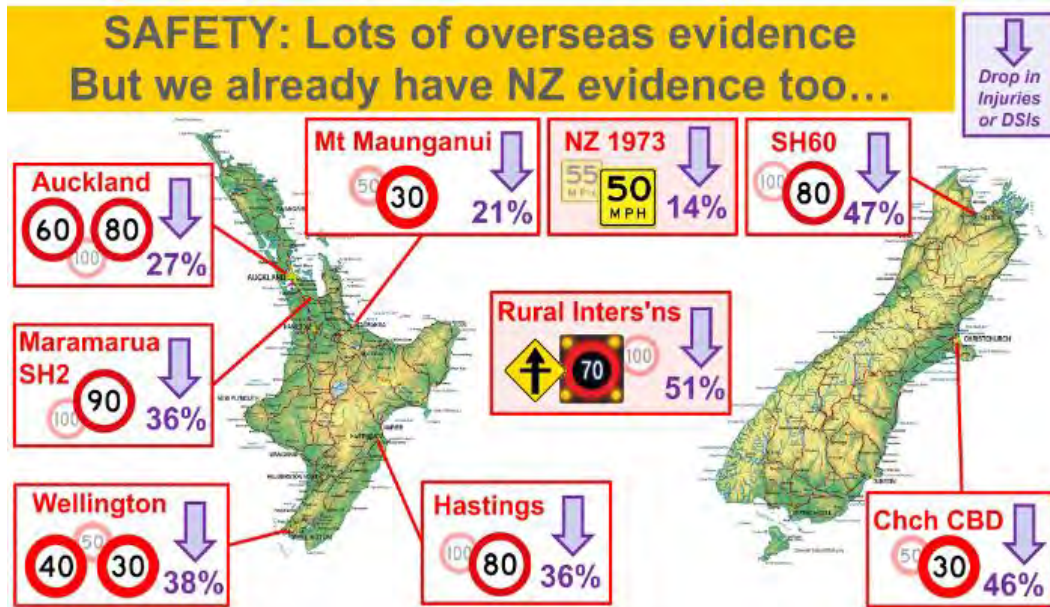


Fig 1. Glen Koorey, 2023 Australasian Road Safety Conference, Cairns

Note that the reduction in speed on rural roads and intersection creates a significant reduction in fatalities and serious injuries (DSIs). For every 1% reduction in speed there is on average a 2% reduction in all injuries, a 3% reduction in serious injuries and a 4% reduction in fatalities (Koorey, 2021).

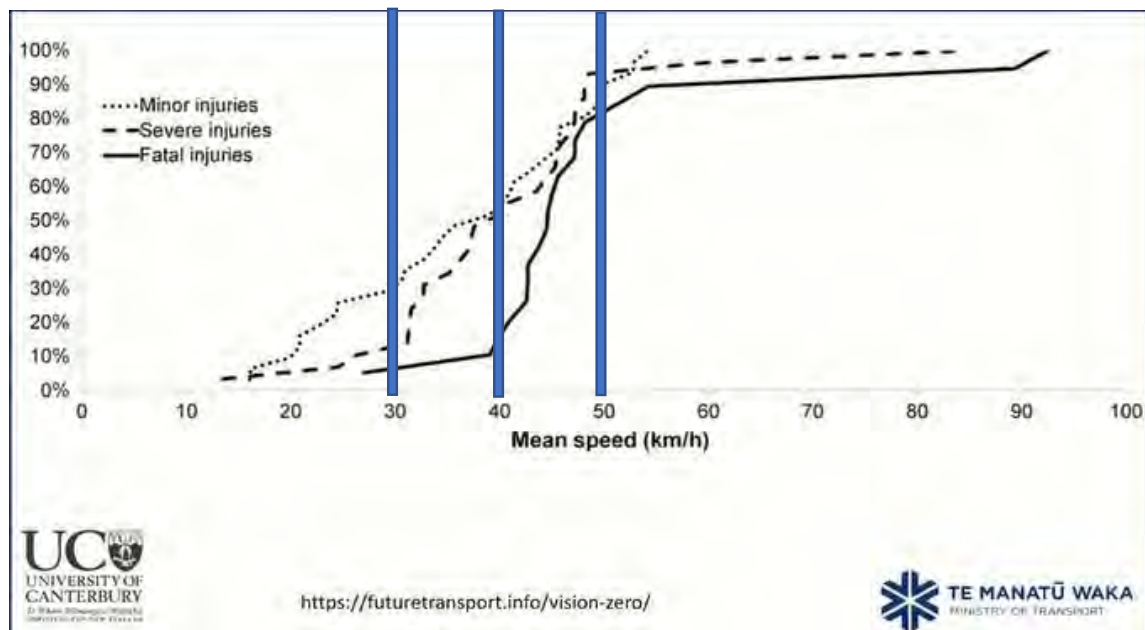


Fig. 2. Prof. Simon Kingham presentation, Sept 2022



Pedestrian and cyclists are more vulnerable to harm. Research by Auckland Transport showed that nearly half of people who die or seriously injured on Auckland roads are walking (18%), cycling (8%), or riding a motorcycle (20%).

Reducing speed has many benefits including:

- Encouraging more people to cycle and walk as they feel safer
- Encouraging parents to allow their children to walk or cycle to school independently
- Fewer people seriously injured or killed, which has a flow on effect on families, our health and wellbeing, our health and court systems, and business productivity.
- Fewer animals seriously injured or killed
- Less noise.
- Lower emissions and pollution. Higher emissions are created when a vehicle repeatedly breaks and accelerates. (Research has found that in urban areas the optimum speed limit to minimise emissions for small petrol cars is 28.2km/h. For larger vehicles, diesels and SUVs, CO2 emissions are minimised with a maximum speed of 20km/h. [Prof Simon Kingham, Nov 2022](#))
- Lower speed limits have also been shown to reduce health inequalities. One of the UK's most eminent experts, Oxford University's Professor Danny Dorling, said a 20 mile per hour (30km/h) speed limit was "the most effective thing a local authority can do to reduce health inequalities". In Aotearoa, road injury and death disproportionately affect Māori, younger people and low-income communities.
- Making Waimakariri a more desirable place to live, work and play makes good economic sense.

#### Christchurch Central City 30km/hr Zone Impact

The Christchurch Central City 30km/hr Zone has worked. There has been a significant reduction in serious injuries.

#### Christchurch Central City 30km/hr Zone Outcome



50km/hr vs 30 km/hr  
=  
17 additional people  
per year  
injured or dead

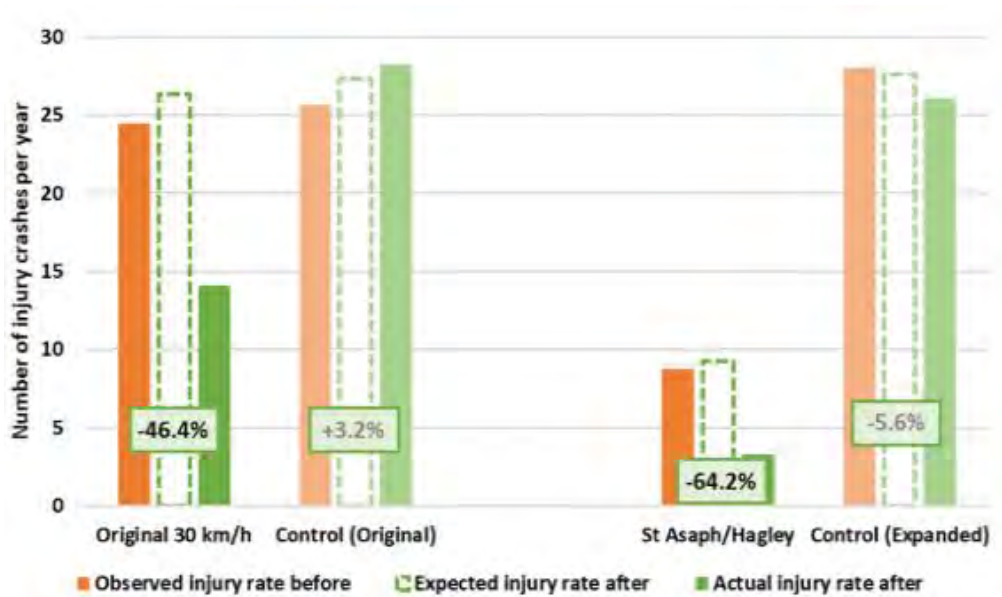


Fig 3. Adapted from [Glen Korey, 2023 Australasian Road Safety Conference](#)

International studies concur. A study of the implementation of the London City 20 mph (32Km/hr) zone found a 61% reduction in total injuries, but a **70% reduction in child pedestrian injuries**, and a **48% reduction in child cyclist injuries** (Cairns J. J., et al. 2014)

Some of the common misconceptions on Speed Reduction are:

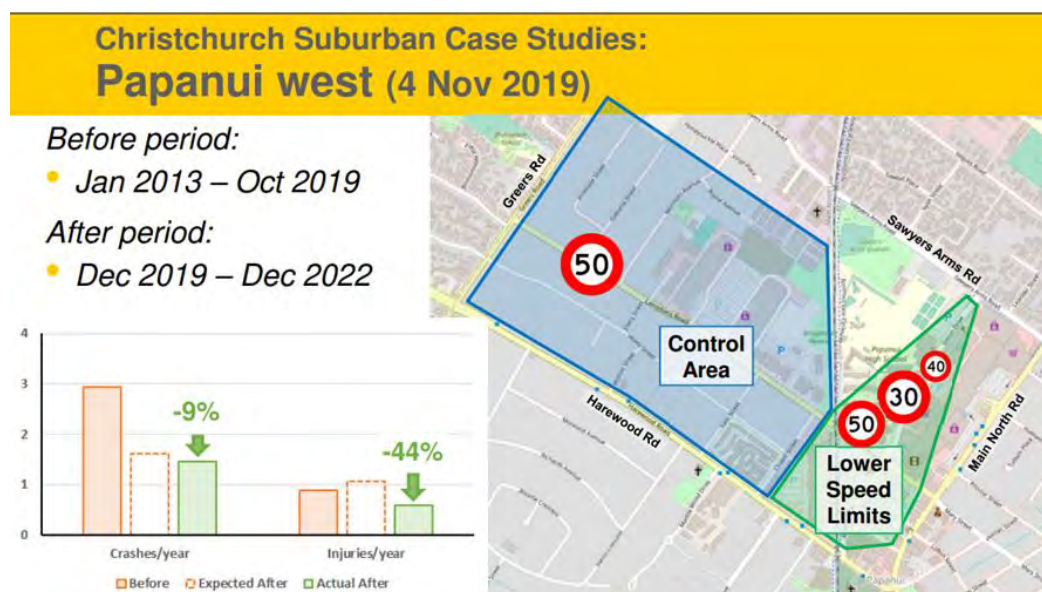


Fig 4 Glen Korey, 2023 Australasian Road Safety Conference

“It does not improve safety as accidents still happen”

- Accidents will continue to happen but the consequences will be much less severe. In Papanui where streets were reduced to a mixture of 30, 40 and 50km/hr, crashes reduced 9% per year however injuries reduced 44% due to lower speeds.

“You need to fix the roads and focus on bad drivers instead!”

- It is not just bad drivers. Everybody makes mistakes. “If all road users followed all the rules, fatalities would only fall by around 50% and injuries by 30%” (Glen Koorey, 2023)
- Safety improvements to roads and intersections continue to be made and have a positive impact, however it is not practically or financially possible to fix all of our roads.
- Police and cameras cannot be everywhere and fines do not deter bad drivers

“It takes a lot longer to get somewhere and impacts on productivity”

- Research has shown that people over estimate the extra time taken. Trips reducing the maximum speed from 100kph to 80kph on a 10km length of road showed travel time increases ranged from 30-48 seconds. For local trips some research in Selwyn showed that reducing the maximum speed from 50kph to 40kph increased travel time by a range of 11-42 seconds per 10km.
- The productivity of those injured or killed, their whānau, friends and colleagues should also be taken into account, as should the productivity of the health, police and court systems.
- Slower speed reduces stress which actually increases productivity. Cycling is even better at reducing stress and is more likely to happen when people feel safe.

Priority should go to:

- Safe ways for children to independently get to schools, recreation and sport facilities and libraries
- Safe shopping areas
- Areas where residents mostly welcome the changes. This allows others to see the benefits.
- Consistency rather than every road different so that drivers are aware of the speed limit. The default should be 30km/hr unless otherwise indicated.
- Clearly delineating which roads are 30km/hr local urban roads in ways that encourage drivers to stay on arterial roads rather than trying to rat run through slower speed areas.

In conclusion

- Slower speeds in Waimakariri will save lives, and reduce harm. The research proves that it can make a significant difference to the number of deaths and injuries.
- Spokes agrees with the proposed speed changes but urges the Council to be much bolder and faster.
- Spokes prefers a whole of district approach but understands there sometimes needs to be compromises (except around schools).
- **Success is focusing on reducing mean speeds, not 100% compliance from all drivers. Any reduction in speed is a safety win for everyone.**

Spokes would be happy to speak to this submission.

Anne Scott  
Submissions Co-ordinator, Spokes Canterbury

27/11/2023



## SPEED MANAGEMENT PLAN FEEDBACK FORM

The following questions are specific to proposals in the draft Speed Management Plan including Schools:

**Do you agree with the Council objectives in the proposed speed management plan?**

YES

NO

Additional Comments:

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

There are not enough speed limits proposed.

**Do you agree with the proposal to reduce speeds around schools?**

YES

NO

Additional Comments:

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

The World Health Organisation recommends a maximum speed limit of 30 km/h outside all schools, even those in rural areas

**Do you agree with the proposed speed limits for the following roads:**

Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change) **see page 9 - Pegasus**

YES

NO

Beach Road, from 80 m east of Tuhoë Avenue to 690 m east of Tuhoë Avenue (70 km/h to 50 km/h) to coincide with extending development **see page 8 - Kaiapoi**

YES

NO

Beach Road, 690 m east of Tuhoë Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h) **see page 8 - Kaiapoi**

YES

NO

Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h) **see page 8 - Kaiapoi**

YES

NO

Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h) **see page 8 - Kaiapoi**

YES

NO

Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Ashley Gorge**

YES

NO

Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Oxford**

YES

NO

Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Swannanoa**

YES

NO

Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - West Eyreton**

YES

NO

Please feel free to attach additional pages with further comments



## SPEED MANAGEMENT PLAN FEEDBACK FORM—OPTIONAL

The following questions are optional and this information will help us to better understand what residents think about speed in various different environments across the District. This information will be used to inform future speed management plans for the District.

### When you think about your local school, what do you think about the current speed limit?

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

Additional Comments: (include the name of the school)  
(Please feel free to add further pages inside if you wish)

### What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?

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

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

### If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?

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

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

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

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

Additional Comments: (include the name of the road or street)  
(Please feel free to add further pages inside if you wish)

### When you think about rural roads in our District, what do you think about the current speed limit?

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

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

### When you think about streets in our town centres, what do you think about the current speed limit?

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

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

### When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?

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

Please provide more information on the roads and streets that you commute on:  
(Please feel free to add further pages inside if you wish)

Please feel free to attach additional pages with further comments



Freepost Authority Number 1667



Attention: Joanne McBride  
Let's Talk—Speed Management Plan  
Waimakariri District Council  
Private Bag 1005  
Rangiora 7440

Fold along line

Cut here

Please seal on all sides with tape.

Fold along line

Name/Organisation:

NZ School Speeds

Address:

Email:

If you have any questions regarding the Speed Limit Review please contact:

Joanne McBride  
Roading & Transport Manager  
Waimakariri District Council  
Phone. 0800 965 468  
Email.  
joanne.mcbride@wmk.govt.nz

Please choose if you wish to present your feedback at public hearings either in person or online:

(If yes, please make sure you provide your contact details above)

YES



NO



Return this feedback form (no stamp required) to us by Monday 27 November 2023.

# SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE [WWW.FEDFARM.ORG.NZ](http://WWW.FEDFARM.ORG.NZ)



---

To: **WAIMAKARIRI DISTRICT COUNCIL**

Submission on: Draft Speed Management Plan 2023-2027, July 2023

Date: 27 November 2023

Contact: **KARL DEAN**  
**PRESIDENT**  
**NORTH CANTERBURY PROVINCE**  
Federated Farmers of New Zealand

**LIONEL HUME**  
**SENIOR POLICY ADVISOR** (primary contact)  
Federated Farmers of New Zealand  
m: 027 470 9008  
e: [lhume@fedfarm.govt.nz](mailto:lhume@fedfarm.govt.nz)

---

## INTRODUCTION

1. The North Canterbury Province of Federated Farmers (NCFF) welcomes the opportunity to submit on the Waimakariri District Council's Draft Speed Management Plan. We acknowledge any submissions made by individual members of Federated Farmers.
2. The primary sector is a key contributor to the economies of the district, the region and the nation. Over 70% of New Zealand's merchandise exports originate from land-based primary production. The rural sector contributes heavily to the district's economy via employment and support for local businesses.
3. Federated Farmers has a keen interest in the roading network because it provides vital links to processing facilities (such as dairy, meat and grain and seed processors) and to transport/export hubs (such as Lyttelton Port), and access for the goods and services needed by the farming sector. Changes to the functioning of the roading network have an impact (positive or negative) on the economic resilience and the sustainability of rural communities. The roading network is also provides crucial social and health and safety lifelines because, for much of the rural community, there is no viable alternative means of access.

4. It should also be noted that the costs associated with the delivery of roading infrastructure represents a significant cost for primary producers and rural residents through fuel tax, road user charges, and rates. These costs are constantly increasing.

## **SUBMISSION**

### **Approach taken by Council**

5. Federated Farmers appreciates Council's analysis of 10-year crash data in the Waimakariri District, and the requirements for Council (as a Road Controlling Authority) to set speed limits, including the time-bound requirement to set speed limits on roads adjacent to schools. It is stated that 40% of schools must have safe speed limits on their surrounding roads by June 2024, and the remaining 60% by December 2027.
6. Despite the proposed regional approach to setting speed limits (Table 1 of the consultation document), Federated Farmers supports Council's choice of a phased approach to speed management planning, which initially focuses on schools and a few other major roads and intersections. We agree with Council that this approach will enable any new position on speed limit setting by the new government to be taken into account.
7. Federated Farmers supports the community outcomes set out on p 11-12 of the consultation document. However, in the second set of bullet points under *Transport is accessible, convenient, reliable, and sustainable* the importance of the transport and roading network to the district and regional economies should be emphasised.
8. As stated previously, the roading network provides vital links to processing facilities (such as dairy, meat and grain and seed processors) and transport/export hubs (such as Lyttelton Port), and access for the goods and services needed by the farming sector.
9. The approach taken by Council will enable good information to be developed to form the basis for effective community consultation and eventually sound decision making, taking advantage of any opportunities for collaboration and partnerships.

### **Ten-year vision**

10. Federated Farmers supports the Council's speed management objective as stated on p 13 of the Draft Speed Management Plan consultation document, but requests an additional objective, as follows: *Speed limits that support the efficient movement of freight from farms to processing centres and transport/export hubs.*
11. Federated Farmers supports the notion that the Speed Management Plan is a dynamic document which will be reviewed and updated on a three-year cycle to ensure that it remains consistent with the Setting of Speed Limit Rule (Land Transport Rule: Setting of Speed Limits 2022) and best practice guidance. In this context, it is appropriate that Council has taken a phased approach to developing its Speed Management Plan.



### **Network approach to speed management**

12. Federated Farmers supports:
- The phased approach to developing the Speed Management Plan which focuses on schools and major intersections/roads only, in its first iteration.
  - Determining the new government's position on speed limit setting before going too far on developing the Speed Management Plan.
  - Consistency of speed limits on roads which cross jurisdictional boundaries.

### **Speed management infrastructure**

13. There was brief discussion about funding for the infrastructure associated with speed management. Federated Farmers urges Council to seek funding from the NLTP to the greatest extent possible, given that speed management plans are being developed at the behest of central government.

### **Rural roads**

14. Federated Farmers is opposed to reductions of the speed limit from 100 to 60 km/h on straight rural roads. This is simply not necessary. Depending on the circumstances, 80 km/h might be acceptable, along with good signage on the joining road.

### **Intersections speed zones**

15. Federated Farmers supports the proposed speed reductions at the named intersections (Table 6 of the consultation document).

### **Speed limits around schools**

16. Federated Farmers supports the Council's proposal to reduce the speed around schools. Under the Setting of Speed Limit Rule, speed limits around schools may be set at 30km/h for urban schools and 60km/h for rural schools. There are options available to the Council for 'permanent' and 'variable' speed reductions.
17. Federated Farmers accepts that Council must comply with the Setting of Speed Limit Rule. However, within the options available, we support a variable speed limit for rural schools, given these roads are often important for transportation related to primary production. Where there are 'variable' speed reductions we believe it is crucial that electronic signage is used to communicate the speed limit in force at any particular time.

### **Future development of the speed management plan**

18. As the speed management plan is developed in the coming years, Federated Farmers asks that the following key points are noted by Council:

- Federated Farmers supports the reduction of speeds around schools (as proposed in this iteration of the plan, along with the appropriate use of variable speed limits and the use of electronic signage to indicate the speed limit at specific times.
- Federated Farmers does not support the reduction of speed limits on straight rural roads, especially not any reduction down to 60 km/h.
- Federated Farmers asks that Council is mindful of the economic value of an effective road network that is able to be used efficiently. Our road network must provide for the efficient conveyance of goods, services and people. Of particular importance in the Waimakariri District is the conveyance of primary produce to processing facilities and transport/export hubs and the access to businesses (particularly farms) for the provision of goods and services.
- Federated Farmers asks that council considers and balances the entire suite of strategies to promote road safety (including education, traffic management and road design), and does not merely focus on speed.

### **About Federated Farmers**

Federated Farmers is a not-for-profit primary sector advocacy organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand's farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community.
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our members' daily lives as farmers and members of local communities.

Federated Farmers thanks the Waimakariri District Council for considering its submission on the Draft Speed Management Plan.



52 Bay Road, Oxford 7430, New Zealand Telephone +64 3 312 4197  
Email: [info@oxford.school.nz](mailto:info@oxford.school.nz) [www.oxford.school.nz](http://www.oxford.school.nz)

13 December 2023

Joanne McBride  
Roading and Transport Manager  
Email: [joanne.mcbride@wmk.govt.nz](mailto:joanne.mcbride@wmk.govt.nz)

Dear Joanne,

Thank you for your letter of 7 November 2023 regarding the proposed changes to speed limits outside our school. The Oxford Area School Board met in December and has reviewed your proposal and wishes to provide the following feedback.

While we agree that speed limits outside the school should be lowered, we believe that the planned permanent change of 30 km per hour from 20 meters north of Bay Road to 600 meters north of Bay Road should be reduced to cover Dohrmans Road through to Church Street. We recommend that this change should be variable, and applicable only during school hours.

Thank you for the opportunity to provide feedback. We are happy to meet with you to discuss this further.

Sincerely,

A handwritten signature in black ink that reads 'A Campbell'.

Aaron Campbell  
Presiding Member  
Oxford Area School Board



## SPEED MANAGEMENT PLAN FEEDBACK FORM—OPTIONAL

The following questions are optional and this information will help us to better understand what residents think about speed in various different environments across the District. This information will be used to inform future speed management plans for the District.

### When you think about your local school, what do you think about the current speed limit?

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

Additional Comments: (include the name of the school)  
(Please feel free to add further pages inside if you wish)

**What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?**

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

Additional Comments:

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

**If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?**

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

Please provide more information on the specific roads

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

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

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

Additional Comments: (include the name of the road or street)  
(Please feel free to add further pages inside if you wish)

**When you think about rural roads in our District, what do you think about the current speed limit?**

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

Please provide more information on the specific roads

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

MILL ROAD CUST SHOULD BE  
80 KMS AS THERE ARE 5 ONE WAY  
BRIDGES ALONG IT.

**When you think about streets in our town centres, what do you think about the current speed limit?**

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

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

**When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

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

Please provide more information on the roads and streets that you commute on:

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

Please feel free to attach additional pages with further comments



**Respondent No:** 12

**Login:** Registered

**Responded At:** Nov 02, 2023 14:46:41 pm

**Last Seen:** Nov 02, 2023 01:23:32 am

Q1. Do you agree with the Council objectives in the proposed speed management plan?	<p><b>Additional comments</b></p> <p>We'll get a National led government, they promised to scrap all speed limits so why are you bothering with this survey?</p>
Q2. Do you agree with the proposal to reduce speeds around schools?	<p><b>Additional comments</b></p> <p>National will make sure all speed limits are removed, they promised it! It will be each to their own, those too slow to cross the road in time were too weak - no time for them. Why should entitled drivers yield to school children?</p>
Q3. Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)	No
Q4. Beach Road, from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue (70 km/h to 50 km/h) to coincide with extending development	No
Q5. Beach Road, 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)	No
Q6. Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q7. Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)	No
Q8. Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q9. Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q10. Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit)	No

Q11. Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection (100 km/h to 60 km/h as a variable speed limit)	No
Q12. When you think about your local school, what do you think about the current speed limit?	<p><b>Additional comments: (include the name of the school)</b></p> <p>Avonhead Primary School: there already are speed bumps which require drivers to reduce speed at all times in Nortons Road. Only children from poor households walk to school - those from parents with means get dropped off and picked up in an SUV - just look at Medbury School. So why should those parents who can drop off their children in an SUV have to spend more of their precious time than necessary on the school run only to observe speed limits? They could use this time to make even more money. National will remove all those speed limits - they promised it - so a waste of money to do this survey and get speed limit signs printed.</p>
Q13. When you think about the road or street you live on, what do you think about the current speed limit?	<p><b>Additional comments (include the name of the road or street)</b></p> <p>Bevington Street. It's a narrow street, the speed limit is 50km/h. Often there are cars parked on both sides of the road and there is not enough space left for 2 cars to pass each other so one driver has to yield to the other. Then, on the other hand, you have low speed limits on wide, straight open roads like SH 75. Many of those speed limits make no sense whatsoever. If you want low speeds in town so pedestrians can walk at leisure - why did you allow cars in the central city in the first place?</p>
Q14. When you think about streets in our town centres, what do you think about the current speed limit?	<p><b>Additional comments:</b></p> <p>Don't get me started on this. Oh well - you already have. After the quakes, Christchurch had the unique chance to get rid of this awful one way system and establish large pedestrian only zones. Same old again.</p>
Q15. What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?	<p><b>Additional comments:</b></p> <p>We'll have a National led government who won't care about anyone too slow or too poor to afford a taxi or whatever. Just pack up your speed limits and wait until National is through with their new policies.</p>
Q16. If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?	<p><b>Please provide more information on the specific roads:</b></p> <p>Haha - good one. On horseback - not me - tourists honking to get the horse to look in their direction as they film while driving by. Keep the tourists off our roads!</p>
Q17. When you think about rural roads in our District, what do you think about the current speed limit?	<p><b>Please provide more information on the specific roads</b></p> <p>The only thing that is dangerous on our rural roads are the stop signs in the middle of the landscape. Building bridges would make this a lot safer. National will pump more money into roading so rural intersections should all get bridges so that cars no longer need to stop.</p>

**Q18. When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?**

**Please provide more information on the specific roads**

SH 75: 60kmh on the straight to Takamatua - it's a joke. Glad National will remove this again.

**Land Transport Rule:  
Setting of Speed Limits Amendment 2023**

Cindy Kiro, Governor-General

**Order in Council**

At Wellington this 11<sup>th</sup> day of December 2023

Present:

Her Excellency the Governor-General presiding in Council

This ordinary rule is made by Her Excellency the Governor-General under sections 152A and 157 of the Land Transport Act 1998, acting –

- (a) on the advice and consent of the Executive Council
- (b) on the recommendation of the Minister of Transport, after having regard to the criteria specified in section 164(2) of that Act.



**Land Transport Rule:  
Setting of Speed Limits Amendment 2023  
Contents**

<b>Section 1</b>	<b>Preliminary provisions</b>	<b>1</b>
1.1	Title	1
1.2	Commencement	1
1.3	Principal Rule amended	1
1.4	Objective of Rule	1
<b>Section 2</b>	<b>Amendments to Principal Rule</b>	<b>1</b>
2.1	Clause 3.1 amended	1
2.2	Clause 3.3 amended	2
2.3	Clause 3.4 amended	2
2.4	Clause 3.6 amended	2
2.5	Clause 3.7 amended	2
2.4	Clause 5.4 revoked and consequential amendments	2

## **Section 1 Preliminary provisions**

### **1.1 Title**

This Rule is *Land Transport Rule: Setting of Speed Limits Amendment 2023*.

### **1.2 Commencement**

This Rule comes into force on 15 December 2023.

### **1.3 Principal Rule amended**

This Rule amends the *Land Transport Rule: Setting of Speed Limits 2022*.

### **1.4 Objective of Rule**

The objective of this Rule is to amend *Land Transport Rule: Setting of Speed Limits 2022* to—

- (a) remove the mandatory requirement to create speed management plans in the Principal Rule; and
- (b) allow the Minister to set deadlines for speed management planning; and
- (c) revoke any existing deadlines set by the Agency under clause 3.6 of the Principal Rule; and
- (d) remove any other existing deadlines for speed management planning in the Principal Rule.

## **Section 2 Amendments to Principal Rule**

### **2.1 Clause 3.1 amended**

- (1) Replace clause 3.1 heading with:

3.1 Option to prepare speed management plans and requirement to meet any deadlines.

- (2) Replace clause 3.1(1), with:

3.1(1) The Agency (as RCA), each territorial authority and each regional transport committee may prepare a speed management plan in accordance with this Section 3. However, speed management plans must be prepared in accordance with any deadlines that may be set by the Minister under clause 3.6.

- (3) Replace clause 3.1(2) with:

3.1(2) Each regional council may assist with the preparation of a speed management plan in accordance with this Section 3. However, speed management plans must be prepared in accordance with any deadlines that may be set by the Minister under clause 3.6.

**2.2****Clause 3.3 amended**

- (1) In clause 3.3(1) replace “The Agency (as RCA) must –” with “When preparing a State highway speed management plan, the Agency (as RCA) must –”.

**2.3****Clause 3.4 amended**

- (1) In clause 3.4(2) replace “Each territorial authority must” with “When a regional speed management plan is being prepared, each territorial authority must”.
- (2) In clause 3.4(3) replace “Each regional transport committee must” with “To prepare a regional speed management plan, each regional transport committee must”.

**2.4****Clause 3.6 amended**

- (1) In the clause 3.6 heading, replace “Agency” with “Minister”.
- (2) In clause 3.6(1) replace “Agency” with “Minister”.
- (3) Clause 3.6(2) is revoked.
- (4) After clause 3.6(1), insert:

(2) Any previous deadlines set by the Agency under this Rule are revoked and no longer have effect.

**2.5****Clause 3.7 amended**

- (1) In clause 3.7(1) replace “in accordance with the deadlines set by the Agency” with “in accordance with the deadlines set by the Minister”.
- (2) In clause 3.7(2), replace “In setting deadlines for the review of a plan, the Agency must –” with “In setting deadlines for the review of a plan, the Minister must –”.

**2.6****Clause 5.4 revoked and consequential amendments**

- (1) Clause 5.4 is revoked.
- (2) Remove “and” from clause 3.11(2)(e) and replace “;” with “.”.
- (3) Remove clause 3.11(2)(f).

- (4) Remove from clause 3.17(1) “, and against the targets in clause 5.4”.

Rachel Hayward,  
Clerk of the Executive Council

Date of notification in Gazette: 13 December 2023

**Hon Simeon Brown****MP for Pakuranga**Minister for Energy  
Minister of Local Government  
Minister of TransportMinister for Auckland  
Deputy Leader of the HouseDan Gordon  
Waimakariri District Council  
[\*\*dan.gordon@wmk.govt.nz\*\*](mailto:dan.gordon@wmk.govt.nz)

Dear Dan,

As you will be aware, a new Government has taken office with a comprehensive transport programme that will see Kiwis get to where they want to go, quickly and safely. The Government is writing a new Government Policy Statement on Land Transport to focus on reducing travel times and to create a more productive and resilient transport network that drives economic growth to boost incomes and unlock land for houses.

I am writing to inform you of recent changes made to the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

I am aware Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) are currently developing, or have developed, speed management plans in line with the Rule and deadlines set by the New Zealand Transport Agency Waka Kotahi (NZTA).

The Rule has been amended to revoke the deadlines set by the NZTA, including the 29 March 2024 deadline for submitting the final draft speed management plans for certification. The deadlines and targets for reviewing speed limits, including around schools, have also been revoked. The Rule no longer requires RTCs and RCAs to develop speed management plans, and instead allows them to choose to do so.

As part of the Government's 100-day commitments, I intend to replace the current Rule.

This new Rule will ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety.

The new Rule will also implement requirements for variable speed limits on roads approaching schools during pick up and drop off times, rather than permanent reductions, to keep young New Zealanders safe when they are arriving at, or leaving, school.

I consider it is undesirable for RTCs and RCAs to apply public money and resources in developing speed management plans only to have to revisit the plans when the new Rule takes effect. Given this, if you have not already finalised your speed management plan, I encourage you to consider the new Rule before making final decisions.

I also note the policies within the previous Government's so-called 'Road to Zero' strategy, in relation to speed limits, are no longer the Government road safety strategy for the purpose of the Rule. The Government is committed to road safety and will be publishing new objectives for road safety along with the new Rule next year.

Private Bag 18041, Parliament Buildings, Wellington 6160 New Zealand  
+64 4 817 6804 | [s.brown@ministers.govt.nz](mailto:s.brown@ministers.govt.nz) | [www.beehive.govt.nz](http://www.beehive.govt.nz)

I am working with officials on the timeline for replacing the current Rule and I expect them to keep you updated on progress.

In addition, I understand that some local authorities have been developing programmes with NZTA and other stakeholders to reduce vehicle kilometres travelled (VKT) by the light vehicle fleet, using funding from the Climate Emergency Response Fund. I have given notice to NZTA to end its work on these programmes, and to not commit any further funding to local authorities (beyond existing contractual obligations) to develop these programmes.

Thank you for your understanding as we work through these changes.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Simeon Brown".

Hon Simeon Brown  
**Minister of Transport**

**Copy to:** Jeff Milward, [jeff.milward@wmk.govt.nz](mailto:jeff.milward@wmk.govt.nz)



44 Bowen Street  
Private Bag 6995  
Wellington 6141  
New Zealand  
T 64 4 894 5400  
F 64 4 894 6100  
www.nzta.govt.nz

13 December 2023

Kia ora koutou,

### **Re: Amendments to the Land Transport Rule: Setting of Speed Limits 2022**

I am writing about changes made by the Minister of Transport to the Land Transport Rule: Setting of Speed Limits 2022 (The Rule) announced on Tuesday 12 December.

The changes to the Rule progress the Coalition Government's 100-day plan in relation to speed management.

I understand the Minister has provided a written update outlining the intent of the changes, which are as follows:

- The requirement to develop speed management plans is now discretionary rather than mandatory
- The Minister of Transport, rather than the NZ Transport Agency Waka Kotahi (NZTA), now has the authority to set a deadline for any of the steps involved in developing, varying or replacing Speed Management Plans (SMPs)
- Any previous deadlines for RCAs to prepare SMPs are revoked
- Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) no longer need to meet the previous deadlines associated with setting speed limits outside schools as set out in the Rule.

These amendments to the Rule do not change the function of the Director of Land Transport to certify Speed Management Plans which RCAs choose to submit, however RTCs and RCAs should note the intention from the Minister to develop a new Rule. The Minister has encouraged RCAs to wait for this new Rule before developing or completing SMPs.

I acknowledge the implications of these changes may raise some questions around the progression of speed management plans, including those already submitted for certification. I have provided key information on how these changes may affect you and will provide more details as they become available.

This information along with any further updates will also be made available on the NZTA and Ministry of Transport websites.

#### **Key information**

- The Minister intends to replace the Rule and has encouraged RTCs and RCAs to wait until the new Rule is in place before developing or submitting SMPs;
- An RCA can choose to submit a SMP to the Director of Land Transport for certification.
- If a SMP has been submitted, but not yet certified, the RCA can withdraw the SMP prior to certification.
- Implementation of certified SMPs can continue.

- Speed limits which have migrated into the National Speed Limit Register remain valid.
- RTCs and RCAs retain the ability to target harm reduction through safety management responses including SMPs and infrastructure improvements;
- Work on the new Rule has commenced. The expectation is that further information on the scope and process for the new Rule will be available in early 2024.

If you have any concerns, please get in touch with your NZTA Area Programme Manager or Director of Regional Relationships for guidance and support.

Ngā mihi nui,


A handwritten signature in blue ink, appearing to read "Brent Alderton".

Brent Alderton  
Director of Land Transport



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** BAC-03-119-01 / 240111002941**REPORT TO:** COUNCIL**DATE OF MEETING:** 7 February 2024**AUTHOR(S):** Vanessa Thompson, Senior Advisor Business & Centres**SUBJECT:** Kaiapoi Night Market Proposal**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
General Manager


  
Chief Executive
**1. SUMMARY**

- 1.1. This report seeks approval to issue a one-year Licence to Occupy agreement to Market and Investment Limited to operate a night market at the Kaiapoi Central park-and-ride site (66 Charles Street). The market will operate once a week on either a Saturday or Sunday night, with Sunday being the initial preference of the market organisers. The weekend market will have no impact on the current Monday to Friday park-and-ride services at the site.



- 1.2. The commencement of the night market will be contingent on a Resource Consent being secured by Market and Investment Limited. There may be written approvals required as part of the resource consent process, but this determination is made at the time of processing the resource consent.
- 1.3. The market is anticipated to generate 50 stalls initially with a hospitality (70%) and retail (30%) mix. The market may also be accompanied by entertainment activities such as amplified music and/or live musicians.
- 1.4. The market could provide a regular source of entertainment for families plus socialisation opportunities for the community in Kaiapoi, particularly if it's supported by entertainment. It may also help facilitate more nighttime economy in the town centre if market attendees go on to patronise other evening hospitality businesses.

- 1.5. The market is proposing to target a different 'experience' market than existing takeaway businesses. While the night market is a high-turnover food environment, it is set within a public context meaning people linger to experience a night out with the wider community. The night market may lack appeal for those that simply want to pick up a takeaway and eat it in the comfort and privacy of their own home.
- 1.6. Staff will complete a review of the market and its activity after three-months and then again at six months to assess its impact on existing hospitality businesses.

Attachments:

- i. 230925150081 - Kaiapoi Night Market Business Plan (English is the second language).

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 240111002941.
- (b) **Approves** the presence of a weekly night market operating on a Saturday or Sunday night at the Kaiapoi Central park-and-ride site (66 Charles Street) under a one-year Licence to Occupy agreement providing Council with the appropriate legal mechanism to protect its land asset.
- (c) **Notes** the commencement of the night market is dependent on a resource consent being secured by Market and Investment Limited. There may be written approvals required as part of the resource consent process, but this determination is made at the time of processing the resource consent.
- (d) **Notes** the following minimum licence fees will be charged as part of the one-year Licence to Occupy agreement:
- Summer (Oct-Mar) \$161.25 per market day
  - Winter (Apr-Sep) \$88.75 per market day
- (e) **Notes** that the market will likely be open between the hours of 5pm/6pm to 9pm/10pm, depending on any Resource Consent conditions.
- (f) **Notes** that the market will provide vendor opportunities to local suppliers in the first year who might wish to register their interest in being a stallholder. However, the Kaiapoi night market is based on pre-existing model with existing supplier relationships and a reasonable proportion of stallholders may be sourced from outside of the district.
- (g) **Notes** that staff will complete a review of the market and its activity after three-months and then again at six months to assess its impact on existing hospitality businesses.
- (h) **Notes** the Kaiapoi Night Market Business Plan (attachment i), providing further information about the night market business model and proposed activity.
- (i) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their interest.

**3. BACKGROUND**

- 3.1. Existing Kaiapoi markets include:
- Charles Street Farmers Market: occurs on Charles Street (Tom Ayers Reserve) every Saturday from 10am to 12pm. The Kaiapoi Farmers Market was established in 2005 and provides fresh and artisan products that are created or grown locally.
  - North Canterbury Creative Market: held up to three times a month at the Kaiapoi Club and (occasionally) Rangiora Showgrounds. The market features over 60

stalls showcasing goods made by talented artisans. The North Canterbury Creative Market is a recent addition to the event landscape in Kaiapoi and Rangiora.

- 3.2. In February 2023, staff were approached by a community member seeking to establish a day market in the Kaiapoi town centre, which would occur on a monthly basis. On 20 March 2023, the Kaiapoi-Tuahiwi Community Board approved the presence of the market located temporarily at 131 Raven Quay under a recurring booking for an initial term of three months, to be rolled over in three month booking blocks should the market continue to operate without incident. The market ran on three Saturday mornings across April and May, but was discontinued by the organiser due to operational issues including a lack of uptake/interest from available stallholders.
- 3.3. Council staff were approached in September 2023 by Market and Investments Limited, the managers of the Hub Hornby Night Market and Bush Inn Centre Night Market (temporarily closed) seeking to establish a weekly night market in Kaiapoi.

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

##### **The Proposition**

- 4.1. The occurrence of a weekly night market in Kaiapoi on either a Saturday or Sunday night, with Sunday being the first preference of the market organisers. Market and Investments Limited (the managers) have potentially 50 stall holders who are ready to commit to the market. The Christchurch night market activity is split toward 70% hospitality and 30% retail. They expect a similar activity split for the Kaiapoi night market.

Image 1: Bush Inn Shopping Centre weekly night market



##### **Market Management**

- 4.2. Market and Investment Limited currently manage the Hornby Hub night markets (and also the Bush Inn night market which is temporarily closed). They are registered with the New Zealand companies' office and their company number is 8141422. Their registered office/residence is based in Wigram, Christchurch.
- 4.3. Market and Investments Limited will manage the Kaiapoi market in accordance with their Health and Safety/Site plans and any Licence to Occupy (LTO) conditions. They will be responsible for ensuring the market operates smoothly and also for the safety of stallholders and community members attending the market. They must have appropriate insurances in place (particularly, for public liability) as part of their LTO conditions.

##### **Operational Considerations**

- 4.4. Some key operating considerations include:
- 4.4.1. An ideal market site would include a combination of 600-800sqm indoor space plus 1000sqm outdoor space. Alternatively, a 1,500sqm outdoor space can work.

- 4.4.2 The land at the Kaiapoi Central park-and-ride site (66 Charles Street, see image below) is ideal as it is fee simple with a hard surface. The site is close to the town centre which enables activation of pubs and other evening businesses once people have attended the market. A Saturday or Sunday night market is ideal as the existing public transport service only accesses the park-and-ride lot during weekday peak periods and not on the weekends. This means the market can freely access the site on the weekends (without impacting public transport) and can pack in from 4pm onwards and be operating by 5pm/6pm while closing at 9pm/10pm.



- 4.4.3 There is unrestricted parking along Charles Street east, Sewell Street and Jones Street to support parking for market attendees.
- 4.4.4 A key determinant in identifying Charles Street as the preferred temporary site, is the future potential for the South MUBA development to incorporate a large outdoor market space meaning the market could be moved from Charles Street to the South MUBA area. If successful, the market can be cemented in the minds of the community as a regular town centre feature and help to activate the town centre evening economy as well as the riverside.
- 4.4.5 The bus services that use the Kaiapoi Central park-and-ride lot may have their frequency increased in coming years as part of the 'Public Transport Futures' programme. If expansion of these services (or other new public transport services initiated through the site) overlaps with night market operations, then the public transport operations will take precedent. Under these circumstances, Council would reserve the right to require a change in days and/or times of the night market for any occurrence at 66 Charles Street or relocation of the market's activities to another site. Market and Investment Ltd have been advised of this risk but they are happy to progress with the LTO approval and RC process regardless.
- 4.4.6 The night market will need to complete a consenting process as the proposed activity at 66 Charles Street would trigger the requirement for a resource consent and breach the retail rules for the applicable zones and potentially trigger the signage rules, noise rules and traffic movement requirements. There may be written approvals required as part of the resource consent process, but this determination is made at the time of processing the resource consent.
- 4.4.7 The requirement for a Traffic Management Plan is also likely given the initial scale of the proposed market (50 stalls) and its potential to grow to a similar size as the other Christchurch based markets (100+ stalls).

- 4.4.8 The organisers will need to bring in their own generators, portaloos and rubbish bins to support the stallholders and any entertainment activity, as well as volunteer and security staff to manage the market and community safety appropriately.
- 4.4.9 Liquor licenses will need to be secured by individual stallholders, and if approved, managed in accordance with the terms and conditions of the licence and/or approved licensed area. Submitted applications are likely to be for on-licence permission, supporting alcohol beverage purchases as an accompaniment to the meals offering across specific food stalls.
- 4.4.10 Food trucks associated with the market will need to be registered with the relevant food certifications, which will need to be presented to the market administration staff and kept on public display during operating hours.
- 4.4.11 The market should provide opportunities to local suppliers who might wish to register their interest in being a stallholder. However, the Kaiapoi night market will be based on pre-existing model with existing supplier relationships and a reasonable proportion of stallholders may be sourced from outside of the district.

#### **Land access / licence terms**

- 4.5. A sliding scale fee structure for land lease under the LTO may be appropriate where the initial fee paid to Council is lower but increases as the market grows in size and income. In determining the charges, it is appropriate to look at the existing arrangements Council has place with other markets approved to operate on public land and use these to inform any terms offered to Market and Investment Ltd. Current arrangements include:
- Charles Street Farmers market / Not-for-profit: Council does not charge any licence fees to enable the market to operate on public land. The Kaiapoi Farmers Market is a not-for-profit community market that has been operating since around 2005.
  - Ohoka Farmers Market / Commercial: In their 2018 signed licence with Council the market was due to pay \$8,000+GST per annum as the ground fees for access to domain land. The market now attracts up to 55 stallholders and around 500 visitors per week. The annual fee breaks down to a weekly charge of \$153.85 + GST per week.
  - Oxford Farmers Market / Not-for-profit: Historical Licence to Occupy agreements register a \$1 + GST ground licence fee for access to Pearson park land.
  - Kaiapoi Market (131 Raven Quay) / Not-for-profit: Given the trial nature of the market and the management of its booking under the Reserves Booking Process, a standard reserve booking fee of \$27.86 per day applied for each booking day.
  - NEW: Kaiapoi Night Market / Commercial: It is important that commercial markets operating in the district are charged a fee to access public land. However, in acknowledgement of the potential community benefits associated with the market and to enable the market activity, the recommendation is for a base fee of 5% of the gross turnover of stall income based on a minimum of 50 stalls (factoring in a 70% hospitality / 30% general stallholder split). This can be reviewed after the first three-months:
    - Summer (Oct-Mar) - \$161.25 per market day.
    - Winter (Apr-Sep) – \$88.75 per market day.

The above charges are a minimum only and may be higher if there are more than 50 stalls operating at each market.

- 4.6. Market and Investment Ltd will be provided with an initial one-year LTO which gives them permission to occupy the land at 66 Charles Street with their market activity. It formalises the legal relationship between both parties and provides some protection to Council around its asset. The LTO also allows Council to recover any reinstatement costs from Market and Investments Limited if any land assets are damaged in association with the night market activities. A degree of flexibility will be offered under the initial LTO enabling the market to be charged for the number of days the market occurs each month instead of a fixed monthly licence fee (regardless of whether the market occurs or not).
- 4.7. The LTO will also include termination clauses which allow Council to cancel the LTO or request the removal of stalls if the market or the presence of any specific stalls is having an adverse impact on existing town centre businesses.
- 4.8. It is important to note that the LTO sits independent of the resource consenting and regulatory process. The LTO will only be granted should the market secure a resource consent with activity permission to hold the market at the proposed location.

#### **Community Benefit**

- The Kaiapoi Central park-and-ride stie (66 Charles Street) is in close proximity to the New Zealand Motor Caravan Association caravan park; the market can offer increased destination appeal for NZMCA members, while its members are a potential revenue source for the market.
- The market may be supported by some form of entertainment activity – local buskers, small musical acts that can ‘plug-in-and-play’. Therefore, there may be performance and exposure opportunities for emerging performers and musicians.
- The market could provide a regular source of entertainment for families plus socialisation opportunities for the community in Kaiapoi on a Saturday or Sunday night, particularly if it’s supported by entertainment.
- Most other markets operating in Kaiapoi are day markets, so the night market proposition is a new and novel concept for the town centre with the ability to help generate (alongside existing pubs, restaurants etc.) more nighttime economy in the centre.
- There is a risk that the market may be perceived by existing town centre hospitality businesses as competing with their custom on a Saturday night (potentially one of the busiest trade nights) if the market ever operates on a Saturday (noting that the preference is for Sunday trade by the operators). The night market is proposing to target a different ‘experience’ market than the traditional takeaway customer base. While the night market is a high-turnover food environment, it is set within a public context meaning people linger to experience a night out with the wider community. The night market may lack appeal for those that simply want to pick up a takeaway and eat it in the comfort and privacy of their own home. A restaurant experience is equally different and targets those seeking to linger over a meal in the comfort of an indoor hospitality environment.
- Market and Investments Ltd currently have no data to evidence the impact of the night market on surrounding businesses (from the Hornby Hub Night Market). However, Market and Investments Ltd state that as the Hornby Hub is a

commercial area, they would not be allowed to operate at that location if the market was not bringing benefits to the complex.

### **Recommendation**

4.9. In support of the market's nighttime activities and potential community benefits, staff are proposing the following:

- The market activity is supported for an initial trial year contingent on a Resource Consent being secured, and appropriate cancellation clauses being included in the LTO.
- The market should support local businesses who might wish to register as a stallholder.
- Review market and activity after three-months and then again at six months. Bring a report back to the Kaiapoi-Tuahivi Community Board that discusses the market's success and impact on the town centre.
- Fees at the following minimum rates initially: Summer (Oct-Mar) - \$161.25 per market day. Winter (Apr-Sep) – \$88.75 per market day.
- The preferred location is the Kaiapoi Central park-and-ride site (66 Charles Street).

### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Additional town centre/community attractions may support increased opportunities for socialisation and contribute positively to the community's perceived liveability of the district.

4.10. 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. There may be opportunities for local Te Ngāi Tūāhuriri food and beverage suppliers or artisans to book stall spaces within the market.

### **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. There may be opportunities for local food and beverage suppliers or artisans to book stall spaces within the market.

### **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. Additional town centre/community attractions may support increased opportunities for socialisation and contribute positively to the community's perceived liveability of the district.

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

### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report. The Council may generate a small amount of revenue from each market through land access charges.

The recommendation is for an initial base fee (paid to Council) of 5% of the gross turnover of stall income based on a minimum of 50 stalls (factoring in a 70% hospitality / 30% general stallholder split). This can be reviewed after the first three-months:

- Summer (Oct-Mar) - \$161.25 per market day.

- o Winter (Apr-Sep) – \$88.75 per market day.

The yearly revenue to Council could be:

Period	Revenue to Council	Sub Totals
Summer Fees x 26 weeks	\$161.25 per market day	\$4,192.50
Winter Fees x 26 weeks	\$88.75 per market day	\$2,307.50
	<b>Totals</b>	<b>\$6,500*</b>

\*Estimate only. Vendors are charged for the days the market occurs. The current fee is based on a minimum of 50 stalls and the per day charge may be higher if more than 50 stalls are registered for each market day.

Operational costs associated with the market will be responsibility of the market's management team and there should be no unrecoverable expenses for Council. The Licence to Occupy agreement allows Council to recover any reinstatement costs from Market and Investments Limited if any Council assets are damaged in association with the night market activities.

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

- There is a risk that the market may be perceived by existing town centre hospitality businesses as competing with their custom on a Saturday night (potentially one of the busiest trade nights). While the initial preference by the organisers is for a Sunday night market, they would consider moving it to a Saturday night if the Sunday is not appealing to the community. The night market is proposing to target a different 'experience' market than existing takeaway businesses. While the night market is a high-turnover food environment, it is set within a public context meaning people often linger to experience a 'night out' with the wider community. The night market may lack appeal for those that want to pick up a takeaway and eat it in the privacy of their own home. A restaurant experience is equally different and targets those seeking to linger over a meal in the comfort of an indoor environment.
- There is a risk that public land could be damaged in some way through the market activity. However, as the Kaiapoi Central park-and-ride site is hardstand (and not grass), the risks are low. The market will need to have relevant insurances in place to cover any reinstatement of Council property in the event of damage.

## 6.4 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. As with any large community event, Market and Investments Limited will need to manage the event in accordance with their Health and Safety/Site plans and any LTO conditions. They will be responsible for ensuring the market operates smoothly and for the safety of stallholders and community members attending the market. They will need to have sufficient insurance in place (particularly, for public liability) as part of their LTO conditions.



## 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

Resource Management Act 1991

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

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

Businesses in the District are diverse, adaptable and growing.

- There are growing numbers of businesses and employment opportunities in our District
- There are sufficient and appropriate places where businesses are able to set up in our District.

### 7.4. **Authorising Delegations**

Council has the authority to approve leases and licences on the mixed-use-business area land in Kaiapoi.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** GOV-26-11-06 / 231004156622

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 7 February 2024

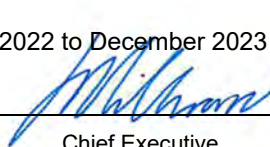
**AUTHOR(S):** Jim Gerard – Chairperson Rangiora-Ashley Community Board

**SUBJECT:** Chairperson’s Report for the Period October 2022 to December 2023

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

\_\_\_\_\_

General Manager

\_\_\_\_\_ 

Chief Executive

---

**1. SUMMARY**

The purpose of this report is to inform the Council of the Rangiora-Ashley Community Board’s activities for the period 27 October 2022 to 31 December 2023 in accordance with the Board’s Terms of Reference.

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 231004156622.
- (b) **Circulate** a copy of this report to all the Community Boards.

**3. BACKGROUND**

3.1 It is customary for Community Board Chairpersons to report their Board’s progress and achievements to the Council. The report for the previous year was presented to the Council at its meeting held on 6 December 2022.

**4. ISSUES AND OPTIONS**

- 4.1 The Board has 12 members consisting of eight elected Board members and four appointed Ward Councillors, who took their oath of office at the Board’s Inaugural meeting held on 27 October 2022.
- 4.2 There were 14 scheduled ordinary Board meetings for the period October 2022 to December 2023. The ordinary meetings were held on the second Wednesday of the month in the Council Chamber at the Rangiora Service Centre. Five members attended all the meetings held during this time, while the other seven members submitted apologies for the meetings they were unable to attend.

4.3 The Board also attended numerous workshops and briefings which considered a range of matters, including:

- Capital Works Programme
- Landscape Budget update
- Speed Management Plan
- Board Plan
- Public Communication
- All things Rooding
- Cenotaph Corner Intersection Improvements
- Board Process Function Activities Submissions and Standing Orders
- Grounds for Excluding the Public from Meetings
- Town Centre Parking
- New Laneway 202/190 High Street
- Enterprise North Canterbury
- Draft 2023/24 Annual Plan update
- Waimakariri Economic Development Strategy 2023
- Update on Consultation Projects for the Council for 2023
- New Requirements of Elected Members for Declaration of Interests
- Review of Standing Orders
- Waimakariri Integrated Transport Strategy
- Presentation by Youth Council
- Presentation by Citizens Advice Bureau
- "Next Steps" overview
- Reviewing Discretionary Grant criteria
- Proposed Speed Management Plan
- Chlorination Update
- Mayor's Taskforce Jobs
- Waimakariri Arts Strategy
- Project Communication Plans
- Presentation by Kainga Ora
- Communications – Misinformation – the approach to FAQ's
- Natural Environment Strategy

4.4 The Board also made submissions in relation to Environment Canterbury and the Waimakariri District Council's 2023/24 Draft Annual Plan.

4.5 Deputations were heard and progressed in relation to:

- Food Forests
- Rangiora Pottery Group
- Environment Canterbury Draft Annual Plan
- Proposed Rangiora Town Cycleway
- Relay for Life
- Emergency Management Services
- Rangiora Fire Station Project
- Queen Street Trees
- Bellgrove Road Names
- Community Outcomes
- John Knox Community Centre rebuild
- Rangiora Hacks
- Draft Rangiora Stormwater Management Plan.

4.6 There were several significant issues for the Board, including:

- Kippenberger Avenue Landscape Plan and Tree Replacement
- Rangiora Pottery Club Extension
- River Road Upgrade
- Transport Choices – proposed town centre cycleways
- Rangiora Cenotaph Corner Intersection

- Dudley Park Public Toilet Mural
- Installation of Bollard and Wire Fencing at Jach Graham Reserve
- Various Rooding Controls
- Queen Street Trees
- Tree Removal Along No 7 Drain, Flaxton Road.

4.7 The Board approved a range of grants to community organisations. In summary, the Board approved 18 applications for funding during the period from October 2022 to December 2023 and declined four applications. As a result, the total funding allocated for the period was: \$15,590.

(The financial year runs from 1 July to 30 June.)

Year	Amount Allocated	Approved	Declined/Withdrawn	Balance Remaining	Balance Outcomes
2022/23	\$13,220 (as at October 2022)	\$5,154	Two	\$8,066 (as at 30 June 2023)	Carried forward to 2023
2023/24	\$18,726 (As at 1 July 2023)	\$10,436	Two	\$8,290 (as at 31 December 2023)	Ongoing until 30 June 2024

4.8 The Board received an allocation of \$26,190 from the Council for its 2023/24 Landscape budget. Currently, the following projects are being progressed:

- Loburn Domain Memorial
- Passchendaele Walkway benches and plantings
- Canterbury Street Reserve
- Millton Memorial Reserve

4.9 Board members attended several public meetings and Drop In's, which included Annual Plan drop-ins, Rangiora Cycleway Routs and Speed Management Plans.

4.10 The Board's performance expectations link directly to the Council's Community Outcomes. The four key performance expectations are:

- (1) Develop and promote the Community Board as a vehicle for local residents to seek assistance and advocacy in accessing council services and consultation processes.
- (2) Develop closer links and relationships with key settlements and groups in the Rangiora-Ashley Ward, as well as with significant district-wide organisations.
- (3) Develop strategies for the Board to become an effective, cohesive voice in representing the community viewpoint at meetings and policy hearings.
- (4) To actively participate in council business and the annual budget process to ensure equitable spending across the District whilst being mindful of rates affordability.

4.11 By reviewing the 55 reports referred to the Board and decisions against the above-listed community outcomes for the period of October 2022 to December 2023, we believe the following table fairly represents the performance outcomes:

Performance Expectations	(1)	(2)	(3)	(4)
Number of Reports (55)	33	46	28	55

#### 4.12 Chairperson's Comments:

The Board has had a busy year, with much of its recent focus being on the continued development and improvements required in its Ward. The Board considered several important issues, including the design for Stage One of the Rangiora Town Cycleway, which is part of the Council's Walking and Cycling Network Plan; Speed Management Plans; the redevelopment of Dudley Park, the retention of the Queen Street Trees and many more.

The Board's primary role is to look after issues within the Rangiora-Ashley Ward, working with the Council and community for the betterment of the area. The Board, therefore, supports the Council's commitment to the development of the proposed Eastern by-pass, the provision of sufficient parking in Rangiora and the beautification of the town entrances.

The Board looks forward to the proposed development of the BNZ Corner, as the location of the development provides a focal point for two main roads in Rangiora, which is of strategic significance. The Board has also long supported the development of a War Memorial at the Loburn Domain, as members believe that it is essential to have a permanent commemorative structure where the local community can gather for Anzac Day. It is hoped that this project could be finalised this year. The Board will continue to advocate for food security, community safety, recycling, and the development of multi-use paths in new subdivisions in rural areas and near rural schools.

The Board is concerned about the state of rural shingle and gravel roads in the district and will continue to advocate that more provision be made for road maintenance in the Council's 2024/34 Long Term Plan. Additionally, the Board is aware of the increased safety challenges that our local communities and businesses face. The Board, therefore, strongly believe that there should be a New Zealand Police presence in the Rangiora Town Centre. The Board similarly supports local organisations committed to improving safety, including the Rangiora Volunteer Fire Brigade, the St John's Ambulance Services, Neighbourhood Support North Canterbury, and Rangiora Community Patrol.

The Board will continue to support a wide range of local community groups through the Board's discretionary funding grants.

The Board would like to acknowledge the work done by the Council in supporting the affected communities during and after heavy rainfall in 2023, which led to flooding across several communities. The drainage work that has been carried out or is planned will make a real difference to many. The Board also wishes to acknowledge and thank Mayor Dan Gordon for his continued support and staff for their help and assistance.

As Chairperson, I wish to acknowledge the effort and commitment of its newly elected members, who had to cope with a steep learning curve to get up to speed with projects and procedures.

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

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.14 The Management Team has reviewed this report.

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

### 5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in, the subject matter of this report. However, the Board strives to build and maintain good relationships with the community and, therefore, regularly attend community meetings and events and take opportunities to gather feedback during these opportunities.

## **6. IMPLICATIONS AND RISKS**

### **6.1 Financial Implications**

There are financial implications of the decisions sought by this report, as the servicing of Community Boards is met within the Council's existing Governance Budgets.

### **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 issues 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 Schedule 7 clause 19 - A Local Authority must hold the meetings that are necessary for the good government of its region or district.

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


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

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

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

### **7.4 Authorising Delegations**

Delegation to Community Boards, Part 3, S-DM 1041, Issue 11, as at 25 October 2019.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** GOV-26-09-06 / 231004156619**REPORT TO:** COUNCIL**DATE OF MEETING:** 7 February 2024**AUTHOR(S):** Shona Powell, Chairperson Woodend-Sefton Community Board**SUBJECT:** Chairperson's Report for the period October 2022 to December 2023**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager  
\_\_\_\_\_  
Chief Executive**1. SUMMARY**

1.1. The purpose of this report is to inform the Council of the Woodend-Sefton Community Board's activities for the period October 2022 to 31 December 2023 in accordance with the Board's Terms of Reference.

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** report No. 231004156619.
- (b) **Circulates** a copy of this report to all the Community Boards.

**3. BACKGROUND**

3.1 It is customary for Community Board Chairpersons to annually report their Board's progress and achievements to the Council. The reports for the previous year were presented to the Council at its meeting held 6 December 2022.

**4. ISSUES AND OPTIONS**

- 4.1 The Board has seven members consisting of five elected Board members and two Ward Councillors, who took their oath of office at the Board's Inaugural meeting held on 27 October 2022.
- 4.2 There were fourteen scheduled ordinary Board meetings for the period October 2022 to December 2023, however the November 2023 meeting was cancelled due to lack of business. The Board held a workshop on that day and continued its work on behalf of the community. No meetings were held in January 2023. Two members attended all the meetings held during this time while five members submitted apologies for meetings they were unable to attend. There were also six 'All Boards' Briefings held during the period under review.
- 4.3 The ordinary meetings were scheduled for the second Monday of the month. Meetings were primarily held at the Woodend Community Centre with the February 2023 meeting held at the Sefton Public Hall and the April and September 2024 meetings held at the Waikuku Beach Hall.

- 4.4 The Board also attended numerous workshops and briefings which considered a range of matters including:
- Annual Plan discussions for both Environment Canterbury and the Waimakariri District Council
  - Allocation of the Landscape budget and Greenspace projects
  - Relocation of Woodend Beach playground and toilet facilities
  - Speed Management Plan
  - Woodend Pegasus Area Strategy
  - Pegasus Community Centre
  - Review of Board funding criteria
  - Pegasus Dog Park
  - Pegasus Lake
  - Pegasus Youth Facility
  - Board Plan
  - Waikuku Rotten Row hedge removal
  - Enterprise North Canterbury
  - Draft 2023/24 Annual Plan update
  - Waimakariri Economic Development Strategy 2023
  - Update on Consultation Projects for the Council for 2023
  - New Requirements of Elected Members for Declaration of Interests
  - Review of Standing Orders
  - Waimakariri Integrated Transport Strategy
  - Presentation by Youth Council
  - Presentation by Citizens Advice Bureau
  - “Next Steps” overview
  - Reviewing Discretionary Grant criteria
  - Proposed Speed Management Plan
  - Chlorination Update
  - Mayor’s Taskforce Jobs
  - Waimakariri Arts Strategy
  - Project Communication Plans
  - Presentation by Kainga Ora
  - Communications – Misinformation – the approach to FAQ’s
  - Natural Environment Strategy
- 4.5 The Board made submissions during the period in relation to:
- Waimakariri District Council 2023/24 Draft Annual Plan
  - Environment Canterbury’s Draft Annual Plan 2023/24
  - District Plan Review – further submission on Housing Intensification.
- 4.6 Ten deputations were heard and progressed, in relation to:
- Safety concerns on SH1 with the installation of wire barriers
  - Sefton Public Hall status report
  - Environment Canterbury’s Draft Annual Plan
  - Woodend War Memorial proposed planting plan
  - Preservation of bird life at the Ashley Estuary
  - Community outcomes input
  - Gladstone Park Dog Park
  - Lions Club of Woodend/Pegasus introduction of president and update on current projects
  - Bike rack initiative by Pegasus School
  - Introduction of Managing Director of Tuhaitara Coastal Park and update on current projects.



- 4.7 There were a number of significant issues for the Board including.
- Advocating to NZTA for safety improvements on SH1 from the Ashley/Rakahuri River to the Pineacres corner
  - Advocating for the Woodend Bypass
  - Safe pedestrian/cycle access between Pegasus and Ravenswood shopping area, between Pegasus/Ravenswood roundabout and Woodend, and between Woodend and Kaiapoi
  - Appointments to outside organisations and groups
  - Allocation of Board funding and landscape budget
  - Waikuku drainage and flooding issues
  - Pegasus Lake aeration trial
  - Woodend Beach drainage
  - Consideration of an additional planting plan at Woodend War Memorial
  - Woodend and Woodend Beach signage
  - Speed limits and speed management plan
  - Woodend town centre public toilet upgrade
  - Lake Pegasus Aeration Trial
  - Woodend Pegasus Area Strategy
  - Pegasus and Waikuku Beach viewing platforms
  - Pegasus bike rack initiative
  - Pegasus Community Centre
  - School Road drainage upgrade
  - Additional field lights at Gladstone Park.
- 4.8 The Board approved a range of grants to community organisations. In summary the Board received sixteen applications for funding, during the period October 2022 to December 2023, of which one was declined.

(The financial year runs from 1 July to 30 June.)

Year	Amount Allocated	Approved	Declined	Balance Remaining	Balance Outcomes
2022/23	\$5,210 (as at October 2022)	\$3,000	1	\$2,710 (As at 30 June 2022)	Carried forward to 2023/24 financial year
2023/24	\$7,640 (as at 1 July 2023)	\$5,450	0	\$2,160 (as at 31 December 2023)	Ongoing until June 2024

- 4.9 The Board received an allocation of \$13,680 from the Council for its 2024 Landscape budget. Currently the following projects are being progressed:
- Woodend Beach entrance sign
  - Welcome to Woodend signage
  - Information signage on the Owen Stalker family for the park
- 4.10 Board members attended a number of public meetings and Drop In's which included:
- Waka Kotahi NZTA - SH1 safety improvements
  - Pegasus Community Centre location
  - Annual Plan public consultation
  - Local list MP - Vape Stores meeting
  - Water chlorination
  - Managing stormwater in Stalkers Road, Woodend
  - Cycle routes between Kaiapoi and Ravenswood
  - Planting day at Park Terrace, Waikuku Beach
  - Speed Management
  - Pegasus CCTV public meeting

4.11 The Board's performance expectations link directly into the Council's Community Outcomes. The four key performance expectations are:

- (1) Develop and promote the Community Board as a vehicle for local residents to seek assistance and advocacy in accessing council services and consultation processes.
- (2) Develop closer links and relationships with key settlements and groups in the Woodend-Sefton Area, as well as with significant district wide organisations.
- (3) Develop strategies for the Board to become an effective, cohesive voice in representing the community viewpoint at meetings and policy hearings.
- (4) To actively participate in council business and the annual budget process to ensure equitable spending across the District whilst being mindful of rates affordability.

4.12 By reviewing the 46 reports referred to the Board and decisions against the above listed community outcomes for the period of October 2022 to December 2023 we believe the following table fairly represents the performance outcomes:

<b>Performance Expectations</b>	<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
Number of Reports	36	38	24	40

4.13 **Chairperson's comments:**

Over the last year a major focus of the Board has been on planning for the ongoing rapid growth of this area. This includes good community and recreational facilities, youth space, safety improvements for SH1, the Woodend Bypass, drainage, public transport needs, connecting communities, and town planning. The upcoming review of the Woodend Pegasus Area Strategy will be an important process to assist planning for the future for these communities.

After advocating for shared paths between Woodend and Kaiapoi, and also Woodend and Ravenswood the Board was disappointed for the communities when the Government funding was withdrawn. The need for these pathways is still evident.

The Board would like to acknowledge the work by Council supporting the affected community during the fire along the Pegasus/Woodend Beach coast in November 2022. Also, during and after heavy rainfall in 2023 which led to flooding across several communities. The drainage work that has been carried out, or is planned, will make a real difference to many.

The Board continued to strengthen our links with residents, groups and businesses which is evidenced with high levels of engagement with, and from, the community. Board members have worked together positively, always with the community in mind. The support from Council staff has been key in what has been achieved, and thanks particularly to the Governance team.

As we look forward the focus will remain on issues around the growth of the area. The Board will continue to advocate for the Woodend Bypass and hope that the promise of funding from the Government will be forthcoming. However, in the meantime until the Bypass is completed there is still a need for some safety improvements on SH1. The Board looks forward to progress on the new Community Facility in Pegasus with the location now approved and a steering group in place. This along with the Youth Space, which we need the input from youth on, are much anticipated by the community.

4.14 **Implications for Community Wellbeing**

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.15 The Management Team has reviewed this report.

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

### **5.3 Wider Community**

The wider community is not likely to be affected by, or to have an interest in, the subject matter of this report. However, the Board strives to build and maintain good relationships with the community and Board members therefore regularly attend community meetings and events and take opportunities to gather feedback during these opportunities.

## **6 IMPLICATIONS AND RISKS**

### **6.1 Financial Implications**

There are financial implications of the decisions sought by this report, as the servicing of Community Boards are met within Council's existing Governance Budgets.

### **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 issues 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 Schedule 7 clause 19 - A Local Authority must hold the meetings that are necessary for the good government of its region or district.

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

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

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

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

### **7.4 Authorising Delegations**

Delegation to Community Boards, Part 3, S-DM 1041, Issue 10, as at 25 October 2016.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** GOV-26-10-06 / 231004156608

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 7 February 2024

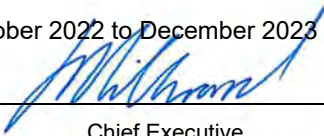
**AUTHOR(S):** Thomas Robson – Chairperson Oxford-Ohoka Community Board

**SUBJECT:** Chairperson’s Report for the period of October 2022 to December 2023

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

\_\_\_\_\_

General Manager

  
\_\_\_\_\_

Chief Executive

**1 SUMMARY**

This report aims to inform the Council of the Oxford-Ohoka Community Board's activities for the period 1 October 2022 to 31 December 2023 in accordance with the Board's Terms of Reference.

**2 RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 231004156608.
- (b) **Circulates** a copy of this report to all the Community Boards.

**3 BACKGROUND**

- 3.1 It is customary for Community Board Chairpersons to report their Board's progress and achievements to the Council. The report for the previous year was presented to the Council at its meeting held on 6 December 2022 and covered the year from February to September 2022.

**4. ISSUES AND OPTIONS**

- 4.1 The Board has eight members consisting of six elected Board members and two appointed Ward Councillors who took their oath of office at the Board's Inaugural meeting held on 27 October 2022.
- 4.2 There were 14 scheduled ordinary Board meetings for the period October 2022 to December 2023. No meetings were held in January 2023. Three members were present for all the Board meetings with other members tendering apologies for the meetings they could not attend. In addition, six 'All Boards' Briefings were held during the period under review.
- 4.3 The ordinary meetings were usually scheduled for the first Wednesday after the Council meeting was held. The venue for meetings rotated around the Ward, with meetings held at the Ohoka Community Hall, West Eyreton Community Hall and the Oxford Town Hall.

4.4 On 31 October 2019, the Board resolved to hold public forums as part of its scheduled meetings. As a result, public forum sessions occurred at five meetings during the period under review, where the following issues were conveyed by the public:

Meeting	Presenter	Organisations Represented	Issue
7 December 2022	B Holland S Yates, T Sayer B Foster, L Pander S Farrell, D Hout J Rogers, A Redings W Geretson	Oxford Residents	Concern regarding the Woodstock Quarry applications
15 February 2023	J Ensor	Mandeville Residents Association Committee	Concerns about lack of public engagement from Mandeville Sports Club meetings
5 April 2023	T Hinds	Oxford Resident	Safety concerns at McJarrows Road and Victoria Street intersection
3 May 2023	L Edwards	Resident	Concern regarding the Woodstock Quarry applications
7 December 2023	C Walker	Resident	Oxford Boil Water Notice

4.5 The Board also attended numerous workshops and briefings which considered a range of matters, including:

- Woodstock Quarries Submission discussions
- Roding Capital Works Programme
- Security issues at meetings and residents
- Wolffs Bridge
- Greenspace projects and possible heritage trail signage
- Board Nomination for Community Service Awards
- West Eyreton Pit Options
- Enterprise North Canterbury
- Draft 2023/24 Annual Plan update
- Waimakariri Economic Development Strategy 2023
- Update on Consultation Projects for the Council for 2023
- New Requirements of Elected Members for Declaration of Interests
- Review of Standing Orders
- Waimakariri Integrated Transport Strategy
- Presentation by Youth Council
- Presentation by Citizens Advice Bureau
- "Next Steps" overview
- Reviewing Discretionary Grant criteria
- Proposed Speed Management Plan
- Chlorination Update
- Mayor's Taskforce Jobs
- Waimakariri Arts Strategy
- Project Communication Plans
- Presentation by Kainga Ora
- Communications – Misinformation – the approach to FAQ's
- Natural Environment Strategy

4.6 The Board made three submissions during the period under review in relation to:

- Woodstock Quarries Ltd Resource Consent Application
- Waimakariri District Council 2023/24 Draft Annual Plan
- Environment Canterbury's Draft Annual Plan 2023/24

- 4.7 The Board heard deputations on the following issues:
- Updates from Environment Canterbury's Councillor C McKay who attended three meetings during the year.
  - Oxford Dark Sky Initiative
  - Community Outcomes
  - Waimakariri Biodiversity Trust.

- 4.8 There were several significant issues the Board considered including:
- Appointments to outside organisations and groups
  - Funding applications and how to best utilise its landscaping budget
  - The future of Wollfs Road Suspension bridge
  - Amendments to Standing Orders
  - Consultation on the proposed Speed Management Plan
  - Amendments to Funding criteria
  - Oxford Stormwater Upgrade at Church Street Reserve
  - Consideration of various no parking and stop controls in the ward area
  - The Woodstock Quarry application.
  - Plan Change 31
  - Flooding issues especially at Washington Place
  - Mandeville resurgence project.

- 4.9 The Board approved a range of grants to community organisations.

In summary, the Board approved 14 applications for funding during the period from October 2022 to December 2023, declined five applications and has one where a decision has not yet been made. As a result, the total funding allocated for the period was: \$6,883. (The financial year runs from 1 July to 30 June.)

Year	Amount Allocated	Approved	Declined	Balance Remaining	Balance Outcomes
2022/23	\$3,039 (As at October 2022)	\$3,000	Four	\$39 (as at 30 June 2023)	Carried forward to 2023/24
2023/24	\$6,159 (As at 1 July 2023)	\$2,276	One	\$3,883 (as at 31 December 2023)	Until June 2024

- 4.10 The Board received an allocation of \$13,680 from the Council for its 2024 Landscape Budget. Currently the following projects are being progressed:

- Ashley Gorge Track
- Ohoka Stream walkway seat
- West Eyreton historic signage
- The Oaks Reserve development

- 4.11 Board members attended several public meetings and Drop-in Sessions, which included:

- Waimakariri District Council 2022/23 Annual Plan
- Environment Canterbury's Draft Annual Plan 2022/23
- Public meeting on Resource Consent Application from Woodstock Quarries.
- ANZAC Day Services
- Washington Place public meeting regarding flooding issues
- Mandeville Resurgence meetings and drop-in sessions.

- 4.12 The Board's performance expectations link directly into the Council's Community Outcomes. The four key performance expectations are:

- (1) Develop and promote the Community Board as a vehicle for local residents to seek assistance and advocacy in accessing council services and consultation processes.

- (2) Develop closer links and relationships with key settlements and groups in the Oxford Ward, as well as with significant district wide organisations.
- (3) Develop strategies for the Board to become an effective, cohesive voice in representing the community viewpoint at meetings and policy hearings.
- (4) To actively participate in council business and the annual budget process to ensure equitable spending across the District whilst being mindful of rates affordability.

4.13 By reviewing 37 reports referred to the Board and decisions for the period of October 2022 to December 2023 against the above-listed community outcomes we believe the following table fairly represents the performance outcomes:

<b>Performance Expectations</b>	<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
Number of Reports (37)	24	30	24	33

#### 4.14 Chairperson's Comments

The Board has worked hard in the past 12 months to both foster a closer relationship with the Community through improved engagement and to advocate for the Community regarding several important issues. We have introduced a Board Facebook page which has enabled us to communicate very rapidly with the Community about issues and events; this has had a good uptake and resulted in some very positive feedback.

The Board submitted on the Council and Environment Canterbury's Draft Annual Plans. Some of the things we included in our WDC submission were-

- A request for multi-use foot paths and cycleways to connect our rural communities.
- Upgrade to the West Eyreton Pit.
- General roading upgrades.
- Continued requests for a 40km p/h speed limit on Main Street in Oxford.

The Board has continued to have strong uptake of its grant funding with requests most meetings and with Board members having to make some tough choices on how this money is spent. This is thanks to the Board members actively promoting the grant to their communities.

A lot of the Boards time and effort has focused on two major issues. The first being Plan Change 31 (potential 800+ house development in Ohoka) which the community was very opposed to, and which required the Board to submit in opposition alongside the Council, Kaiapoi-Tuahiwi Community Board, the Ohoka Residents Association and residents.

The second major issue was the Woodstock Quarry Landfill Resource Consent application with the Board receiving overwhelming feedback in opposition to the Application. The Board spent a significant amount of time working on its submission in opposition with expertise sought from a number of knowledgeable sources. Despite the large number of submissions against this application, the applicant continues to press ahead with the process, therefore the Board will need to continue its opposition as the process is continually delayed and amended.

I would like to thank the members for their hard work and dedication, the community involvement that we now enjoy is thanks to members hard work and commitment. I would also like to thank Sarah Barkle, Deputy Chair for her assistance and support during my tenure as Chair. Sarah will be taking over the Chair in May 2024 when I will step down to the Deputy role for the rest of the term.

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

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.16 The Management Team has reviewed this report.

### 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 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. However, the Board strives to build and maintain good relationships within the community and Board members therefore regularly attend community meetings and events and take opportunities to gather feedback during these opportunities.

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

#### 6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report, as the servicing of Community Boards are met within Council's existing Governance Budgets.

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

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

#### 6.1 **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 issues arising from the adoption/implementation of the recommendations in this report.

### 5 **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 Schedule 7 clause 19 - A Local Authority must hold the meetings that are necessary for the good government of its region or district.

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

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

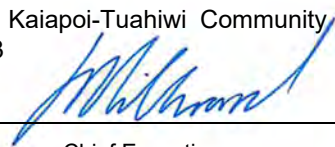
People are friendly and caring, creating a strong sense of community in our District.

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

#### 7.4 **Authorising Delegations**

Delegation to Community Boards, Part 3, S-DM 1041, Issue 10, as at 25 October 2016.



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** GOV-26-08-06 / 231004156628**REPORT TO:** COUNCIL**DATE OF MEETING:** 7 February 2024**AUTHOR(S):** Jackie Watson – Chairperson Kaiapoi-Tuahiwi Community Board**SUBJECT:** Chairperson's Performance Report for the Kaiapoi-Tuahiwi Community Board, 1 October 2022 to 31 December 2023**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager  
\_\_\_\_\_  
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to inform the Council of the Kaiapoi-Tuahiwi Community Board's activities for the period 1 October 2022 to 31 December 2023 in accordance with the Board's Terms of Reference.

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** report No. 231004156628.
- (b) **Circulates** a copy of this report to all the Community Boards.

**3. BACKGROUND**

- 3.1 It is customary for Community Board Chairpersons to report their Board's progress and achievements to the Council. The report for the previous year was presented to the Council at its meeting held 6 December 2022.

**4. ISSUES AND OPTIONS**

- 4.1 The Board has seven members consisting of five elected Board members and two appointed Ward Councillors, who took their oath of office at the Board's Inaugural meeting held on 27 October 2022. All four Kaiapoi-Woodend Ward Councillors are active members of the Board, contributing to the discussions at Board meetings, however only the two Councillors specifically appointed by the Council to the Board are permitted to vote on matters before the Board.
- 4.2 There were fourteen scheduled ordinary Board meetings for the period October 2022 to December 2023. The ordinary meetings were held on the third Monday of each month at the Ruataniwha Kaiapoi Civic Centre with an additional six 'All Boards' Briefings held during the period under review. Four members were present for all the ordinary Board meetings, with three members tendering apologies for meetings they were unable to attend within this period.

- 4.3 The Board also attended numerous workshops and considered a range of matters that included:
- Annual Plan discussions for both Environment Canterbury and Waimakariri District Council
  - Murphy Park rowing precinct
  - Relocation of historic railway station
  - Tidying up Patchina's Walkway
  - Reviewing the Board Plan
  - Capital works programme
  - Kaiapoi Community Hub update
  - Possible allocations from the Landscaping budget
  - Beautification of town entrances
  - Integrated transport strategy
  - Kaiapoi Memorial reserve
  - Norman Kirk Park as a venue for events
  - River Carnival discussions
  - Kaiapoi car and boat trailer parking options
  - Waimakariri Economic Development Strategy 2023
  - Update on Consultation Projects for the Council for 2023
  - New Requirements of Elected Members for Declaration of Interests
  - Review of Standing Orders
  - Waimakariri Integrated Transport Strategy
  - Presentation by Youth Council
  - Presentation by Citizens Advice Bureau
  - "Next Steps" overview
  - Reviewing Discretionary Grant criteria
  - Proposed Speed Management Plan
  - Chlorination Update
  - Mayor's Taskforce Jobs
  - Waimakariri Arts Strategy
  - Project Communication Plans
  - Presentation by Kainga Ora
  - Communications – Misinformation – the approach to FAQ's
  - Natural Environment Strategy
- 4.4 The Board also made submissions in relation to the Environment Canterbury and Waimakariri District Council's 2023/24 Draft Annual Plan.
- 4.5 The Board heard deputations on the following topics:
- Kaiapoi Railway Station Trust
  - Beach Grove Development
  - Community Hub Trust
  - Kaiapoi East Residents Association (KERA)
  - Ryder Park Reserves
  - Community outcomes
  - Update on Kaiapoi to Woodend cycleway routes
  - Parking issues at Clarkeville School
  - Kaiapoi Promotions Association
  - Kaiapoi North School
  - Kaiapoi Food Forest
  - Kaiapoi Night Market
- 4.6 There were a number of significant issues the Board considered including:
- Town centre parking
  - Speed limits
  - Town centre lighting
  - Alwin G Heritage Trust storage of the scow Success
  - Appointments to outside organisations and community groups
  - Disc Golf course at Kaiapoi domain
  - Cycle routes between Kaiapoi and Woodend
  - Murphy Park rowing precinct.
  - Relocation of historic railway station
  - Lease for Kaiapoi Croquet Club

- Parking, pedestrian crossings and stopping restrictions
- Toilets at Kaiapoi Food Forest
- Allocations to the Board funding and landscape budget
- Relocation of playground at the Oval Pines Beach

4.7 The Board also approved a range of grants to community organisations.

In summary the Board received 17 applications for funding, during the period October 2022 to December 2023 with two being declined for the period under review.

Year	Amount Allocated	Approved	Declined	Balance Remaining	Balance Outcomes
2022/23	\$6,059 (As at November 2022)	\$1,921	1	\$1,632 (as at 30 June 2023)	Carried forward to 2023/24
2023/24	\$7,522 (As at 1 July 2023)	\$4,115	1	\$3,407 (as at 31 December 2023)	Until June 2024

4.8 The Board received an allocation of \$26,790 from the Council for its 2024 Landscape budget. Currently the following projects are being progressed:

- Town entrance development
- Interpretive signage
- Installation of seats and anchor in Patchina's walkway
- Installation of rugby posts at Ryder Park
- Raymond Herber sculpture

4.9 Board members attended several public meetings and Drop In's which included: Annual Plan drop-ins and cycle routes between Kaiapoi and Woodend.

4.10 The Board's performance expectations link directly into the Council's Community Outcomes. The four key performance expectations are:

- (1) Develop and promote the Community Board as a vehicle for local residents to seek assistance and advocacy in accessing council services and consultation processes.
- (2) Develop closer links and relationships with key settlements and groups in the Kaiapoi-Woodend Ward, as well as with significant district wide organisations.
- (3) Develop strategies for the Board to become an effective, cohesive voice in representing the community viewpoint at meetings and policy hearings.
- (4) To actively participate in council business and the annual budget process to ensure equitable spending across the District whilst being mindful of rates affordability.

4.11 By reviewing the 53 staff reports and decisions during the period of October 2022 to December 2023 against the above listed community outcomes we believe the following table represents the performance outcomes:

Performance Expectations	(1)	(2)	(3)	(4)
Number of Reports (53)	35	43	28	44

#### 4.12 Chairperson's Comments

A range of community groups have made presentations to the Board during 2023 on a variety of topics. In most cases, if not all, the Board was able to approve their requests and as a result, Pines Beach playground was relocated to a more appropriate site, Disc Golf enthusiasts will soon be able to play at Kaiapoi Domain, rugby posts were erected in Ryder Park and two schools were encouraged by the outcomes of their discussions with the Board to find a solution for traffic safety issues.

The Board encourages local groups to seek funding for their projects from the Board's discretionary Grant fund and applications are considered on their merits.

The collaboration between Te Kohaka o Tuhaitara Trust and the Board has produced positive outcomes for the area which includes ensuring the cycle and walking trails at the beaches are kept in good condition and the establishment and development of the Huria Reserve in Courtney Downs, which will attract more visitors to the town. This has brought good spending power for retail businesses and hospitality. The motorhome park has also impacted positively on visitor numbers, however, in spite of this, it is disappointing to see several retail premises closed, especially on the southern stretch of Williams Street. Efforts must be made to attract more retail to Kaiapoi.

The design for the northern town entrance was selected with the weaker economic climate in mind but it will still provide a more welcoming entrance for commuters and visitors. The untidy state of the three motorway bridges has long been a matter of concern and a meeting with Waka Kotahi was organised to tackle this issue and improve the level of service, however as at the time of writing no action has been visible.

Always mindful of increased costs, the Board approved a tidy up instead of the planned refurbishment of Patchina's Walkway (giraffe square). The Board also approved the old anchor and the refurbished "boat" seats, originally sited on the stopbanks, to be relocated to this site.

A new speed management plan was considered, however after much discussion and a change in government no changes were supported except for outside schools to improve safety. Improved road design outside Kaiapoi High School was also approved by the Board to improve the safety of pupils.

The Board welcomed the decision of the Croquet Club to move to the Community Hub with the new greens being ready for play in early 2024.

The heritage signage project has been completed, with the well designed signboards making an impressive addition for visitors to the town centre with information highlighting the town's history through its significant buildings.

Kaiapoi is growing at a fast rate with large housing developments occurring on both the eastern and western sides of the town and while the community is changing, the Board feels connected to all groups and welcomes suggestions from the community on ways to improve their spaces.

Development of the riverbank as a focal point for the town, with its attractive greenspace and working river as well as hospitality centre, was given a boost with the shifting of the old Railway Station, (now the home of Paris for the Weekend) closer to the riverbank.

The Board is grateful to local developer Jedd Pearce for his commitment to the town and especially to rescuing the few remaining heritage buildings.

The riverbank is a huge drawcard for visitors and the Board's long held dream of utilising the river as the heart of the town centre has been a major outcome of the last decade, for which they can be very proud.

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

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.14 The Management Team has reviewed this report.

### 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 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. However, the Board strives to build and maintain good relationships within the community and Board members therefore regularly attend community meetings and events and take opportunities to gather feedback during these opportunities.

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

#### 6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report, as the servicing of Community Boards are met within Council's existing Governance Budgets.

#### 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 issues arising from the adoption/implementation of the recommendations in this report.

### 5 **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 Schedule 7 clause 19 - A Local Authority must hold the meetings that are necessary for the good government of its region or district.

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

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

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

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

#### 7.4 **Authorising Delegations**

Delegation to Community Boards, Part 3, S-DM 1041, Issue 10, as at 25 October 2016.



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

- 4.1. In March 2024, Zone 5/6 will hold a conference in central Christchurch and is expected to attract approximately 120 participants from the South Island. Attendance enables knowledge sharing and networking opportunities as the programme is designed to be a platform to discuss a range of topical matters. First time councillors are encouraged to attend to enhance their understanding of Local Government.
- 4.2. At the time of writing this report the conference programme was yet to be finalised, however number of speakers have been approached and with a new central government now in place it is anticipated to attract a number of Ministers to provide updates around Local Government, Infrastructure, Health and the New Provincial Growth Fund. An event programme would be circulated to the Councillors once it has been finalised.
- 4.3. The cost of \$300 per delegate covers the day time events and refreshments for the two days, dinner on the first night and administration costs. Accommodation is additional and not expected to be relevant for Waimakariri Councillors as the event is being held locally in central Christchurch. Travel is minimal as car-pooling occurs wherever possible.

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

There are no implications on community wellbeing by the issues and options that are the subject matter of this report. However attendance by elected members enhances information and future decision making for the community benefit.

- 4.4. The Management Team has reviewed this report.

#### 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. However, the conference provides benefit, particularly to members, to gain a greater understanding about Local Government and provides both learning and networking opportunities.

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

##### 6.1. **Financial Implications**

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

Governance administers an operational training and travel budget of Councillors and the Mayor as determined through and included in the Annual Plan/Long Term Plan. The budget currently has an availability balance of \$12,000. Should all ten Councillors and the Mayor attend the spend would be \$3,300.

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

The recommendations in this report do not have sustainability and/or climate change impacts. Travel is within Canterbury and is minimised with car-pooling were practical.

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

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

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

**7.2. Authorising Legislation**

Not applicable.

**7.3. Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. Governance - There are wide ranging opportunities for people to contribute to the decision making that effects our District.

**7.4. Authorising Delegations**

The Council has the delegation to decide attendees of the LGNZ Conference as per elected member conference and training course attendance policy S-CP 0905 dated March 2023.



# Council Elected Member Conference and Training Policy

## 1. Purpose

The Council is required to give effect to the purpose of Local Government which is described in the *Local Government Act 2002* (the Act). The purpose enables democratic and effective local decision-making and action, by and on behalf of, communities to meet the present and future needs by playing a broad role in promoting the social, economic, environmental and cultural well-being of their communities, taking a sustainable development approach.

## 2. Policy context

Elected members are responsible for making decisions on matters such as the services council will provide, the standard they are provided to, how they will be paid for and what bylaws need to be made. Elected members have a governance role in council as well as being an elected representative of the community.

## 3. Policy objective

### 3.1. Local Government Conference (LGNZ annual conference)

A report will be considered by the Council each March/April to determine attendance.

The Mayor, one Councillor, together with the Chief Executive, may represent the Council at the Local Government Conference annually.

The Deputy Mayor, if available, be able to attend at least one LGNZ Conference during the triennium cycle.

Any nominated Councillor can only attend one LGNZ Conference in any given triennium cycle (unless being held in Canterbury), to enable other members to attend.

When the LGNZ Conference is held in Canterbury, the Council will consider sending up to ten Councillors.

### 3.2. Local Government Rural and Provincial meetings

The Mayor and one Councillor plus the Chief Executive may represent the Council at the LGNZ Rural and Provincial meetings. If the Mayor and/or Chief Executive are unable to attend, then a representative may attend in their place. This could be a Councillor, Community Board member or staff member (i.e. up to a maximum of three, including the Mayor). These meetings are usually held in Wellington three times per year.

### 3.3. Local Government Zone 5/6 meetings

The Mayor and one Councillor plus the Chief Executive may represent the Council at the LGNZ Zone 5/6 meetings. If the Mayor and/or Chief Executive are unable to attend, then a representative may attend in their place. This could be a Councillor, Community Board member or staff member (i.e. up to a maximum of three, including the Mayor). These meetings are usually held three times a year.

When the meeting is held in Canterbury, the Mayor may approve up to five members attending.

#### **3.4. Approval for Councillor training attendance**

The Mayor, or in his/her absence, the Deputy Mayor, will approve all training courses, conferences and seminars attended by members of the Council and notify the Governance Manager via a submitted form (Trim 210308038654). This will be reported as part of the Mayor's monthly diary report to Council.

Training courses (and conferences) can also be approved via a report to the Council.

Attendance at overseas conferences for any elected member shall be approved by the Council via a formal report.

The member will provide a verbal report back on conference/training to the appropriate Committee or Council portfolio update section of the meeting.

#### **3.5. Community Board Members**

Approval for Community Board Members to attend conferences or training within New Zealand (excluding in-house) will be via formal Community Board report, consideration and resolution.

Any Community Board member attending a conference is required to provide a written report on the learnings/highlights to be published in the next available Board agenda for public accountability, and circulated to all elected members. Any training session will be verbally reported back at the next meeting.

#### **3.6. LGNZ National Community Board Conference (held every two years)**

At least one Community Board member from each Community Board may attend the Conference and represent their community.

It is permissible for a Councillor appointed to a Community Board to attend the LGNZ Community Board Conference. However the related registration and expenses will come from the Community Board training budget and not the Council training budget.

### **4. Questions**

Any questions regarding this policy should be directed to the Governance Manager in the first instance.

### **5. Relevant documents and legislation**

- *Local Government Act 2002*

### **6. Effective date**

7 February 2023

### **7. Review date**

March 2026.

### **8. Policy owned by**

Manager, Governance

### **9. Approval**

Approved and adopted by the Waimakariri District Council on 7 February 2023.

**ITEM 8.1 MATTER REFERRED TO  
COUNCIL FROM RACB**

**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** BAC-03-26 / 231109180522

**REPORT TO:** RANGIORA ASHLEY COMMUNITY BOARD

**DATE OF MEETING:** 13 December 2023

**AUTHOR(S):** Heike Downie, Senior Advisor – Strategy and Programme  
Grant Stephens, Design and Planning Team Leader  
Anna Childs, Property Acquisitions and Disposals Officer

**SUBJECT:** New North of High Laneway and Adjacent Car Parking

**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 approval from the Rangiora Ashley Community Board of the Rangiora North of High Street Laneway Concept Plan (Attachment i) for a new public laneway located between the ASB business on High Street, Rangiora (202 High Street) and the new development currently underway by Wenborn Holdings Ltd (WHL) (who also trade as Ashmore Holdings Ltd (AHL)) at 190 High Street. The Rangiora North of High Street Laneway Concept Plan also includes formation of new public carparking at 11 Blake Street and illustrates adjacent private parking arrangements at the rear of the ASB and NZ Post business, and the formation of a new Right of Way from Blake Street. As part of this approval, staff are seeking the Rangiora Ashley Community Board's recommendation that Council approves funding towards this project as outlined in this report.
- 1.2. This report follows a workshop held with the Rangiora Ashley Community Board on 8 November 2023, which provided an opportunity to discuss the Concept Plan and offer input. Subsequently, a workshop was also held with Council on 14 November 2023.
- 1.3. The new laneway and public car parking supply will be within the property at 11 Blake Street, which Council is in the final stages of acquiring. The timing of Council's acquisition of this property and WHL developing 190 High Street gave rise to an opportunity to create a vibrant, safe, pedestrian friendly and exciting new laneway for Rangiora town centre, building on and complimenting the success of Conway Lane and Good Street Lane. This project represents continued implementation of the Rangiora Town Centre Strategy 2020, as well as the North of High Redevelopment Plan adopted under the Land Use Recovery Plan following the 2011/12 earthquakes.
- 1.4. In recognition of this opportunity, the Council in December 2022 approved setting aside land for public access along the currently informally used laneway between 202 and 190 High Street, and supported staff to work with WHL on the final design of the laneway.
- 1.5. The Rangiora North of High Street Laneway Concept Plan (the Concept Plan) is made up of five project components. The Council has previously approved budget to fund three of these project components (new Right of Way from Blake Street, reconfiguring some rear private parking, and residual legalisation costs), as part of the wider project to acquire the property at 11 Blake Street. The budgets proposed in this report to be used to implement

the remaining two project components (forming public parking at 11 Blake Street and constructing the laneway) have been previously committed by Council through the 2021/31 Long Term Plan process and budget is available in this current financial year. This report provides the option to either fully fund these two project components through budgets available in this current financial year, or to bring a small amount of budget forward from 2024/25 into this financial year for a small portion of cost to construct the laneway. Either option ensures construction works can be completed in Quarter 2 of 2024, ahead of WHL's ground floor tenants opening for business in mid-2024.

Attachments:

- i. Rangiora North of High Street Laneway Concept Plan (231128190543)
- ii. Presentation slides for Rangiora Ashley Community Board Workshop on New Laneway for Rangiora Town Centre, 8 November 2023 (231106177683)

**2. RECOMMENDATION**

**THAT** the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 231109180522.
- (b) **Approves** the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543).

*AND*

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

**THAT** the Council:

- (a) **Receives** Report No. 231109180522.
- (b) **Notes** that the Rangiora Ashley Community Board has approved the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543).
- (c) **Notes** that the total project cost to implement the Rangiora North of High Street Laneway Concept Plan is estimated to be approximately \$777,000, which is made up of a combination of project components as shown in recommendation (d), the costs of some of which are part of the wider project of acquiring 11 Blake Street on which Council has made previous decisions (\$221,000), and the costs of some of which are new costs for which this report seeks approval to use budget (\$556,000).
- (d) **Approves** the use of the budgets proposed to meet project component 4. as shown in the following table, and 5. as shown in the following table, choosing to fund the balance cost of project component 5 through either option a) OR option b).

Project component	Approx. cost	Budget proposed to be met through	Budget decision status
1. New Blake St ROW construction	\$141,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
2. Parking rear 202 & 210 High St reconfiguration	\$50,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
3. Residual legalisation for acquisition of 11 Blake St	\$30,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council

<i>Subtotal of costs subject to previously approved budget use</i>	\$221,000		
4. 11 Blake St parking formation	\$101,000	Blake St Carpark Extension: full cost (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use existing available budget for project component
5. Laneway construction	\$455,000	RTC Car Parking Property Acquisition: partial cost of \$395,000 (100742)	Report seeks approval to use existing available budget for project component
		Options to fund balance cost of \$60,000: a) High St 'core' streetscape (100359.000.5134) b) Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use budget, either: a) bring forward from 2024/25 budget for project component b) use existing available budget for project component
<i>Subtotal of costs this report is seeking approval to use budget</i>	\$556,000		
<b>TOTAL</b>	<b>\$777,000</b>		

- (e) **Notes** that targeted engagement on a draft Concept Plan has been undertaken over recent months with adjacent property owners and some tenants, as well as with the Rangiora Ashley Community Board and the Waimakariri Access Group, and the Concept Plan has been updated to reflect any relevant feedback.
- (f) **Delegates** authority to the General Manager, Strategy, Engagement and Economic Development to approve any minor adjustments to the final Rangiora North of High Street Laneway Concept Plan (as required) to support the physical works stage.
- (g) **Supports** staff to develop a concept plan in 2024/25 that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in parking spaces, should that be required as an interim measure following any potential changes to other town centre public parking supply.
- (h) **Notes** that the Council's draft Integrated Transport Strategy signals an implementation project that sees the development a Parking Management Plan, which would, among other things, provide further direction for the future of town centre parking supply and management, including the necessity or otherwise for a car parking building as is currently indicated and budgeted by Council within the North of High Street precinct.
- (i) **Notes** that physical works associated with implementing the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543) will be staged, in that it is anticipated that construction of the laneway, private rear parking for 202 and 210 High Street and public parking at 11 Blake Street will occur in April/May 2024, but that the formation of the Right of Way from Blake Street and any other improvements to the wider car park (subject to outcomes of recommendation g) would occur at a later date.

### 3. **BACKGROUND**

- 3.1. The Council is in the final stages of acquiring the property at 11 Blake Street in Rangiora, which includes an existing Right of Way to Blake Street and High Street, the latter of which is currently an informally used (but privately owned) laneway adjacent to the ASB business at 202 High Street. The property at 11 Blake Street is highlighted in yellow in Figure 1 below. Acquisition of this property relates to the Council's wider Rangiora North of High development project, born out of the Rangiora Town Centre Strategy and North of High Redevelopment Plan developed under the Land Use Recovery Plan following the 2011/12 Canterbury earthquakes. The wider North of High development project is discussed in more detail in a 2016 report to Council, when the Council delegated authority to the Chief Executive to acquire 11 Blake Street (trim: 160929100482). The acquisition of 11 Blake Street was strategic in nature, enabling the unlocking of land holding in the wider North of High block (block bound by High Street, Durham Street, Blake Street and Good Street) to, in the future, accommodate additional high quality town centre development, and/or additional public carparking.
- 3.2. Wenborn Holdings Limited (WHL), who also trade as Ashmore Holdings Limited (AHL), are progressing their two-storey, full footprint, office and retail development at 190 High Street, which forms the eastern edge of the laneway referenced above and is shown in orange shading in Figure 1 below. The timing of the development of 190 High Street and Council's acquisition of 11 Blake Street gives rise to the opportunity to coordinate timing with the private sector to achieve a positive outcome for the town centre and the wider community visiting it. This would be achieved by progressing a concept plan for a vibrant, safe, pedestrian friendly and exciting new laneway for Rangiora town centre, building on and complementing the success of the design and build of Conway Lane and more recently, the redesign of Good Street Lane. WHL's development at 190 High Street will see fine-grain tenancies occupying the ground floor, including an eatery, retail and other occupants, with office-based business activities occupying the first floor.
- 3.3. Following a wider North of High precinct redevelopment update workshop held with Council and then report to Council in December 2022, the Council approved setting aside land for public access along the currently informal laneway between 202 and 190 High Street, once it is in Council's ownership, as well as at the directly northern boundary of 190 High St within land owned by Council at 5 Blake Street to enable the construction of a pedestrian footpath there, and supported staff to work with WHL on the final design of the laneway (further details are contained in the December 2022 Council report in trim: 221215216660). The strip of land in question is broadly shown in red outline in Figure 1 below. Such an agreement with WHL enabled WHL to progress their building consent application at that time in a way that allowed their future development to activate the laneway, which is a highly desirable outcome from a town centre and urban design perspective consistent with Council's Rangiora Town Centre Strategy and North of High Redevelopment Plan adopted under the Land Use Recovery Plan following the 2011/12 Canterbury earthquakes, and one that Council and staff supported.
- 3.4. An activated laneway – that is, doors and windows of adjacent buildings fronting the public space of a laneway with fine-grain tenancies that spill out activity, creating a strong indoor/outdoor relationship and enhancing the public realm - will greatly add to the vibrancy, appeal and cohesiveness of the Rangiora town centre. Laneways provide opportunities for unique public spaces away from streets and main roads, offering intimate spaces for pedestrians that also allow for convenient short cut routes to adjoining streets and key destinations.

3.5. Figure 1: Location map



- 3.6. As referenced in 3.3 above, the creation of strong, inviting and vibrant public laneways in the North of High block of land is a key component envisaged by the Rangiora Town Centre Strategy (2010 and 2020) and North of High Redevelopment Plan developed under the Land Use Recovery Plan following the earthquakes. The 2010 Rangiora Town Centre Strategy identified the North of High block as a key area for intensified business development, enhanced pedestrian linkages, increased car parking and more places for people to gather and socialise. The North of High Redevelopment Plan a few years later confirmed the role that strong pedestrian connections through laneways permeating the block have in the fabric of a thriving future development area. The reviewed Rangiora Town Centre Strategy in 2020 reconfirmed the North of High Street precinct development as one of 10 'major projects' to deliver on the Strategy's vision for Rangiora.
- 3.7. Implementation through various property acquisitions and other workstreams since the adoption of the original Rangiora Town Centre Strategy has culminated in the successful delivery of Conway Lane and adjacent (private) commercial buildings and Council's assembly of strategic properties that will enable the unlocking of much of the wider North of High precinct area to potentially enable additional future development, including additional car parking. At present, Conway Lane and the new laneway subject to this report, provide key pedestrian connections to the town centre anchor that is the Blake Street at-grade car park, which experiences among the highest occupancy rates of Council's public off-street parking supply.

#### 4. ISSUES AND OPTIONS

- 4.1. Since Council's approval to set aside land for public access as discussed in 3.3, staff have been developing a draft Rangiora North of High Street Laneway Concept Plan (the Concept Plan) for this new laneway, as well as immediately adjacent car parking areas connected to the laneway. As per the Council's December 2022 resolution, staff have worked with WHL on the progression of this Concept Plan, and in recent weeks, have engaged with other adjacent property owners, tenants, the Waimakariri Access Group, the Rangiora Ashley Community Board and the Council. The draft Concept Plan in principle has received good support and opportunities have been taken to update minor components of the Concept Plan to reflect feedback gained.

- 4.2. The Concept Plan is attached to this report (Attachment i) and proposes the following:

Public Laneway:

- An overall look and feel consistent with / complimenting High Street's character and quality and that of Conway Lane and Good Street Lane
- Bluestone pavers in bordered / squared design to create visual lines through the space, and brought out across the threshold to High Street with laneway name engraved to match other lanes
- Narrow planter beds for creeping plants to soften the space and assist in preventing graffiti
- Wires strung between buildings with climbing plants trained across (potential for fairy lights in future)
- Movable dotted planter pots to add interest
- Up/down lighting provided along the buildings, with strip lighting at the bottom edges of planters and furniture to create wash over the ground surface lighting effect
- Narrow timber seating at locations along laneway edge
- Central strip drain for stormwater runoff
- Inclusion of space for a mural wall to create focal point, up-lit at night from below

Private parking at rear of ASB / NZ Post and Right of Way from Blake Street:

- 20 marked parking spaces within private properties at rear of NZ Post and ASB, including two accessibility parks
- New Right of Way over 15 Blake Street for two-way vehicle movement from Blake Street for private properties (190, 202 and 210 High Street) which provides the Council with a more contiguous site in the wider North of High block, as current Right of Way for private properties is located east of 13 Blake Street. Long term, the new Right of Way is envisaged to be the main entry/exit from Blake Street to the block
- Additional landscaping adjacent to the laneway to provide separation and interest
- Removable bollards between the laneway and adjacent private car parking to prevent vehicle entry into the laneway unless required
- Footpaths to create seamless pedestrian journey between private businesses and the laneway, High Street, Conway Lane, Good Street, Blake Street

Public parking at 11 Blake Street:

- Achieves 22 additional public car parks (likely to be P120) plus a loading zone to service nearby businesses
- Pedestrian footpaths to connect to laneway, Conway Lane etc
- Enables vehicular movements from the existing Blake Street entrance to the carpark and from the new Right of Way from Blake Street

- 4.3. Following the November workshop with the Rangiora Ashley Community Board on the draft Concept Plan, this report now seeks that the Rangiora Ashley Community Board approves the Concept Plan (Attachment i) and recommends that Council allocate budget to meet the balance of the project costs that do not already have confirmed associated funding, as outlined in more detail in 6.1 of this report.

- 4.4. Physical works to implement the Concept Plan will be staged. It is planned that construction of the laneway and rear private parking to the north of ASB and NZ Post, and the formation of public parking at 11 Blake Street occurs in April/May 2024 ahead of WHL's ground floor tenants opening in mid-2024. This allows complimentary and timely construction with the private sector and avoids business disruption once new businesses activating the laneway open. The construction of the Right of Way from Blake Street will occur at a later stage. This is because construction of the Right of Way is subject to some sensitive matters that require appropriate lead-in time to allow for discussions with the North Canterbury Minibus Trust which currently utilises Council owned land for bus parking at 15 Blake Street (required to form the new Right of Way). Until a new Right of Way is formed, access to the private parking at the rear of 202 and 210 High Street will be via



their existing route through Council's main Blake Street carpark area. This will be granted through a License to Occupy that will be in place until the new Right of Way is formed, at which time the Licence to Occupy will extinguish automatically.

- 4.5. Both the Rangiora Ashley Community Board and Council at the respective November workshops held voiced support for staff to develop a wider reconfiguration concept plan for the at-grade Blake Street public carparking supply. Such a concept plan would provide a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in parking spaces, should that be required following any potential changes to other town centre public parking supply.
- 4.6. It is also noted that the Council's draft Integrated Transport Strategy signals an implementation project that sees the development a Parking Management Plan, which would, among other things, provide further direction for the future of town centre parking supply and management.
- 4.7. The next project steps are as follows:
  - 13 December 2023: Rangiora Ashley Community Board considers approval of the Concept Plan and recommends that Council allocate funds to this project (this report)
  - December 2023: Preparation of construction drawings and tender documents
  - February 2024: Council considers report that notes that the Concept Plan is approved and seeks that Council allocates funds to this project
  - February to March 2024: Tender for physical works
  - April / May 2024: Physical works for laneway and adjacent car parking
  - Mid-2024: WHL ground floor tenants open for business
  - 2024/25: Development of a wider concept plan for the at-grade Blake Street carpark area
  - 2024/25: Formation of new Right of Way from Blake Street

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

There are no negative implications on community wellbeing by the issues and options that are the subject matter of this report. Once constructed, a new high quality public laneway for Rangiora town centre will have positive wider community wellbeing outcomes.

- 4.8. 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 specifically affected by, or have an interest in the subject matter of this report.

### **5.2. Groups and Organisations**

- 5.3. Early ideas for the laneway in particular were discussed with WHL during the Concept Plan drafting phase. This meant that design aspects of the laneway could be cognisant of the future building style at 190 High Street, tenancies envisaged along the laneway, and any spill out activity from the building into the laneway.

- 5.4. Staff then also engaged with the property owners of 202 and 210 High Street, sharing a draft Concept Plan that also included ideas for reconfiguring the private car parking area at the rear of their properties to enhance the aesthetics and access practicality aspects, and made some further minor adjustments to the Concept Plan in response to feedback received. Property owners then also separately shared the draft Concept Plan with their tenants for feedback. The draft Concept Plan was also shared and discussed with the Waimakariri Access Group at the Group's November meeting and any access related queries have been followed up since.

### 5.5. Wider Community

The wider community is likely to be affected by, and have an interest in the subject matter of this report. If approved by Council, the outcome of an additional high quality pedestrian laneway in Rangiora town centre, additional public carparking within the Blake Street carpark, and more attractive and functional access and other parking in the block will be of wider community benefit. Implementation of the Concept Plan will enhance the vibrancy of the Rangiora town centre, which has positive flow on effects to the resident, visitor and business community. Both Rangiora Town Centre Strategies (2010 and 2020), as well as the North of High Redevelopment Plan provided significant opportunities for public engagement, and the concept of high-quality laneways permeating the block and connecting key spaces has enjoyed strong community support.

## 6. OTHER IMPLICATIONS AND RISK MANAGEMENT

### 6.1. Financial Implications

The Council has the funding available in the 2023/24 financial year across two existing budgets that align well with implementing the Concept Plan: Rangiora Town Centre Car Parking Property Acquisition and Blake Street Carpark Extension budgets. Council also has additional funding available in 2024/25 for High Street 'core' streetscape enhancements budget. It is proposed that the full cost of implementing the Concept Plan is met through a combination of budgets, as shown in Table 1 and 2 below, and two options are provided for funding a \$60,000 portion of the laneway construction cost. Option a) would bring that funding forward from the 2024/25 High Street 'core' streetscape budget into this financial year, and option b) would see that cost portion met through existing budget available in this financial year from the Blake Street Carpark Extension budget.

The cost of completing Council's obligations relating to the acquisition of 11 Blake Street and the conditions stipulated under that related agreement (as discussed in the 2016 report to Council, when the Council delegated authority to the Chief Executive to acquire 11 Blake Street, see trim: 160929100482) totals approximately \$221,000. This consists of reconfiguring the rear private car parking area behind ASB and NZ Post at 202 and 210 High Street, forming the new Right of Way from Blake Street, and meeting residual legalisation costs, as shown in Table 1. Accordingly, these project components will be funded out the existing Rangiora Town Centre Parking and Property Acquisition budget that funds the property cost of acquiring 11 Blake Street, the decision on which has been previously made by Council. Following these costs, the remaining balance of the Rangiora Town Centre Parking and Property Acquisition budget is approximately \$395,000.

It is proposed that the formation of public parking at 11 Blake Street is funded out of the Blake Street Car Park Extension budget. This fits well in the budget intent, as additional public car parks will be generated as a result. This would then result in a remaining balance of approximately \$790,000 of that budget.

It is proposed that the cost of the laneway itself, which makes up a part of the property of 11 Blake Street, is primarily funded by the remainder of the available Rangiora Town Centre Car Parking Property Acquisition budget, and Table 1 provides two options to fund the small shortfall cost. Table 2 then details the current budget available across the three budgets discussed in this report, the budget proposed to use for each, and the then remaining budget left in each.

Table 1: Proposed combination of budgets to meet project cost & budget decision status

Project component	Approx. cost	Budget proposed to be met through	Budget decision status
1. New Blake St ROW construction	\$141,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St; previously approved by Council

2. Parking rear 202 & 210 High St reconfiguration	\$50,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St; previously approved by Council
3. Residual legalisation for acquisition of 11 Blake St	\$30,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St; previously approved by Council
<i>Subtotal of costs subject to previously approved budget use</i>	<i>\$221,000</i>		
4. 11 Blake St parking formation	\$101,000	Blake St Carpark Extension: full cost (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use existing available budget for project component
5. Laneway construction	\$455,000	RTC Car Parking Property Acquisition: partial cost \$395,000 (100742)	Report seeks approval to use existing available budget for project component
		Options to fund balance cost of \$60,000: a) High St 'core' streetscape (100359.000.5134) b) Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use budget, either: a) bring forward from 2024/25 budget for project component b) use existing available budget for project component
<i>Subtotal of budget approval sought</i>	<i>\$556,000</i>		
<b>TOTAL</b>	<b>\$777,000</b>		

Table 2: Balance of budgets proposed to meet project cost

	<b>Approx. budget available</b>	<b>Approx budget required for project</b>	<b>Approx budget remaining</b>
RTC Car Parking Property Acquisition (100742)	\$616,000 (2023/24)	\$616,000	\$0
Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	\$890,000 (2023/24)	Options in Table 1 to fund balance cost of laneway construction: a) \$101,000 b) \$161,000	Options in Table 1 to fund balance cost of laneway construction: a) \$790,000 b) \$730,000
High St 'core' streetscape (100359.000.5134)	\$0 (2023/24); \$291,000 (2024/25)	Options in Table 1 to fund balance cost of laneway construction: a) \$60,000 b) \$0	Options in Table 1 to fund balance cost of laneway construction: a) \$231,000 in 2024/25 b) \$291,000 in 2024/25

It is noted that developing an attractive, vibrant, activated pedestrian laneway comes at financial cost to both, the Council and WHL, and requires a coordinated partnership approach in design and timing. Staff and WHL have been working well in this space in recognition of the mutually beneficial relationship between a high-quality laneway and the

new commercial development at 190 High Street. Council's costs for the laneway are stipulated in Table 1 and cover general project costs and features such as paving, planting, furniture and feature at-ground lighting. WHL's costs of developing 190 High Street in a way that truly activates the new laneway comes at an approximate additional cost to WHL in excess of \$150,000 than if WHL was not activating the laneway and had planned for tenants using much larger footprints that only activate High Street and 'blank' walls along the laneway (as opposed to tenancies along the laneway with doors, windows, verandas etc). The additional costs are mostly associated with additional doors and windows (fronting the laneway), verandas along the laneway, lighting (both inside the tenancies as well as feature lighting along the laneway externally), and additional architect, engineering, power and water services costs. Activating the laneway also requires considerably greater administrative investment through managing multiple smaller tenancies, additional legal fees, and general operational costs that sit with WHL.

It is also important to note that WHL agreed to surrender their Right of Way easement along the laneway and across Council's land at 5 Blake Street out to Blake Street at no cost to Council. If Council had had to be in a position to purchase this Right of Way easement from WHL, it could have cost Council approximately \$150,000 based on the land value. WHL surrendering this Right of Way easement was strategically important to Council, as it provides, in the long run, the Council with a highly contiguous development site within the block, of greater monetary value than if the site had remainders of any property or access encumbrances that could otherwise compromise a development proposal or its market value. Together with the added development costs to WHL discussed directly above, it could be said that WHL's contribution to the laneway is in the order of \$300,000.

The budgets referenced above have been subject to a previous Long Term Plan / Annual Plan decision making processes.

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

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

#### 6.3. **Risk Management**

There are no risks arising from the approval of the Concept Plan (Attachment i) because the outcome of delivering a new high quality pedestrian laneway and enhanced adjacent parking and access is consistent with Council's longer term plans for the North of High precinct, which have had considerable community, expert and elected member input. In 2022, staff also sought independent external advice to consider any risks that could impact on Council's development opportunities in the balance of the land controlled by Council and no related risks were identified.

#### 6.4. **Health and Safety**

The Concept Plan has been designed with consideration of relevant health and safety requirements, including accessibility.

### 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

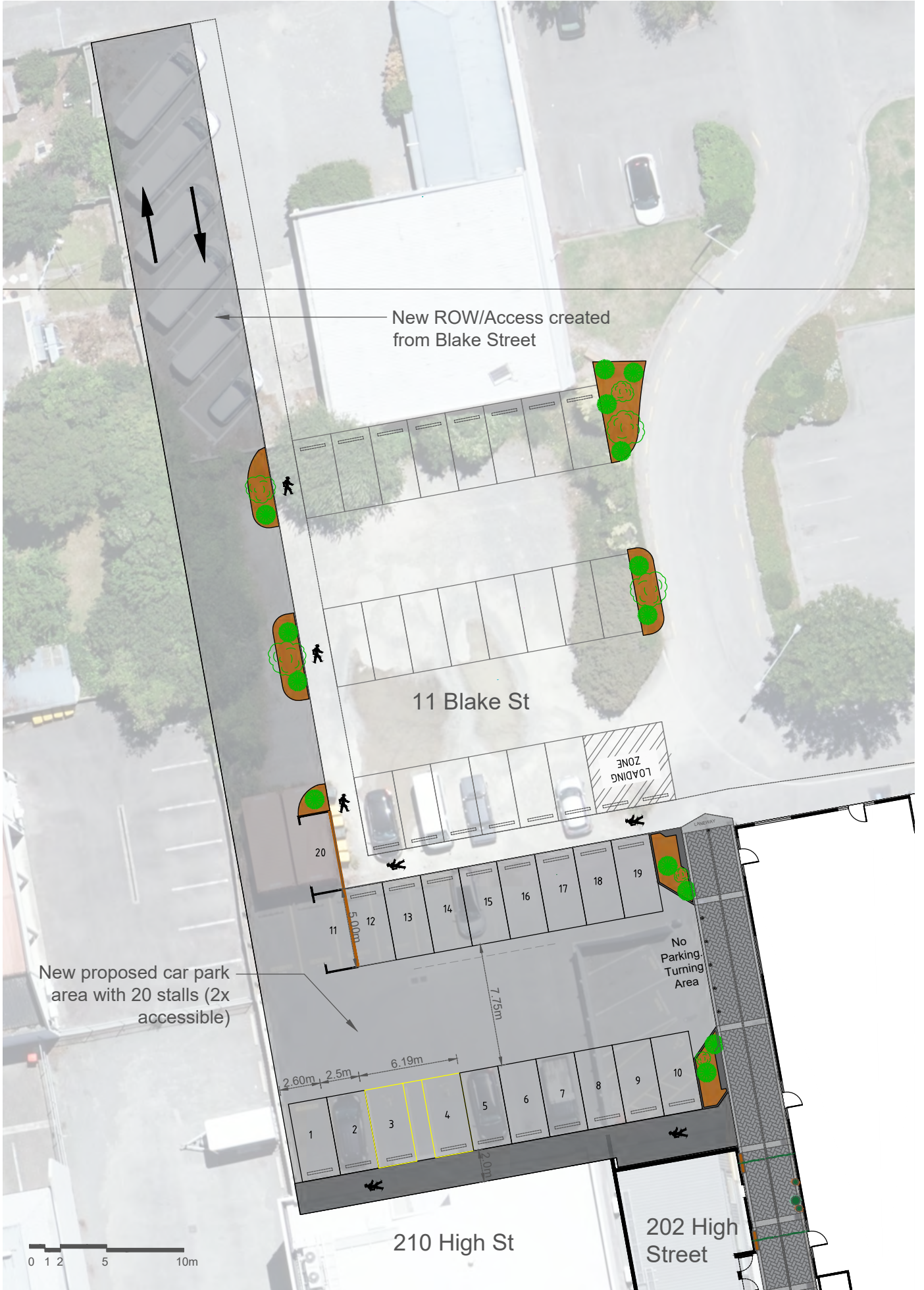
#### 7.3. **Consistency with Community Outcomes**

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

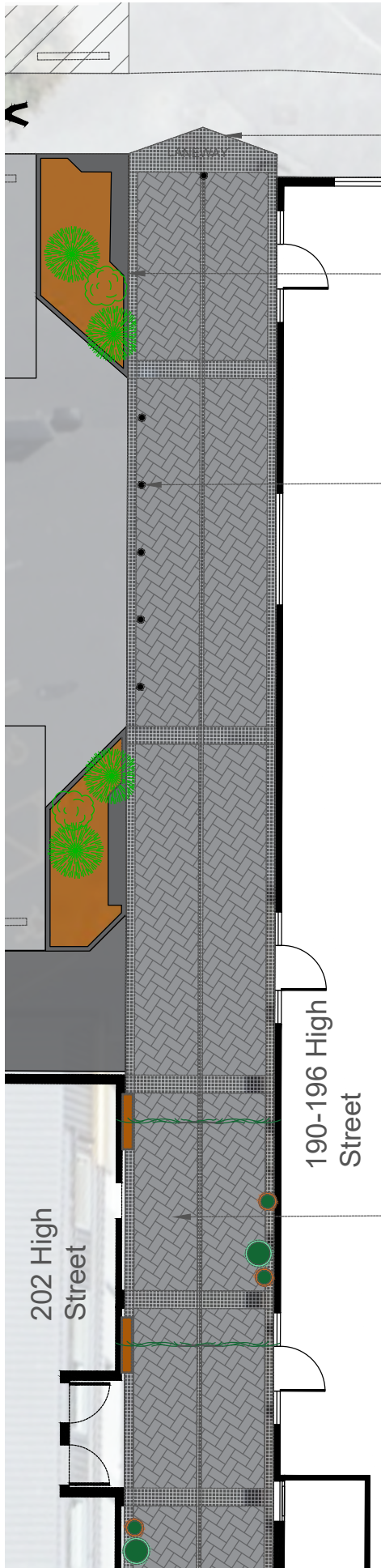
- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- Businesses in the District are diverse, adaptable and growing
- Transport is accessible, convenient, reliable and sustainable
- The distinctive character of our takiwā - towns, villages and rural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

#### 7.4. **Authorising Delegations**

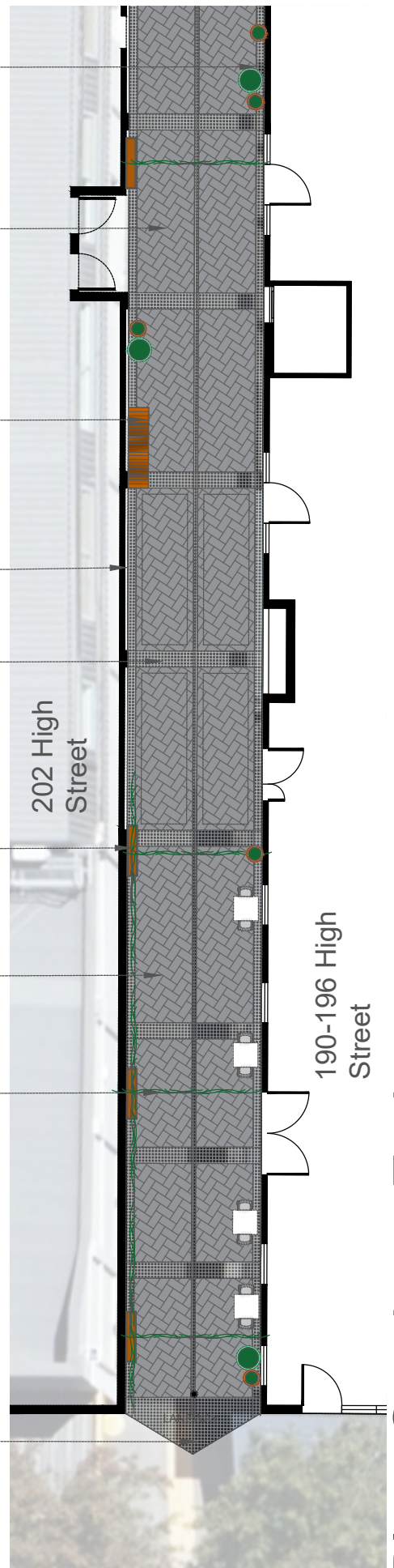
The Rangiora Ashley Community has the authority to approve Concept Plans, and Council the authority to allocate funding.



Plan: Northern End



- Moveable pots with narrow native plants
- Bluestone paving brought out across threshold. Laneway name engraved to match other lanes
- Pavers ramped to enable access to doors.
- Raised planter with in built seating option. Strip lights along bottom edge to create wash over the ground surface
- Timber seating
- Removable bollards to prevent vehicle entry unless required.
- Ox and Cart mural on brick wall creates focal point. Up-lit at night from below
- 100 x 100 diamond rubbed bluestone sets create visual lines through the space
- Narrow raised garden beds with espalier plants to green the space and prevent graffiti. low ground strip lights along bottom
- Strip drain down the centre of the laneway for stormwater runoff.
- Wires strung between buildings with climbing plant trained across. Could hang other elements potentially also.
- 200 x 400 Bluestone pavers to match other laneways in Rangiora
- Bluestone paving brought out across threshold. Laneway name engraved to match other lanes



Plan: Southern End

# New public laneway for Rangiora town centre

Rangiora Ashley Community  
Board Workshop

8 November 2023





- Background
- The wider strategic picture
- AHL development
- Draft laneway & parking plan
- Discussion
- Next steps



# Background



# Background



# Background



# Background

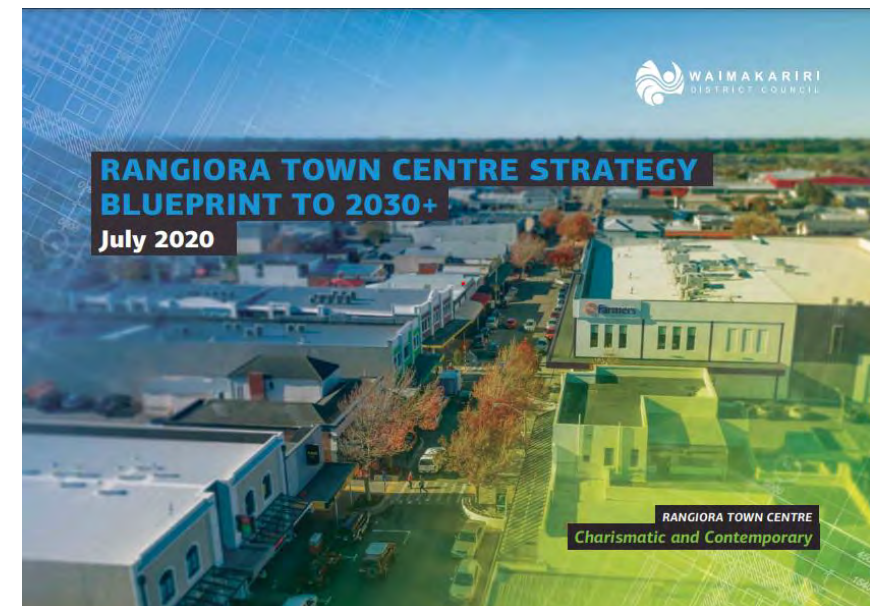


# Background

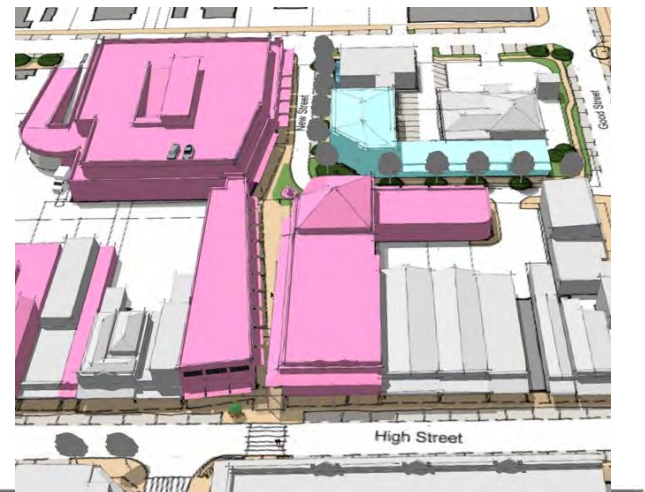


# The wider strategic picture

- 2010 RTC Strategy identified North of High (NoH) block as key growth area
- North of High Redevelopment Plan adopted under LURP in 2011/12 post quakes
- Reviewed 2020 RTC Strategy continued to confirm NoH precinct as major project
- Implementation and property acquisitions since, consistent commitment to funding through LTPs/APs
- Strong laneways are critical component



# The wider strategic picture





# The wider strategic picture



# AHL development



- Council agreed to set aside land to enable construction of a pedestrian footpath, and to work with AHL on final design of laneway
- Two-storey building over whole footprint
- Commercial (offices) upstairs
- Smaller tenancies downstairs, activating laneway, including eatery
- Strong connection to Blake St public carpark (anchor)

# AHL development



# AHL development



# AHL development



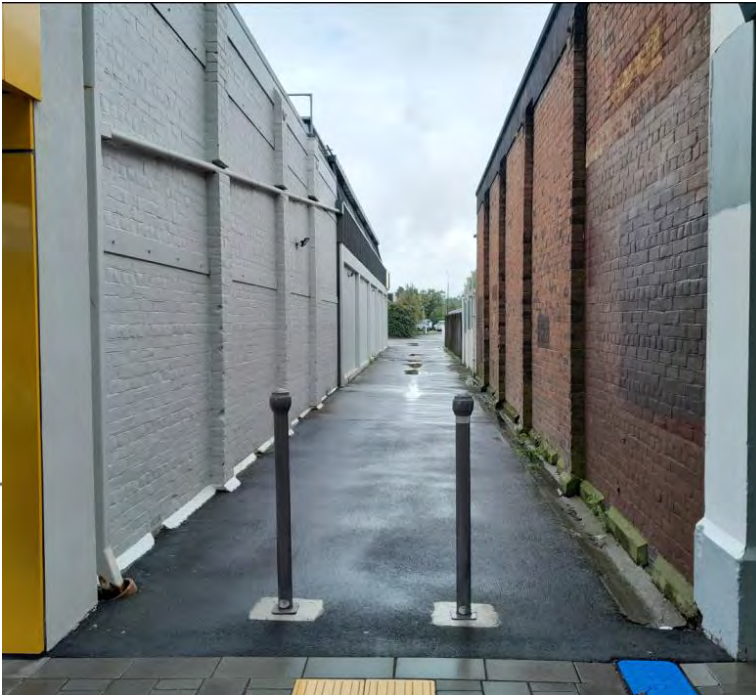
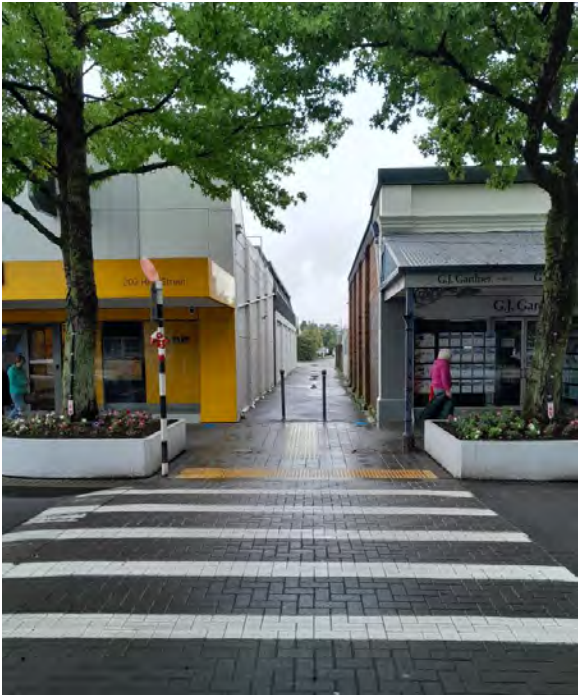
# Draft laneway and parking plan

Laneway benefits and key considerations:

- Improves CPTED outcomes
- Provides strong, attractive and safe ped connection to parking
- Enables intimate and ‘fun’ landscape design features, whilst minimising clutter
- Adds vitality and interest to town centre and builds on Conway Lane, Good St Lane – evoke strong sense of discovery as people travel through network
- Provides opportunity for ‘lane economy’ – small speciality tenants to front laneway = good indoor/outdoor relationship
- Builds on existing High St character and quality – enhancing ‘sense of place’
- Allows good movement corridor and spill-out zones

# Draft laneway and parking plan

Poor (narrow) laneways



# Draft laneway and parking plan

## Great (narrow) laneways

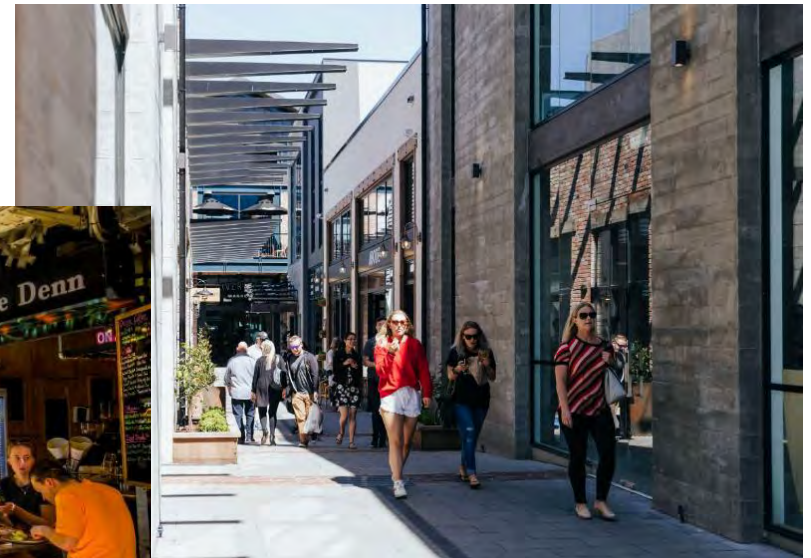


CCC Central City Lanes Report



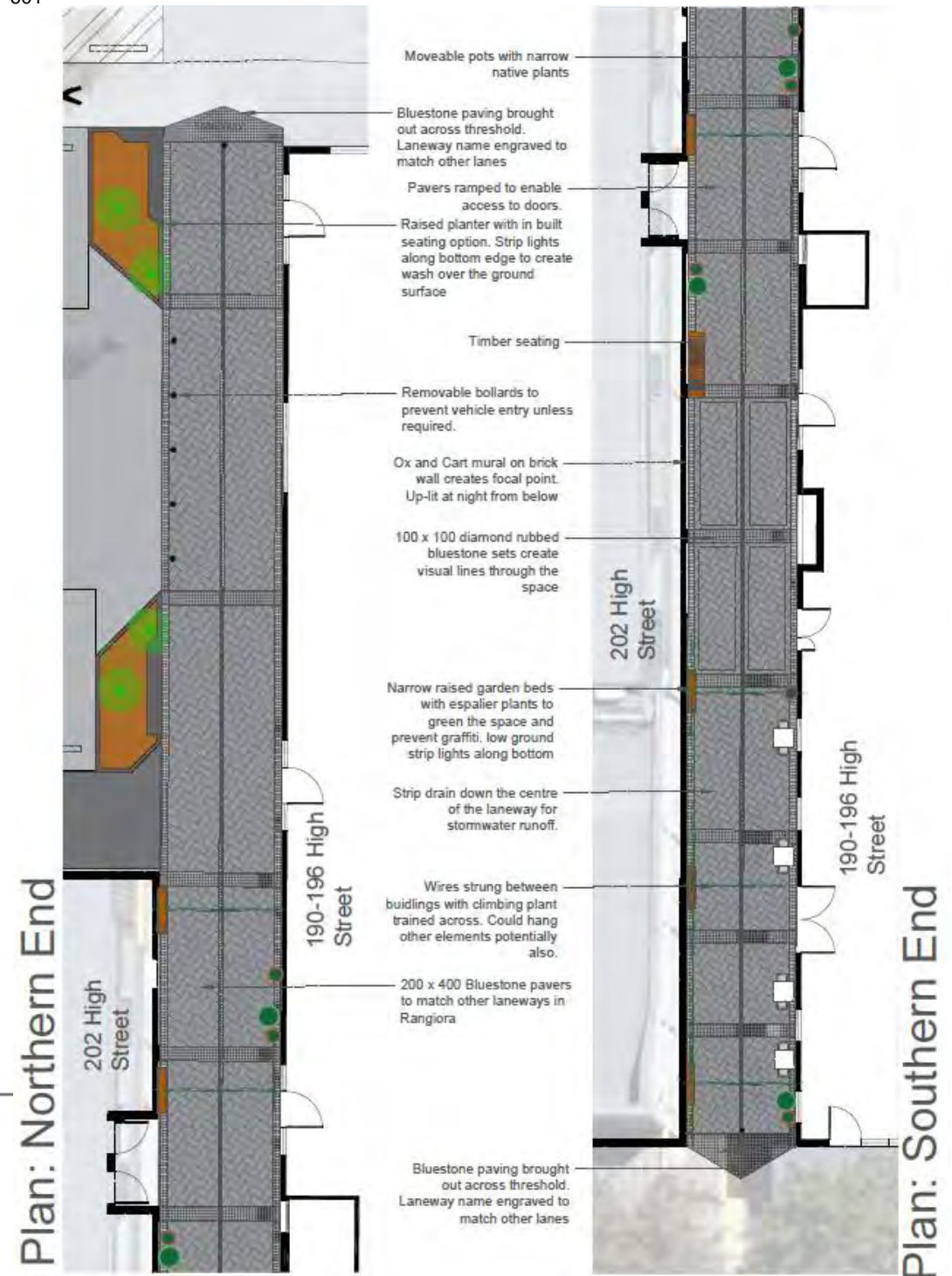
Movement corridor  
Spill-out zone 2m Spill-out zone

3D model of typical narrow lane during the hours of operation





# Draft laneway and parking plan



# Draft laneway and parking plan



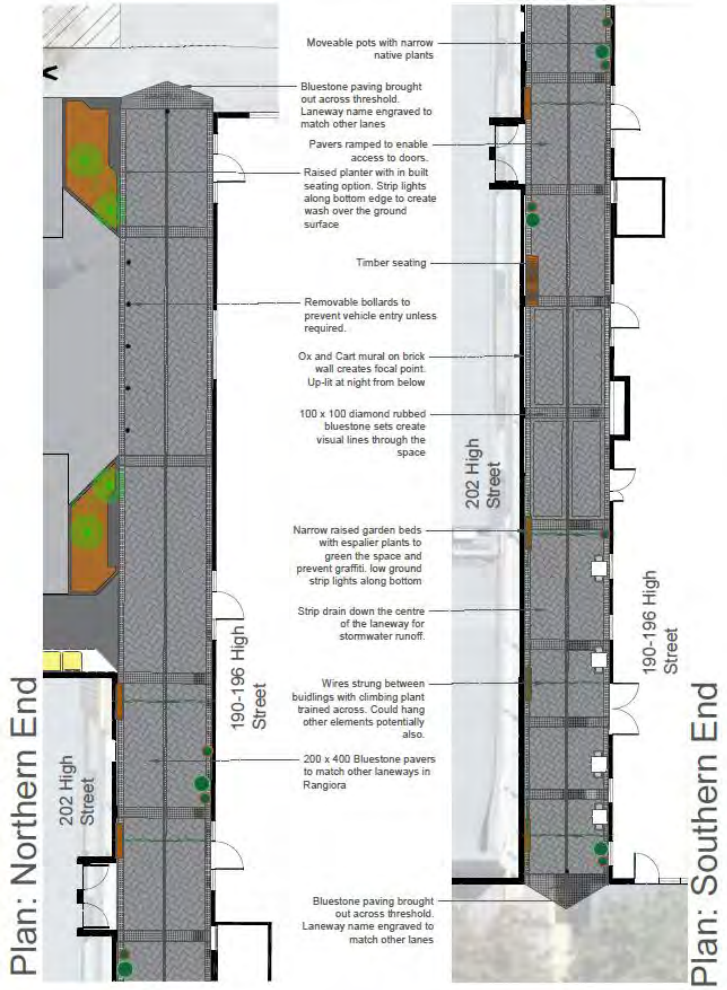
# Draft laneway and parking plan




# Draft laneway and parking plan – *a wider option*



# Discussion



# Next Steps

- 
- Feedback tonight
  - Additional engagement as necessary (Nov '23)
  - Plans updated (Nov '23)
  - RACB report seeking endorsement of plan and recommendation to Council to approve plan (Dec '23)
  - Construction drawings and tender preparation (Dec '23)
  - Council report seeking approval of plan & funding (Feb '24)
  - Tender (Feb-Mar '24)
  - Physical works for laneway and parking (April/May '24)

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

**FILE NO and TRIM NO:** RGN-05-07/ 231110180701

**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD

**DATE OF MEETING:** 20<sup>th</sup> November 2023

**AUTHOR(S):** Grant MacLeod – Greenspace Manager  
Chrissy Taylor-Claude – Parks Officer, Greenspace

**SUBJECT:** Kaiapoi Food Forest Education Shelter

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



General Manager



Chief Executive

**1. SUMMARY**

- 1.1. This report is to seek approval from the Kaiapoi Tuahiwi Community Board for the Kaiapoi Food Forest Trust (the Trust) to construct an education shelter at the Kaiapoi Food Forest site.
- 1.2. The new facility is expected to support education groups and events held at the Food Forest. The shelter includes an open area under cover along with a secure storage area. The Trust would like to include a toilet within the shelter.
- 1.3. The Kaiapoi Food Forest Trust have a License to Occupy (LTO) in place which runs from 1<sup>st</sup> September 2020 through to 2035 with a right of renewal in 2025.
- 1.4. The installation of the shelter has not been communicated by Council to the wider community or views sought on its installation. This is a project submitted by the Kaiapoi Food Forest Trust to support its operation onsite including workshops and education programs. The installation of a shelter and toilet at this location is not within a Council Level of Service and is purely to support the food forest operation.
- 1.5. The construction of the shelter and toilet is estimated to cost \$150,000 and this amount will be externally funded by the Trust. The Trust intend to fund the project by fundraising, applying for grants and getting funding through community support for materials and construction of the building. The Trust currently has \$25,000 remaining through their grant from Ministry of Social Development to contribute to this project. Having permission for the shelter from the Community Board will enable the Kaiapoi Food Forrest Trust to seek funds from more funders. The shelter and toilet once built will be an asset that the Trust owns and maintains.

**Attachments:**

- i. Proposed building plans. (Trim: 231109180286)

## 2. **RECOMMENDATION**

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 231110180701.
- (b) **Approves** the instalment of an education shelter at Kaiapoi Food Forest.
- (c) **Declines** the construction of a permanent toilet at the Kaiapoi Food Forest.
- (d) **Declines** the instalment of a temporary toilet at the Kaiapoi Food Forest.
- (e) **Approves** the installation of signage indicating the direction of the public toilets at Norman Kirk Park.
- (f) **Notes** that staff will work with the Food Forest Trust to ensure that appropriate communication is sent out to the wider public should the shelter and toilet be supported by the Kaiapoi-Tuahiwi Community Board.
- (g) **Notes** that the shelter once built would be owned and maintained by the Food Forest Trust.
- (h) **Notes** that there is public toilet provision located at the changing rooms on Norman Kirk Park within 300 metres of this proposal, hence a public toilet at this location would exceed Levels of Service.
- (i) **Notes** that in March 2022 the Kaiapoi Tuahiwi Community Board approved in principle the footprint of a shelter at the Kaiapoi Food Forest.
- (j) **Notes** that the approval of the installation of a toilet sits outside the delegation of the Community Board as it is above Councils current Levels of Service. A separate report would need to be submitted to Council seeking approval for this option.

## 3. **BACKGROUND**

- 3.1. The Kaiapoi Food Forest began in 2017 in Kaiapoi beside Norman Kirk Park with the aim to connect, nourish, educate, and inspire the community. The Food Forest is maintained by the Kaiapoi Food Forest Trust who hold a License to Occupy the site.
- 3.2. The Kaiapoi Food Forest Trust have a license to occupy (LTO) in place which runs from 1<sup>st</sup> September 2020 through to 2035 with a right of renewal in 2025. Within this LTO, clause 2 states that
 

*“The Food Forest can, in partnership with Council staff, update the concept plan to reflect changes in development opportunities. These changes will be subject to approval by the Kaiapoi-Tuahiwi Community Board.*
- 3.3. The LTO also states under section 23 *“The Licensee must not make or permit: any construction or erection of buildings or other improvements on the Licensed Area or make any alterations or additions to the Licensed Area; without the Council’s prior written approval.”*
- 3.4. Over the past 5 years, the Kaiapoi Food Forest has grown in use significantly with visits from preschools, schools, and other groups. The Kaiapoi Food Forest Trust would like an education facility in the Food Forest to help teach people to grow food sustainably. The demand for these programs is growing and the Trust wish install a permanent toilet and shelter to support these activities. The shelter and toilets will be predominantly used for education programs and events.



- 3.5. The Food Forest Trust has a capital grant fund allocated for the development of the Food Forest from Council. This fund is for the development of infrastructure on the site that contributes and supports their activities. This fund is held by Council and currently has a current balance of \$40,000. The Trust has not requested use of this fund at this stage. If the Trust want to allocate some of this to the shelter, a further report to the Community Board would be required.
- 3.6. In Mid 2021 the Kaiapoi Food Forest Trust submitted to Council proposing the concept of a shelter/gazebo to be installed at the food forest. The Trust highlighted that it wished to have some form of shelter to support the workshops and education program that it runs for the community and visiting schools. The Trust was also aware that in order to progress this concept it needed to secure external funding for the project.
- 3.7. At the time of the discussions, the Trust expected the project to cost up to \$100,000 but this has since risen to \$150,000, including the toilet. This cost was provided by the Trust. However, staff estimate the total price may be higher. In order to approach funders to secure further support the Trust requires approval from Council as the landowner. The Trust currently has \$25,000 remaining from funding obtained from Ministry of Social Development. The Trust had also indicated that private investors had shown interest in supporting the project and expect it will likely be able to source external funding. If the Trust could not attain sufficient external funding, the Trust would work with Council staff on allocating some of its capital grant funding into this project if required.
- 3.8. Staff have also informed the Trust that there is no intention from Council under its current Levels of Service to provide any further public toilets in the area given the location of the Norman Kirk changing rooms within 300 metres of this location. However, the Trust are still interested in pursuing a toilet that could be available on site when they have education programs or workshops in operation.
- 3.9. In March 2022, the Kaiapoi Tuahiwi Community Board approved in principle the footprint of a shelter at the Kaiapoi Food Forest on the condition that a subsequent report would be required once funding was in place and final design had been submitted by the Kaiapoi Food Forest Trust for consideration. Understanding the funding strategy and ongoing financial and operational risk was required prior to a toilet being approved. These requirements have since been adhered to.

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

- 4.1. Option 1- Approve the building excluding the toilet.

Staff are recommending this option. There are public toilets located at the changing rooms at Norman Kirk Park within 300 metres of the Food Forest, a public toilet at the Food Forest would exceed Levels of Service. In addition to this, the Food Forest users have access to the Church toilet facilities by arrangement and events can be serviced through the provision of a Portaloo.

This option will mean there is a lower cost to the Trust but would not meet the Trusts aspirations due to the exclusion of a toilet. The Trust will have to adjust their building plans if this option was chosen.

- 4.2. Option 2- Recommend to Council that permission is given for a permanent toilet at the Food Forest.

Staff are not recommending this option due to being above Councils Levels of Service and the ongoing risk to Council that the site may become a Council asset. This is however, the preferred option of the Trust. The Trust would like a shelter and a toilet to support their activities. The Trust has informed staff that the Food Forest users have access to the toilets

at the Church across the road, but this is limited. Access to these facilities is by arrangement only and relies on the availability of Church members. There is also no guarantee they will continue to have access to the Church. The Trust has utilised the Church facilities for events but have also found it easier to have a Portaloos on-site for these occasions. In addition, Food Forest users have access to Norman Kirk Park 300 metres away, in some instances this may present issues for children or those with mobility issues.

- 4.3. Option 3- Status quo – do not support the installation of a shelter as proposed at the food forest.

Staff do not recommend this option. This option would retain the current setup at the Food Forest and mean the Trust would need to adjust their future plans. This option would not support the programs or workshops that the Trust runs and would not resolve the demand they are getting to run such programs. Ultimately the Trust provides a community benefit that assists with food awareness and production and is reflective of the support Council is seeing with the food satisfy movement. Constructing a shelter at the Food Forest will provide shade from the sun and rain and create a more inviting space and will encourage increased use of the site from more groups.

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

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The community does benefit from the existence of the Food Forest and the programs it runs. The improved facilities will increase the capacity and improve Food Forest users experience.

- 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. It does not significantly affect or change the use of the current site or the activities undertaken.

#### **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 installation of the shelter may bring further users into the Food Forest and will support community programs around food resilience.

#### **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 it provides for development at a publicly owned reserve. Whilst the Food Forest is well supported the shelter has not yet been engaged on with the community. Should the Board approve this shelter, staff would work with the Trust to undertake consultation with the surrounding community.

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

#### **6.1. Financial Implications**

This budget is not included in the Annual Plan/Long Term Plan as it is not a Council derived project.

There is no financial cost to Council for this project. The construction of the shelter and toilet is estimated to cost \$150,000 and this amount will be externally funded by the Trust. The construction and upkeep of the shelter will be the responsibility of the Trust. If a permanent toilet was included development contributions may be required from the Trust as new services would need to be installed, which would be an addition to the current

system. Utilities and Roading staff have indicated it would cost approximately \$20,000 for service connection for the toilet. This cost would be the responsibility of the Trust, should a toilet be installed.

The Food Forest Trust has a capital grant fund allocated for the development of the Food Forest from Council. This fund is held by Council and currently has a current balance of \$40,000. The Trust has not requested use of this fund at this stage. If the Trust want to allocate some of this to the shelter, a further report to the Community Board would be required.

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

The recommendations in this report do have sustainability and/or climate change impacts. The Trust and the Food Forest assists in allowing people to be aware how to plant food sources within their own backyard and also generates a number of pollinating species onsite. This has a tangible local benefit to the surrounding environment.

## 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. If the Trust is unable to secure private funding, then it will likely approach Council to receive extra support by using their capital grant fund which currently has a balance of \$40,000. This project would align with the purpose of this fund.

There is an ongoing operational risk that if the shelter becomes a burden to operate that the Trust may turn to Council for assistance with such costs. Staff have outlined in the report that the shelter and its operational costs should remain with the Trust. However, if the Trust could not fulfil this requirement, Council is the underlying landowner and would have to take on the asset if a community group or Trust no longer has the capacity to do so. Having a toilet at the Food Forest will exceed Levels of Service and have an added ongoing maintenance cost. For this reason, the toilet would be decommissioned if it were to come under Council ownership.

There is a risk when building in the red zone, costs may increase due to added foundation and engineering requirements.

## 6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. There will need to be health and safety plans considered and submitted through the construction process of the shelter and standards adhered to once it is installed.

## 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

Reserves Act

Resource Management Act

Building 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 strong sense of community within our District.

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

- There is a healthy and sustainable environment for all.

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

People are connected to the natural world within the built environment.

- People's needs for mental and physical health and social services are met.

There are wide ranging opportunities to support people's physical health, social and cultural wellbeing.

- People have wide ranging opportunities for learning and being informed.

Our educational facilities and libraries and cultural centres are well resourced and have the capacity to manage and respond to changing demographics.

Our people are easily able to get the information they need.

### 7.4. **Authorising Delegations**

Through the LTO, the Kaiapoi Tuahiwi Community Board has delegation to consider the proposal put forward by the Kaiapoi Food Forest Trust.



WAIMAKARIRI DISTRICT COUNCIL  
 Plans and specifications APPROVED in accordance  
 with the Building Act 2004, clause 49 and the Building  
 Regulations 1992, Clause 3  
 BC221525 8/08/2023 Kathys

# PROPOSED FOOD FOREST HUB

FOR KAIAPOI FOOD FOREST TRUST AT 1 FELDWICK DRIVE, KAIAPOI

**BUILDING CONSENT SET**

## PAGE INDEX

A0.01b	Cover Sheet	-	-	a	b
A1.01a	Site Plan	-	-	-	a
A1.02	Foundation Plan	-	-	-	-
A1.03a	Plumbing & Drainage Plan	-	-	-	-
A2.01a	Floor Plan	-	-	a	-
A2.02	Framing Plan	-	-	-	-
A2.03	Roof Plan	-	-	-	-
A2.04	Bracing Plan	-	-	-	-
A2.05	Electrical Plan	-	-	-	-
A3.01	Elevations	-	-	-	-
A4.01	Cross Sections	-	-	-	-
A5.01a	Details - Cladding	-	-	-	a
A5.02a	Details - Joinery	-	-	-	a
A5.03a	Details - Roof	-	-	-	a
A5.04	Details - Drainage	-	-	-	-
A5.05	Details - Wet Area	-	-	-	-
A5.06a	Details - ACC WC	-	-	-	a
A6.01	Door & Window Schedule	-	-	-	-
A6.02	Lumberbok Lintel Fixing Schedule	-	-	-	-
A6.03	Misek Gable End	-	-	-	-
A7.01	Engineered Details	-	-	-	-
A7.02	Engineered Details	-	-	-	-
A7.03	Engineered Details	-	-	-	-
A7.04	Engineered Details	-	-	-	-

### ISSUE DATE

BC 07.11.22	RFI #1 01.03.23	RFI #2 31.07.23
05.12.22		

**KAIAPOI FOOD FOREST**  
 18 Feldwick Street, Oram Place, Kaiapoi  
 W: www.kff.co.nz  
 E: brent@kff.co.nz  
 P: 0272224767

**RWDESIGN**  
 W: www.rwdesign.nz  
 E: designsteam@rwdesign.nz

P: 03 312 2502  
 A: 178 Williams St, Kaiapoi

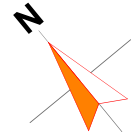
DESIGNER: RWIAL  
 PROJECT#: 21076  
 TECHNICIAN: RHW

# A0.01b

SHEET 1 of 24

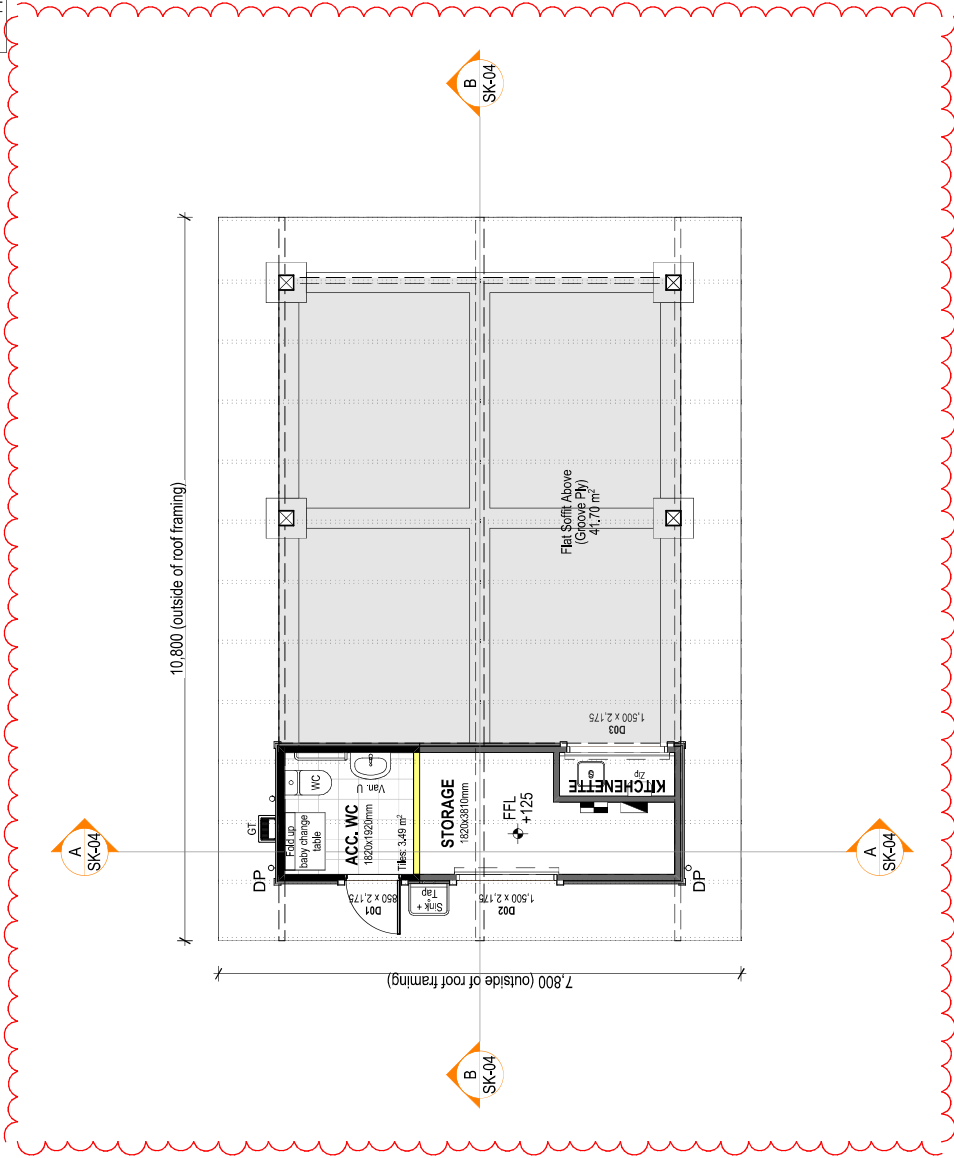
LEGAL NOTES: A. Subject to correct approval of all measurements to be confirmed on site by the contractor prior to the commencement of work. B. 2022 R/W Design Limited. All rights reserved. No part of this work covered by copyright may be reproduced or copied in any form or by any means without the written permission of RW Design Limited.





- Meter Board
- Distribution Board
- Gully Trap
- Downpipe

RFI # 01.03.23



**GENERAL NOTES**

- Ground Floor Perimeter (Over Foundation) 16,000.0 mm
- Ground Floor Area over Framing 12.00 m<sup>2</sup>
- Ground Floor Area over Foundation 12.00 m<sup>2</sup>
- Roof Pitch 25°
- Eaves Width 900mm
- Gable Width 900mm
- Height To Underside of Truss 2755mm
- Lintel Height 2175mm
- Soffit Height 200mm
- Raking Raking
- GIB 70x35mm timber ceiling battens @ 400mm crs
- Ceiling Battens Selected H3.2 Timber Weatherboard 180mm on 20mm Cavity.
- Wall Cladding Materials Selected Colorsteel Longrun Corrugate Roofing.
- Roofing Materials Foundation Beams Post
- Engineering: Bathroom vented directly to exterior.
- Ceiling Vents:

RFI # 01.03.23

**Additional Notes:**  
Access routes shall have adequate slip-resistant to all walking surfaces and comply with D1/AS1 Section 2.0.  
Accessible toilet to comply with G1/AS1, Figure 6.  
Refer to drawing sheet A5.50a Accessible WC for proposed layout.



PROJECT NAME:  
**PROPOSED FOOD FOREST HUB**  
FOR  
**KAIAPO FOOD FOREST TRUST**  
PROJECT #21076

ADDRESS:  
**1 FELDWICK DRIVE, KAIAPOI**  
LEGAL DESCRIPTION:  
**1/1, Section 3-6 Survey Office Plan 526896**

SHEET NAME  
**Floor Plan**  
SCALE: 1:75 AT A3

#	DATE	ISSUE
1	20/02/23	CONCEPT V1
2	20/02/23	CONCEPT V2
3	07/11/23	BUILDING CONSENT
4	05/12/23	VERIFYING RFI
5	01/03/23	RFI #1

DESIGN:	DESIGNED:
RW/AL	AL

DRAWN:	CHECKED:
RW/AL	AL

PROJECT:	PROJECT #:
PROPOSED FOOD FOREST HUB	21076

DATE:	DATE:
21/03/2023	21/03/2023

BY:	BY:
AL	AL

SCALE:	SCALE:
1:75 AT A3	1:75 AT A3

WAIMAKARIRI DISTRICT COUNCIL  
Plans and specifications APPROVED in accordance with the Building Act 2004, clause 49 and the Building Regulations 1992, Clause 3  
BC221525 8/08/2023 kathys

**BUILDING CONSENT SET**



**A2.01a**

SHEET 5 of 24

W: www.rwdesign.co.nz  
E: josh@rwdesign.co.nz  
A: 178 Williams St, Kaiapoi





**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** EXC-57 / 240117005941

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 7 February 2024

**AUTHOR(S):** Jeff Millward – Chief Executive

**SUBJECT:** Health, Safety and Wellbeing Report – January 2024

**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 (HS&W) matters between December 2023 and January 2024. The dashboard reporting in the appendices cover trends between January 2023 and January 2024.
- 1.2. There were 20 incidents which occurred from mid-November 2023 and mid-January 2024 which resulted in 0 hours lost time to the organisation. Ongoing lost time from historic incidents is reported in Appendix A. Flamingo Scooter incidents are included within this report. Rangiora airfield incidents are included within the HSW report however none were reported for this period.
- 1.3. Section 4 of the report provides details on the following areas:
  - 4.1 Incidents, accidents & Hazards
  - 4.2 Contract Management – Incident reporting.

**Attachments:**

- i. Appendix A: Incidents, Accidents, Near-misses, Hazard 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 240117005941

- (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, accidents & Hazards
  - 4.1.1. Mid-November 2023 to mid-January 2024 shows an increase in injuries and property/vehicle damage. Although no serious injuries or damage, the trend has increased. The HS&W Team will be attending various team meetings to discuss the outcomes and root causes as an action for mitigation and prevention.
  - 4.1.2. All incidents are either closed with mitigations or currently under investigation. Key learnings have been shared with teams. Staff are still dealing with adverse interactions frequently. The Near Miss reporting is a good way to mitigate risk before consequence. Great reporting by staff.
- 4.2. Contract Management – incident Reporting
  - 4.2.1. HS&W have been focusing on contractor reporting and expectations through incident/accident management. After discussing this with the Three Waters Team, we have begun drafting a basic guide around incident reporting within contracts. This guide can be utilised by the contract manager to ensure the process is followed through to completion.
  - 4.2.2. All incidents, hazards and near misses will be reported to Waimakariri District Council's Health, Safety and Wellbeing Team with a copy of the relevant contractor's incident form and investigation. Following this we may log it through our system if further investigation or mitigation is required.
  - 4.2.3. The contract manager obtains a copy of the contractors' monthly incident report. The purpose of this is for Health, Safety and Wellbeing to review the incident including follow-up that may have been carried out by the contractor, site visits etc. If there are any incidents of significance recorded, involving one of the Waimakariri District Council's (WDC) sites, they will need to be entered into the WDC system, with a copy of the contractor's incident report attached.
  - 4.2.4. We will only require follow up if there are outstanding mitigations. This is to ensure that the health and safety of our workers and external contractors' requirements are met so far as is reasonably practicable.

### **Implications for Community Wellbeing**

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

- 4.3. 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/Hazards

Date	Person type	Occurrence	Event description	Response
21/11/2023	Contractor	Adverse Interaction	A container for a contract (Rangiora Gravity Sewer Capacity Upgrades) was located on a curb side outside a resident's house. The resident came out of house abusing the staff, telling them to move the container away from their property. Threatening to smash all the windows and set it on fire. They were very aggressive to site foreman and threatened to damage and burn site container.	The container has been moved further up the road. This have resolved the abuse. Awaiting further details to close out the incident.
22/11/2023	Contractor	Adverse Interaction	A member of the public approached the contract site, yelling abuse regarding chlorination of Waikuku, they proceeded to make accusations and threats.	Continue working in pairs. Information to be handed out to public if needed. Walk away if escalation occurs. Police were notified as there are previous adverse interactions with the particular member of the public.
23/11/2023	Employee/Volunteer	Injury	A staff member was carrying 3 stacked road cones and wasn't holding the bottom one of the stack, which slid out and fell on their foot.	Staff members to carry fewer cones at once or utilise the trolley. No medical attention required.
24/11/2023	Employee/Volunteer	Near Miss	As staff member drove into a hidden hole in long grass, when driving to detect a leak.	Staff member to be more aware of their surroundings. The incident was discussed at the weekly team meeting.
27/11/2023	Employee/Volunteer	Property/Vehicle Damage	A staff member backed into a concrete block at a pump station. Damaging the toolbox lid.	The toolboxes are in a blind spot on the truck and very low to the ground. Removing these toolboxes as they are not used will mitigate this. Using a spotter would help, but in this case no room for a spotter as it's an awkward spot to get out of.

29/11/2023	Employee/Volunteer	Injury	A staff member walked down some stairs and twisted their knee. Some swelling occurred and they have pain while going up and down stairs.	Awaiting response, no medical attention has been required.
29/11/2023	Non-Employee	INJURY	A member of the public using a walking stick, was exiting the library when they paused before going out the automatic door. The door closed on them because they didn't get through it in time. They were thrown off balance and fell to the floor. No injuries occurred.	Member of the public was fine and did not require any medical assistance.
05/12/2023	Employee/Volunteer	Property/Vehicle Damage	Hoses broken from the joints	Awaiting response to investigation questions
07/12/2023	Employee/Volunteer	Injury	A swim instructor was teaching when a child accidentally stomped on their foot causing some bruising.	The swim instructor discouraged the child from jumping around during lessons. An ice pack was applied, with instruction to see doctor if it got any worse.
08/12/2023	Employee/Volunteer	Adverse Interaction	Threat of violence	Staff to only attend with a colleague, this was implemented immediately Police have been notified
08/12/2023	Employee/Volunteer	Adverse Interaction	A member of public was aggressive after being caught stealing paint.	Customer was aggressive who did like being caught stealing paint and then did not want to have to pay to dispose of his general waste. Waste management were advised to report this to the police
09/12/2023	Contractor	Property/Vehicle Damage	The contractor's digger window has been smashed along with the door bent out at the bottom. The loader window was also broken and the lock barrel slogged out.	Vandalism /break in by member of the public. Awaiting response to investigation questions.
13/12/2023	Contractor	Property/Vehicle Damage	Telecom cable strike	The contractor hit a telecom cable while using their digger. Cable was repaired. No further investigation required.
14/12/2023	Employee/Volunteer	Injury	Staff member fell backwards into a hole while busting some concrete footpath out. They caught their left middle finger between the crowbar and the concrete. fingernail is going black a swollen. No medical attention required.	Keep water levels in holes down by pumping out water. If practical, place a plate or fence to prevent stepping into the hole. Use a spotter to assist.

20/12/2023	Employee/Volunteer	Property/Vehicle Damage	A staff member was slowly driving out of the car park space and scraped a car with the driver in it.	Under investigation. Waiting on a response.
21/12/2023	Employee/Volunteer	Property/Vehicle Damage	Staff member gently rolled their vehicle in to a level 1 detour sign.	Awaiting response
28/12/2023	Employee/Volunteer	Property/Vehicle Damage	A staff member had a side door open on a company Ute, when it clipped a streetlight when moving up to another next house to do next Toby install.	Awaiting response
03/01/2024	Employee/Volunteer	Adverse Interaction	A staff member walked out of an elevator into member of the public who is known to the Council. The member of the public began to show threatening and harassing behavior	No further action is required at this time, awareness only.
04/01/2024	Employee/Volunteer	Injury	A staff member bent forward to put a book on the trolley while listening to a colleague and banged the top of their head on the overhead cupboard.	Staff advised to take caution when working in areas where they could bump into objects.
09/01/2024	Non-Employee	Near Miss	A contractor waded out into a wetland pond at the Woodend Wastewater Treatment Plant without health and safety considerations for hazards such as sludge and sewage gases. Unsure of the time of the incident.	Contractor has since requested to retract the report however the investigation will be carried out accordingly. Awaiting response

### Aqualand Incident Reports

We report and monitor incidents but the responsibility around incident management and mitigation sits with Aqualand as the business leasing our land.

Date	Person type	Occurrence	Event description	Response
21/11/2023	Aqualand	Injury	Pulled thigh muscle	No medical assistance required
15/12/2023	Aqualand	Injury	Foot fracture and injured ligaments	Medical attention

17/12/2023	Aqualand	Injury	Ankle sprain	Medical attention
18/12/2023	Aqualand	Injury	Foot broken	Medical attention
20/12/2023	Aqualand	Injury	Bruised hand	Medical attention
21/12/2023	Aqualand	Injury	Hit head	Panadol.
22/12/2023	Aqualand	Injury	Suspected torn knee ligament	Medical attention

#### Flamingo Scooter Incident Reports - No report this month

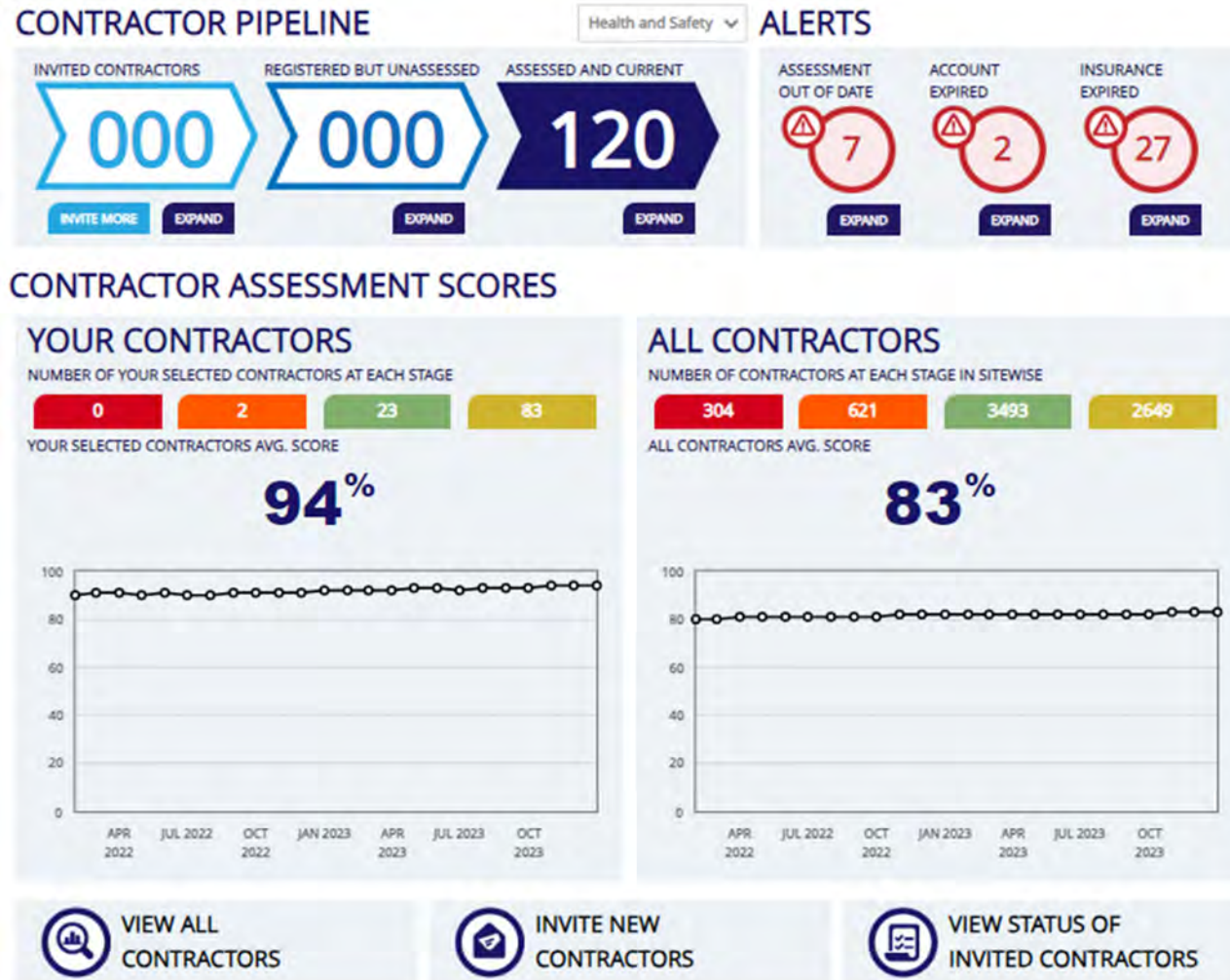
<b>Lost Time Injuries - Aquatics:</b>	2019 to current	<b>Injury One:</b> Currently fit for some hours however this does not match with duties of role or available work Date of injury 30 July 2017 Weekly contracted hours = 30 5,976 hrs lost to date
---------------------------------------	-----------------	---

#### Lead Indicators

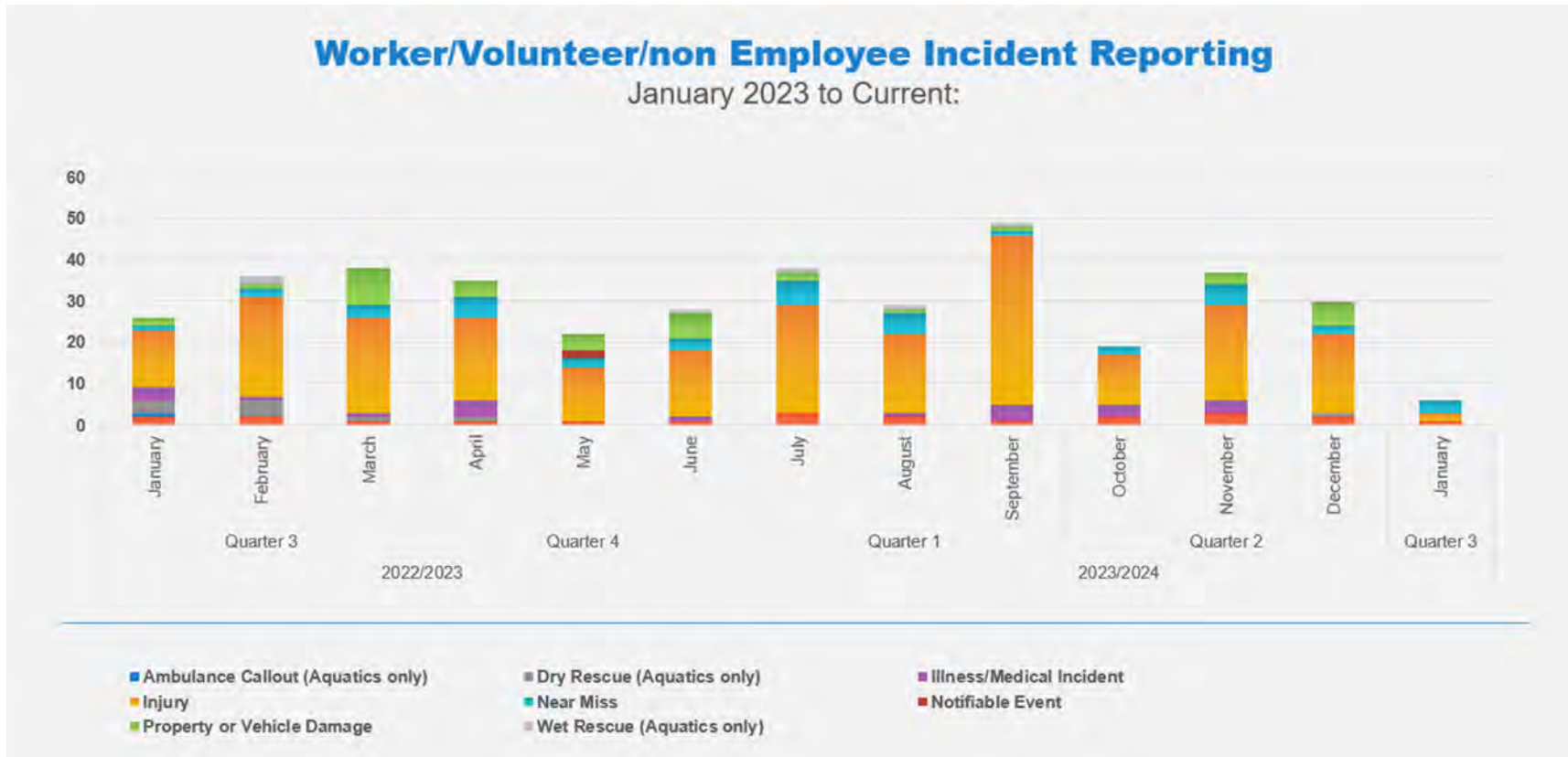
<b>Safety Inspections Completed (Workplace Walkarounds)</b>	Dec 23/Jan 24	<b>Workplace Walkarounds:</b> 17 distributed, 9 returned.
<b>Training Delivered</b>	Dec 23/Jan 24	<b>People Trained:</b> <ul style="list-style-type: none"> <li>Advanced Driver Safety Training – 3 people attended</li> </ul>



Appendix B

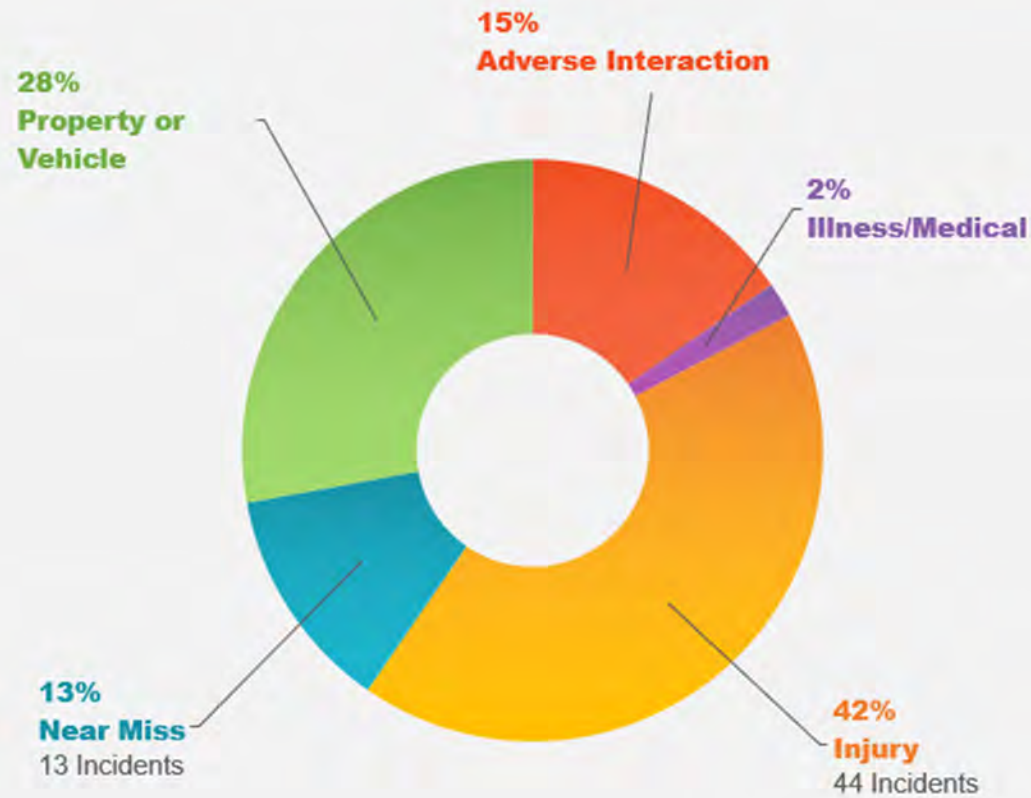


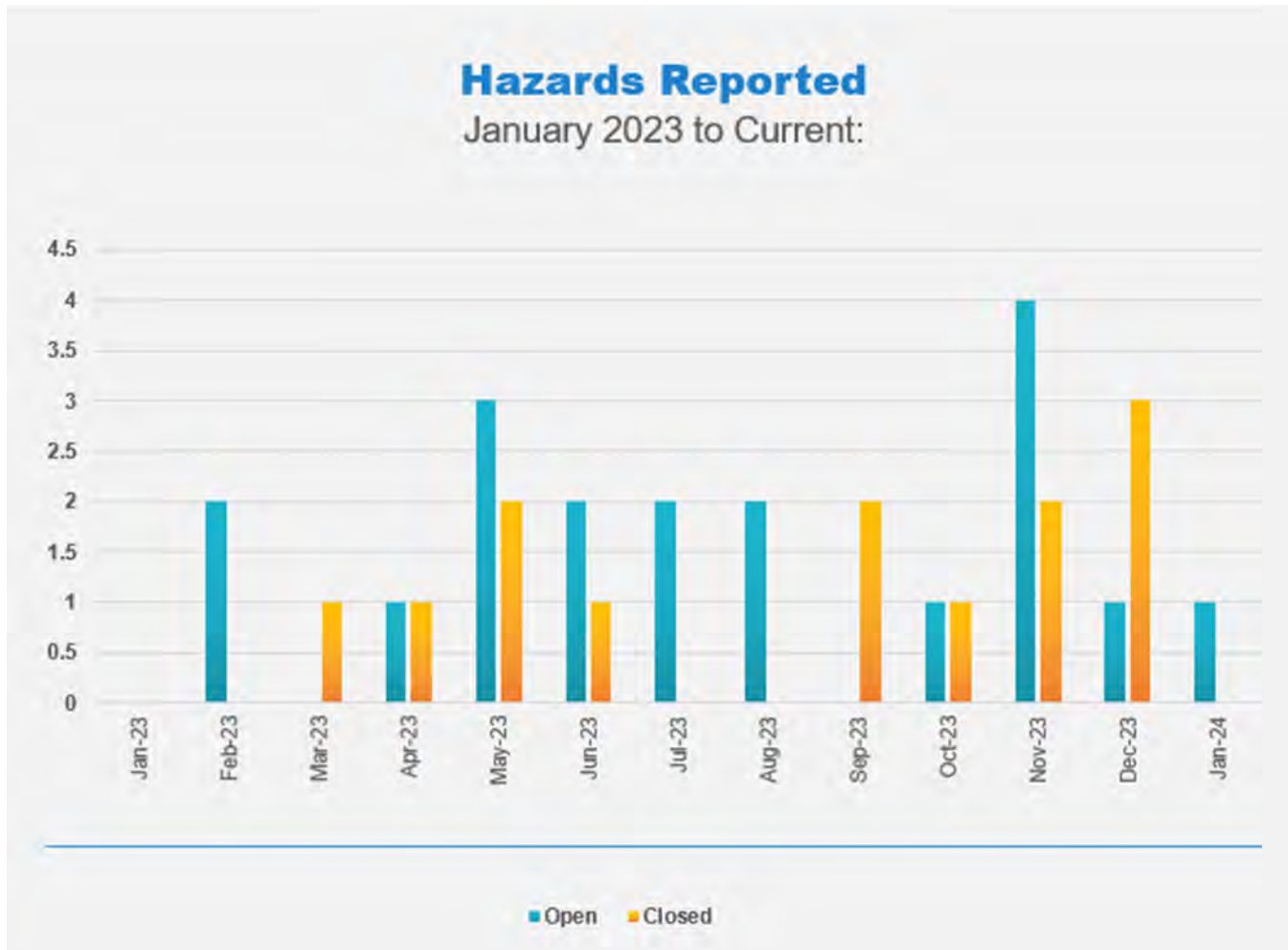
Appendix C



## Worker/Volunteer Incident Reporting

January 2023 to Current:





**WAIMAKARIRI DISTRICT COUNCIL**

**MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 21 NOVEMBER 2023 AT 9AM.**

**PRESENT**

Councillors P Williams (Chairperson), R Brine, N Mealings P Redmond, J Ward and Mayor D Gordon.

**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), S Allen (Water Environment Advisor), C Fahey (Water and Wastewater Asset Manager), J Recker (Stormwater and Wastewater Manager), K Straw (Civil Project Team Leader), and E Stubbs (Governance Support Officer).

**1 APOLOGIES**

Moved: Councillor Williams                      Seconded: Councillor Mealings

That an apology for lateness be received and sustained from Councillor Brine who arrived at 9.45am.

**CARRIED**

**2 CONFLICTS OF INTEREST**

There were no conflicts of interest recorded.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday 17 October 2023.**

Moved: Councillor Redmond                      Seconded: Councillor Mealings

**THAT** the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 17 October 2023, as a true and accurate record.

**CARRIED**

**3.2 Notes of the meeting of the Utilities and Roding Committee held on Tuesday 17 October 2023.**

Moved: Councillor Redmond                      Seconded: Councillor Mealings

**THAT** the Utilities and Roding Committee:

- (a) **Receives** the circulated workshop notes of the Utilities and Roding Committee held on 17 October 2023.

**CARRIED**

### **3.3 Matters arising (From Minutes)**

There were no matters arising from the minutes.

## **4 DEPUTATION/PRESENTATIONS**

### **4.1 Clarkville Hall Committee**

Colleen O'Connell and Ian MacDonald from the Clarkville Hall Committee were in attendance to discuss the no-stopping restrictions on Heywards Road adjacent to Clarkville School and Clarkville Hall. I MacDonald presented photographs taken during school drop-off / pickup times which he described as a 'schemozzle' and advised that the Committee supported the staff recommendations that had been presented to the Kaiapoi-Tuahivi Community Board (KTCB).

I MacDonald was concerned that the Ministry of Education (MoE) policy of allowing out of zone enrolments resulted in many cars dropping children to school as they were not eligible for the bus. He believed that the no-stopping restrictions proposed by the Council made the situation safer and expressed concern that the KTCB had rejected the staff recommendations following a presentation by the school principal. I MacDonald tabled a letter he had written to the MoE regarding the impact of out of school enrolments. He also tabled an October School newsletter with a parking update from the Principal which advised that the KTCB had rejected the no-stopping recommendation. He noted that the restrictions put forward by KTCB as an alternative to the staff recommendation would save four carparks, however the problem was bigger than that as there were over 100 cars involved.

I MacDonald advised that he had discussed his concerns with the Principal and there were some solutions that they believed could alleviate the issues including a one-way system and reducing the two bus parking space to one.

Mayor Gordon asked for clarification on which recommendation the Hall Committee supported, and I MacDonald advised it was the recommendation originally presented by staff to the KTCB and not the Board's resolution. It was clarified that the recommendation in the Committee Agenda was the KTCB resolution, and the original recommendation from staff could be found in the staff report.

Councillor Redmond asked what the Hall Committee were doing to assist the difficulties with carparking, and I MacDonald advised that the school were the biggest users of the hall facilities which included the carpark, hall, courts, and park. These were community owned facilities administered by the Committee. The school was charged \$800 per annum to use the facilities. Wear and tear were considerable, and the school did not contribute to upkeep or working bees.

Councillor Ward asked if it would be preferable to have a dedicated carpark such as at Fernside School and I MacDonald agreed it would be preferable, but that would be a MoE decision.

Councillor Mealings commented on the evolution of parking facilities at Ohoka School which had eventuated in acquiring land adjacent to the school for parking. She asked if the school had a drop-off lane.

Councillor Ward and Mealings requested that staff work with the school on options to improve the parking situation.

#### 4.2 Clarkville School Principal

Kris Barrow (Clarkville School Principal) spoke to the Committee regarding the proposed no stopping restrictions on Heywards Road. He advised that he had attended the KTCB meeting and presented his concerns regarding the no stopping restrictions to members.

K Barrow provided some background information regarding the school and parking. After school he managed students and parents crossing the rural road and most motorists were generally supportive and safe. The school was grateful for the use of the hall facilities and noted that around three times a month there was a request for the facilities not to be used for a specific time which he passed onto parents. There had been concerns raised by the Hall Committee around the safety of parents driving, but no specific incidents reported. There was no delineation of parking in the hall carpark and no indication of in/out direction.

K Barrow agreed the parking situation outside the school was not ideal due to the limited space, however he had never observed a parent deliberately driving unsafely. As the carpark was not large, parents were forced to park on the grass berm. Currently parents generally parked within the 40km/h area directly outside of the school or within 50 metres of the sign. If yellow lines were painted on the road across from the school parents would be forced to park further along Heywards Road in the 70km/h area. Other motorists would not expect children to be walking this far from the school with no footpath present. He believed the recommendation from staff would result in unsafe outcomes for the youngest residents of the Waimakariri.

K Barrow expressed concern with information in the staff report including its statement that the school had an increasing roll. This was incorrect, as the school was built for 203 children and currently had a roll of 197 children and there was no intention of growing the roll to over 200 students.

K Barrow advised that he had been working with Peter Daly (Journey Planner/ Road Safety Coordinator) around options for the school and that was progressing well. He encouraged members to consider the children first and suggested that the views of the school in the matter should be priority.

It was clarified that the school supported the resolution that came from the KTCB as presented in the Agenda.

Councillor Redmond asked if K Barrow was opposed to the no-stopping restrictions on the east side of Heywards Road from the intersection of Tram Road to the Clarkville Hall. K Barrow explained that the hedge and berm were overgrown in this location and parking would be better if these were maintained. Initially he had opposed the no-stopping restrictions, however he now agreed with the KTCB recommendation of restrictions from the intersection of Tram Road to the 40km/h school zone signage.

Councillor Redmond asked for clarification on the existence of no stopping restrictions outside the Hall. K Barrow explained there was confusion as there was very little delineation and it was not clear when the carpark became the roadside.

Councillor Redmond asked if the Principal agreed that the pickup/dropoff was a 'schemozzle' as described. K Barrow disagreed stating that it was not ideal and could be improved, and the school was working with P Daly on options to improve the current situation.

Councillor Redmond asked who initiated concerns around safety and K Barrow noted it was the Hall Committee.

Councillor Ward asked if it were possible to open the courts for parking and was advised that was not an option.

Councillor Ward asked if the school could work with the MoE on purchasing adjacent land for carparking and K Barrow agreed that would be useful, however in his conversations with the ministry he had been advised that carparking was the lowest priority for funding.

Councillor Fulton asked what improvements could be made to increase utilisation of buses. K Barrow advised that when the bus was at full capacity there were only 5-6 spaces available, however many parents found it more convenient to drop children to school on their way to work.

Councillor Fulton asked if there was an alternative that could be considered such as a 'bus shuffle' and K Barrow advised that they were looking at initiatives with staff including the removal of a bus bay.

Councillor Mealings asked about parking during events such as prizegiving and K Barrow agreed parking was challenging during events especially if the hall carpark was not available. Parking extended into the 70km/hr zone.

*Item 8.1 was taken at this time; the minutes have been recorded as per the agenda.*

## **5 REPORTS**

### **5.1 Cam River Enhancement Fund proposed projects and update – S Allen (Water Environment Advisor)**

S Allen spoke to the report noting that it requested that the Committee approve funding for the Cam River Enhancement projects as outlined in the report and note the information on the projects that had been completed. In previous years these reports been presented to the Land and Water Committee, however that delegation was now with the Utilities and Roading Committee. S Allen assured members that the projects would ensure access was maintained for necessary drainage work.

Councillor Fulton asked about other funding available, and S Allen advised that the Waimakariri Water Zone Committee (WWZC) ZIPA had some limited funds and that there was also some of the drainage budget available.

Councillor Fulton asked about engagement with Ngai Tūāhuriri and S Allen explained that in the past the strategy had been developed under a subcommittee and there was also engagement with Ngai Tūāhuriri through the WWZC.

Councillor Williams asked if staff were working in conjunction with Environment Canterbury (ECan) on planting as ECan were spending several million dollars on flood protection. S Allen confirmed that staff were working closely with ECan land and drainage engineers. Many of the projects to be approved for funding were on tributaries to the Cam River.

Councillor Atkinson asked if new stopbanks were being taken into consideration and K Simpson advised in the affirmative.

Councillor Mealings asked if the Cam River Enhancement Fund was specifically for the Cam as there was a special obligation to it, and S Allen agreed that was the case.



Moved: Mayor Gordon

Seconded: Councillor Mealings

**THAT** the Utilities and Roding Committee:

- (a) **Receives** Report No. 220526085582.
- (b) **Approves** the funding (\$15,000) of riparian native planting, instream habitat restoration, and fencing of Critical Source Areas located on Tuahiwi Road properties as scoped in the report.
- (c) **Approves** the funding (\$3,000) for the emptying of the sediment trap created by the University of Canterbury on the Middle Brook.
- (d) **Approves** the bank improvements and native planting works (\$11,000) proposed on the South Brook and Cam River, in conjunction with tree removal works under the Central Rural Drainage budget.
- (e) **Approves** the partial funding (\$5,000) to setback an existing fence on the North Brook to fence of Critical Source Areas as part of the North Brook Trail project.
- (f) **Notes** the results of the Cam River Enhancement Fund projects of emptying existing sediment traps, bank reshaping, and road drainage/dust control improvements carried out in autumn 2022.
- (g) **Notes** the Cam River Enhancement Fund fencing policy, attached to this report.
- (h) **Circulates** this report to North Canterbury Fish and Game, Department of Conservation – Rangiora Office, the Waimakariri Water Zone Committee, the Te Ngāi Tūāhuriri Rūnanga – WDC meeting, the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards, and the Central Rural Drainage Advisory Group, for information.

**CARRIED**

Mayor Gordon supported the work being undertaken and noted the clarification that the works would not interfere with ECan flood protection works. The works had been considered for some time and he acknowledged the work of staff and former Councillor Stewart regarding the Cam River Enhancement Fund.

Councillor Mealings noted that this was a long running project, and it was good to see the improvements. She was very supportive of the work continuing.

Councillor Williams was supportive of the motion; however he had some concerns regarding any planting compromising the ability to get machinery where required to carry out waterway maintenance. He was reassured by staff that this would not happen.

## **5.2 Rangiora Stormwater Management Plan 2025-40 Work Programme – S Allen (Water Environment Advisor)**

S Allen introduced the report noting that it was for information. The Rangiora Stormwater Management Plan was required by 1 January 2025 and the proposed duration was until 2040 which was when the Council intended to meet Land and Water Regional Plan limits. The objective of the plan was to prevent downstream flooding and several projects were anticipated. In the current LTP \$9.4 million was earmarked for stormwater quality improvements.

S Allen advised that workshops had been carried out with the Te Ngāi Tūāhuriri hapū via Mahaanui Kurataiao Ltd, the Rangiora Ashley Community Board and the Waimakariri Water Zone Committee around the timeframe for plan development. An interim plan had been developed and over the next few months projects would be prioritised. A first draft would be presented to the

Runanga in June 2024. Any changes to the budget would require Council approval.

Councillor Williams noted the upcoming work on flood modelling for Rangiora and the Cam River and asked if there was enough time to incorporate information from those investigations. K Simpson provided some clarification regarding the timing of survey work and update of river model and hydrology.

Moved: Councillor Brine

Seconded: Councillor Ward

**THAT** the Utilities and Roothing Committee:

- (a) **Receives** Report No. 231005158021.
- (b) **Notes** the timeline, work programme, and consultation proposed for the production of a Rangiora Stormwater Management Plan 2025-2040 as required by consent CRC184601 by 1 January 2025.
- (c) **Circulates** this report to the Te Ngāi Tūāhuriri Runanga - WDC meeting, Waimakariri Water Zone Committee and Rangiora Ashley Community Board, for information.

**CARRIED**

Councillor Brine complimented staff on a good report.

### **5.3 Water Quality and Compliance Annual Report 2022-23 – C Fahey (Water and Wastewater Asset Manager)**

C Fahey spoke to the report advising that the purpose was to provide an update on the annual water quality and compliance review for the 2022-23 year. There had been significant changes with the new Drinking Water Assurance Rules (DWQAR) coming into effect in November 2022 and for this reason the assessment had been carried out in two parts. The first covered the old standards and the second was carried out under the new standards.

The new standards required more stringent compliance and the report under the new standards was not good. The main reason for the non-compliance was lack of chlorination. There was also technical noncompliance due to missed samples (the new rules required a huge increase in sampling) and loss of and / or erratic data.

Councillor Redmond referred to recommendation (e) noting that Council's water supplies would not be fully compliant with the new DWQAR until June 2025 and asked if C Fahey agreed that the non-compliance results would not stop the exemption process in the meantime. C Fahey advised that discussions with the regulator had not raised any issues with that approach.

Councillor Mealings commented that reading of the non-compliance issues did not sound good and asked for further clarification. K Simpson noted that under previous standards the water supply was compliant. The results under the new standards were not different to those of any other water supply in New Zealand. Even Taumata Arowai (TA) were reflecting on what could be improved to make the compliance results more meaningful and tiered to risk, as for example, technical non-compliance did not mean that the water was unsafe. As the water unit was now required to collect three times more samples, and continuous monitoring (tests every 15 seconds), data sampling and capture issues could occur, for example if the wifi dropped out.

Councillor Mealings asked when it was thought changes may be made and K Simpson advised that TA were signalling amendments for 2024 and that other changes would be introduced with a lead-in time, as TA now acknowledged that it had not been helpful to require implementation and compliance from day one.

Moved: Councillor Williams

Seconded: Councillor Redmond

**THAT** the Utilities and Roothing Committee:

- (a) **Receives** Report No. 231107178842.
- (b) **Notes** that due to the new Drinking Water Assurance Rules (DWQAR) coming into effect in November 2022 and Taumata Arowai's requirement for water suppliers to start reporting on the new DWQAR from 1 January 2023, the assessment was completed in two parts. The first covering the old Drinking Water Standards New Zealand (DWSNZ) for the period 1 July 2022 – 31 December 2022 and the second covering the new Drinking Water Quality Assurance Rules (DWQAR) for the period 1 January 2023 - 30 June 2023.
- (c) **Notes** that the new DWQAR were much more stringent than the old Drinking Water Standards New Zealand (DWSNZ) 2005 (Revised 2018). The way in which treatment plant and distribution zone compliance could be gained under the new DWQAR was more challenging than under the now redundant 2018 DWSNZ.
- (d) **Notes** that for the compliance period assessed under the new DWQAR, there were a number of non-compliances across all supplies and staff had identified a number of improvement actions that would address the number of non-compliances received. The main non-compliances were being addressed with chlorination now implemented on all urban water supplies, and ongoing UV treatment projects to provide protozoa compliance (to completed by June 2024 for six supplies and by June 2025 for remaining two supplies). The other non-compliances are technical non-compliances (due to sampling and data capture issues which would require ongoing process improvement and equipment/system upgrades to address).
- (e) **Notes** that Council's water supplies would not be fully compliant with the new DWQAR until June 2025 when the last two water supplies had UV treatment installed. Even then there was still a risk of technical non-compliances due to data capture issues.
- (f) **Notes** that despite the number of non-compliances received across all supplies for the compliance period assessed under the new DWQAR, in terms of a water safety and risk point of view, the risk profile of the water supplies had not changed from the previous compliance periods. The new DWQAR required a much higher level of reporting (with very low threshold for data error) to be completed by the water supplier to demonstrate compliance. There was a risk that this would present a negative public perception and result in reputational damage to the Council as a water supplier.
- (g) **Notes** that the new DWQAR were imposed with no lead-in time to allow Waimakariri District Council to implement the UV treatment upgrades and the Council had implemented this programme as soon as practicable.
- (h) **Notes** that the water regulator Taumata Arowai had the authority to prosecute the Council for non-compliances with the DWQAR under the Water Services Act 2021. However, Council had an agreed timeframe in place with Taumata Arowai for implementation of both chlorination and UV treatment to meet bacteria and protozoa compliance and residual disinfection requirement for drinking water.
- (i) **Circulates** this report to the Community Boards for their information.
- (j) **Circulates** a copy of this report to Te Ngāi Tūāhuriri Rūnanga, the Te Kōhaka o Tūhaitara Trust and the Waimakariri Water Zone Committee for information.

**CARRIED**

Councillor Williams thanked staff for the report, commenting it was not a battle that could be won. Waimakariri had the safest water in New Zealand and he wanted to give confidence to every water user in the district that they were drinking safe water.

Councillor Redmond wished it would be made clear to residents that it was changes to regulation not safety issues that now made Waimakariri water supplies non-compliant. Water supplies had not deteriorated – rather the bar had risen. He was pleased to hear that technical non-compliance would not hold up Chlorine exemption applications. He assured residents that Waimakariri water supplies were some of the safest and best in the country.

**5.4 July 2023 Flood Recovery Progress Update – K Simpson (Three Waters Manager), J McBride (Roading and Transport Manager) and D Pinfold (Flood Team Leader)**

K Simpson introduced the report noting there were now 81 investigations (an increase of one due to splitting an investigation into two). Twenty percent of investigations had been completed, and of the maintenance actions 32% had been completed. From a financial perspective approximately \$1.26 million of \$4.055 million had been spent or 31%. More work was required in order to project an update on where the program would get to at the end of the current financial year.

Councillor Mealings asked if the Youtube link for preparedness for adverse events could be shared and K Simpson advised he could circulate the link.

Moved: Councillor Willimas                      Seconded: Councillor Mealings

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 231109180290.
- (b) **Notes** that the three key areas of Cam River / Ruataniwha, Tuahiwi and Waikuku Beach would require more detailed assessment, investigation and community and stakeholder consultation.
- (c) **Notes** that all 81 investigations had been triaged, 38 were currently being scoped, 17 were under investigation, nine had works being reviewed for approval and 17 were completed.
- (d) **Notes** that of the 126 maintenance actions, 68 were work in progress, 11 had works programmed, and 47 were completed.
- (e) **Notes** that the total cost estimate for the flood recovery work was \$4.055 million.
- (f) **Notes** that the expenditure to date was \$1,258,045 and the final forecast expenditure remained at \$4.055 million.
- (g) **Endorses** the Draft Communication Action Plan for flood recovery communications (Trim 231109180211).
- (h) **Circulates** this report to all Community Boards for information.

**CARRIED**

Councillor Williams wondered if staff were spending too much effort on updating the Committee and if a more basic update would be sufficient considering workloads.

### 5.5 Roading and Transport Activity Update – G Cleary (General Manager Utilities and Roading) and J McBride (Roading and Transport Manager)

J McBride advised the update provided a summary of work undertaken over the last 12 months. The report provided an overview of several areas including response to service requests and processing traffic management plans. There had been a focus on proactive maintenance, for example pothole repair, as well as auditing of the maintenance contract.

Councillor Willimas asked about traffic management cones and signage being set up while repairs were not being carried out and asked why there were instances of that. J McBride advised that she was not aware of sites where that had occurred recently, it was something the roading team investigated. A big site which would have a large impact on traffic may have signage setup earlier, Code of Practice for Temporary Traffic Management (CoPTTM) guidelines were followed.

Moved: Councillor Redmond

Seconded: Councillor Ward

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 231005158573.
- (b) **Notes** the information provided was an outline of activities in the transportation area, over the year from September 2022 to September 2023.
- (c) **Circulates** this report to the Community Boards for information.

**CARRIED**

Councillor Redmond thanked staff for the report noting that it was pleasing to see a decrease on service requests from the previous year and the proactive work occurring on potholes. He hoped the roading network would continue to be fully resourced under the Long Term Plan. He also noted that anecdotal evidence showed the number of service requests were reducing.

Councillor Ward congratulated the team and noted that despite a decrease in Central Government funding staff had listened to the concerns of rural residents.

## 6 CORRESPONDENCE

Nil.

## 7 PORTFOLIO UPDATES

### 7.1 Roading – Councillor Philip Redmond

#### Issues/ focus for staff

- Σ A continuing focus on budgets in advance of the Long Term Plan. Further workshop with the Council on 28 November 2023 on maintenance budgets.
- Σ Staff were working with WSP and Corde on the Lees Valley Road slip repairs. Works were planned to start on 21 November 2023 and be completed before Christmas 2023. Portfolio holder visit organised for this week. A trip was being organised for all elected members next year.
- Σ Island Road / Mounseys Stream – a repair method to address scour downstream of the bridge had been agreed. Repairs to be completed before Christmas 2023.
- Σ Speed Management Plan consultation was currently underway. Four drop-in sessions held with low turn out to all.

- Σ Staff were working with Selwyn District Council on Waimakariri Gorge Bridge re-decking project. The design allowed for a new plywood panel deck. It was planned to tender before Christmas 2023 with construction likely to be around March 2024. A report was to be brought to the Council in December 2023 on this subject.

#### **Funding applications to Waka Kotahi**

- Σ An application was to be submitted for the wind event mid-October. Report to the Council in December 2023.
- Σ An application had previously been submitted to Waka Kotahi for the July 2023 Flood Event. A decision had not yet been received on this request.

#### **Capital**

- Σ Detailed design for River Road Upgrade and Island Road / Ohoka Road Intersection was nearly complete and contracts prepared to go out to tender.
- Σ Transport Choices detailed design was continuing, however funding for construction was on hold. Memo sent to all Community Boards.
- Σ Townsend Road culvert investigation / preliminary design consideration was continuing.
- Σ Kerb and channel renewals designs were nearing completion.

#### **Operational**

- Σ Grass and weed growth had continued to be rampant. Spraying and mowing were continuing.
- Σ A busy time ahead with repairs and resurfacing on some busy roads. Comms would go out ahead of the works.
- Σ Pavement rehabilitation work had been completed on Lower Sefton Road and the road was opened just prior to Canterbury Show weekend.
- Σ Easterbrook Road was currently closed as areas of granular overlay were being carried out. Work was to be completed before Christmas 2023.
- Σ A pavement rehabilitation was planned on the western end of Tram Road after Christmas 2023. Design and details were being confirmed and would be shared with the Council and the Oxford-Ohoka Community Board before Christmas 2023.
- Σ Chip-sealing continued this month with Woodend Road planned for a one day closure (weather permitting).
- Σ Installation of new sewer mains were about to begin in Rangiora with closures on Johns Road between now and Christmas. Detours would be in place while the work was carried out. There was also a new main to be installed along King Street with an application for a south bound closure between Blackett Street and High Street currently being reviewed.

#### **Road Safety**

- Σ Liaising with schools about the Speed Management Plan consultation and providing information where required.
- Σ Safety messaging about being aware of cyclists shared.
- Σ During November 2023 Police had a focus on RIDS (Restraints, Impairment, Distraction, Speed).

#### **Community**

- Σ The Oxman triathlon was planned for Sunday 26 November 2023. Harewood Road would be closed between Poyntzs Road and South Eyre Road. There would be stop/go operations and a temporary speed limit in place along the cycle leg of the race. The following was a link to the map: <https://ridewithggs.com/routes/31724662>.
- Σ It was coming into that busy time of year with various events around the district including.
  - Rangiora Christmas Market in the Park -24 November 2023

- Kaiapoi Christmas Carnival and Santa Parade – 2 December 2023
- Rangiora Santa Parade and Christmas in the Park – 10 December 2023.

## **7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams**

- Σ The chlorination of the Oxford Urban water supplies had gone well.
- Σ Ohoka and Cust had water outages over the weekend. Measures were being put in place to stop similar outages in the future.
- Σ A trial to control midge flies at the Woodend wastewater treatment plant had been undertaken using a bio-larvicide. There was an upcoming workshop on options.

Mayor Gordon congratulated staff on the excellent communications that had accompanied the chlorination rollout, there had been very few complaints.

## **7.3 Solid Waste– Councillor Robbie Brine**

- Σ Eco Educate had attended the Canterbury A&P Show to share information.
- Σ Kerbside recycling audits would soon be complete for the year. The auditors had moved into Ravenswood and Woodend and found contamination. There would be ongoing education.
- Σ A security camera had been installed at the Cust recycling station and that was going well.

## **7.4 Transport – Mayor Dan Gordon**

- Σ Awaiting direction from the new Government around strategic issues including walking and cycling links and mass rapid transit.
- Σ A lot of effort going on behind the scenes with Regional Land Transport Committee.
- Σ Eastern link and Skewbridge remain important projects and the Council was being ambitious in that space.

## **8 MATTERS REFERRED FROM COMMUNITY BOARD**

### **8.1 Request approval of No-Stopping Restrictions in Heywards Road – S Binder (Senior Transportation Engineer) and J McBride (Roading and Transport Manager)**

J McBride advised that the report had been presented to the Kaiapoi-Tuahiwi Community Board in October 2023, prior to that staff had met with Clarkville Hall and School representatives to look at options for safety improvements. A holistic plan was required to look at the wider issues and several actions were being worked through to mitigate safety issues. These included working with the Clarkville Hall on parking markings and a dedicated in/out egress to try and improve discipline and maximise the number of users. Other options were a 'kiss and go' lane and the school splitting the pick-up times which was an option other schools had used successfully. A small budget was available for minor improvements.

Safety concerns had been raised by Hall representatives as cars were parking in the live lane when dropping off or picking up children. Parking behaviour that caused safety concerns had also been witnessed by staff on site visits.

Councillor Mealings requested clarification on how proposed no-stopping restrictions aligned with the lowering speed limits and the Speed Management Plan (SMP). J McBride noted that the SMP was an involved process with hearings in February 2024, Council consideration and approval by the Director of Land Transport. The SMP would not be in place until March-June 2024.

Councillor Redmond asked if it were staff preference to have the no stopping restrictions from the corner of Tram Road to the Hall carpark and J McBride agreed that was the case, but also in conjunction with other improvements to maximise the full carparking area to ensure the situation was not made worse.

Councillor Redmond asked if staff believed having the no-stopping lines to the 40km/hr would be an improvement and J McBride agreed it was, however cars from the 40km/hr sign to the hall were still parking in the live lane.

Mayor Gordon asked if recommendation (d) which referred to working on a holistic road safety plan in conjunction with the school also included working with the Hall Committee and J McBride agreed that the Hall Committee were part of discussions and keen to be involved.

Councillor Williams asked if improvements could be made to the berm to improve parking. J McBride commented the berm area was very wet and the groundwater table was high, there was clear evidence of cars getting stuck. Significant work would be required to dig out and improve the berm for parking.

Moved: Councillor Redmond                      Seconded: Councillor Ward

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** installation of the following no-stopping restriction:
  - i. On the east side of Heywards Road from the intersection of Tram Road to the 40km/h school zone signage as an interim measure subject to recommendation (d).
- (b) **Notes** that staff had met with Clarkville School and Hall representatives and discussed a series of actions to help mitigate safety concerns outside the school.
- (c) **Notes** Clarkville School did not support the installation of no stopping lines until after a lower speed limit was implement on Heywards Road, however due to safety concerns, it was being recommended that installation of the no stopping proceed earlier (after communications on use of the carpark had been sent out via the School Newsletter).
- (d) **Requests** staff develop a holistic road safety plan for Heywards Road in conjunction with the Clarkville School and Clarkville Hall Committee which should include speed options, possible parking options using the Clarkville Community Hall parking area and berm edges and any other mechanisms to ensure children's safety when crossing the road. This plan to be brought back to the Utilities and Roothing Committee for ratification.
- (e) **Ensures** that the maintenance of the hedge opposite the school on Heywards Road was maintained appropriately to ensure improved visibility for motorists of the 40km/h school warning sign.

Councillor Redmond was conflicted as he supported the staff report however also considered the views of the school. The only substantial change to the staff recommendation was the restriction of the no stopping area to the 40km/hr sign. He saw this measure as an interim step and the no-stopping lines may need to be extended following development of an overall safety plan. He believed there needed to be a three-way constructive discussion and agreement between the School, Hall and the Council to ensure all were in agreement and there was benefit to children's safety. He noted that concerns around safety had been raised by the Hall Committee not the school and he



agreed that it was a 'schemozzle' and an area to be avoided. Councillor Redmond commented that he believed the staff report had been very well written.

Councillor Ward supported the restrictions as an interim solution. She encouraged the parties going forward to work with the Minister of Education for a dedicated parking space.

### **Amendment**

Moved: Mayor Gordon      Seconded: Councillor Mealings

**THAT** the Utilities and Roding Committee:

- (a) **Approves** installation of the following no-stopping restriction:
  - ii. On the east side of Heywards Road from the intersection of Tram Road to the 40km/h school zone signage.
- (b) **Notes** that staff had met with Clarkville School and Hall representatives and discussed a series of actions to help mitigate safety concerns outside the school.
- (c) **Notes** Clarkville School did not support the installation of no stopping lines until after a lower speed limit was implemented on Heywards Road, however due to safety concerns, it was being recommended that installation of the no stopping proceed earlier (after communications on use of the carpark had been sent out via the School Newsletter).
- (d) **Requests** staff develop a holistic road safety plan for Heywards Road in conjunction with the Clarkville School and Clarkville Hall Committee which should include speed options, possible parking options using the Clarkville Community Hall parking area and berm edges and any other mechanisms to ensure children's safety when crossing the road. This plan to be brought back to the Kaiapoi-Tuahiwi Community Board for ratification.
- (e) **Ensures** that the maintenance of the hedge opposite the school on Heywards Road is maintained appropriately to ensure improved visibility for motorists of the 40km/h school warning sign.

**CARRIED**

A division was called:

**For 4:** Mayor Gordon, Councillors Brine, Mealings and Williams

**Against 2:** Councillors Redmond and Ward.

Mayor Gordon appreciated it was a difficult issue and acknowledged all roading staff as superb and committed to road safety. Regarding parking improvements at Swannanoa School, the school, community, and Council had worked together for some time to consider options. He noted that due to the parking constraints Clarkville School relied on the goodwill of the Hall Committee and so it was important that they were included as part of the discussions. He believed it was appropriate that the matter was brought back to the Kaiapoi-Tuahiwi Community Board. Discussions with all parties would ensure a plan was brought together that had broad agreement.

Councillor Mealings supported the amendment that brought the matter back to the Community Board. She agreed that the hall committee and school needed to work together for the best outcome and they, like the Community Board, were the grassroots.

Councillor Atkinson commented it was a well thought out, unanimous recommendation that had come from the Kaiapoi-Tuahiwi Community Board to the Committee. He was encouraged that the Road Safety Coordinator was already working alongside the community and the school on a holistic plan and he agreed that the plan should go back to the Community Board for approval.

## **8.2 Marshall Street Changes associated with Southbrook School Travel Plan – K Straw (Civil Project Team Leader) and D Young (Senior Engineering Advisor)**

K Straw advised that the report had been presented to the Rangiora-Ashley Community Board November 2023 meeting.

Councillor Redmond asked if the residents adjacent to the two on-street carparks that were to be removed had been consulted. K Straw advised that the house at No 33 was to be demolished however staff were happy to consult with the landowners. As the road reserve was narrow the only alternative would be to purchase property.

Councillor Williams noted that Southbrook School had a travel plan and asked if something similar would be possible for Clarkville School. K Straw explained that the school travel plan had arisen from an independent road safety audit and was not something routinely completed. J McBride agreed the travel plan was to address a specific need however there was potential to look at a plan for Clarkville School in the future.

Moved: Councillor Ward      Seconded: Councillor Redmond

**THAT** the Utilities and Roding Committee:

- (a) **Approves** the scheme design (Trim: 220817141870).
- (b) **Approves** the removal of two on-street car parks on the eastern side of Marshall Street (opposite No. 33) to accommodate the proposed footpath connection.
- (c) **Notes** that the scheme design had been developed in conjunction with Southbrook School, as part of the development of the School Travel Plan, and that the proposed layout had been subject to an independent Road Safety Audit.
- (d) **Notes** that this project was funded through the "Transport Choices" funding stream, which required that all works were complete by June 2024.

**CARRIED**

Councillor Ward noted the continuing liaison with the school and thanked the team for their work, it would be good to see the project completed.

Councillor Redmond commented that as the Roding Portfolio holder he was a member of the Working Group and had observed the good collaboration between the Council, Community Board and the school which had led to a good process and outcome, he was supportive of the motion.

Councillor Williams noted that while it was disappointing that more carparks required removal it was necessary in this case.

### **8.3 Oxford Stormwater Upgrade – Church Street Reserve – M Henwood (Project Engineer) and J Recker (Stormwater and Waterways Manager)**

J Recker advised that the report had been presented to the Oxford-Ohoka Community Board (OOCB) at its November 2023 meeting. The purpose was to approve formalising a secondary flow path to direct water away from residential properties and into Church Street Reserve. In the past, 30 service requests had been lodged regarding the flooding issue.

Investigations for a separate project at the A&P Showgrounds was also underway with construction programmed for 2025/26.

Councillor Fulton asked if staff had consulted with the sporting clubs who used the showgrounds. J Recker advised that there had been an initial site visit and following the OOCB meeting staff had reached out to the A&P Committee who had concerns regarding the swale bund.

Councillor Fulton asked if staff believed that the flood control work would be of detriment to the growth of the clubs and J Recker advised that staff would work with the clubs and would not move forward with work if it was to the detriment of the clubs.

Mayor Gordon asked for clarity on the position of the A&P Committee. J Recker advised they were not concerned with stage 1 (formalising the secondary flow path to Church Street Reserve) however were not supportive of stage 2 (programmed for 2025/26).

Mayor Gordon asked what the concern was and J Recker explained that it was the construction of a swale and bund in the A&P Showgrounds and the amount land that would use.

*With the permission of the Chair, Steve Macaulay of the A&P Committee came to the table.*

S Macaulay clarified that stage 1 would not affect the A&P grounds however the Committee was concerned with stage 2. The Committee had several costs maintaining the land and they were concerned that using the land for the swale could limit future income stream options. He acknowledged the concerns of residents regarding Burnett Street flooding and provided some background on drainage and potential solutions.

Mayor Gordon asked if staff were looking to have further engagement with the A&P Committee and G Cleary replied that they would for stage 2, and the design would also go back to the Board. It was his understanding that the Committee were not concerned with the work outlined in the report. S Macaulay confirmed that the Committee did not have concerns with stage 1.

Councillor Fulton asked about the reference to the lack of sumps and asked why that would be the case. G Cleary provided some background commenting that Oxford had challenges for example the wastewater system was retrofit and there was a lack of kerb and channel which would make sumps difficult to retrofit. Flooding in Oxford was generated by rural runoff and was not generated in town.

Councillor Mealings asked if there had been a piecemeal catchup in Oxford infrastructure following the handover from the Oxford County Council and G Cleary agreed. Oxford had unique challenges including being in a floodplain and having developed as semiurban with large lot sizes. Oxford had also not experienced the same level of growth which had been beneficial to other towns to gain infrastructure improvements.

Councillor Mealings sought clarification that the report was to just approve stage 1 and consultation would be undertaken before stage 2 and J Recker agreed.

Moved: Mayor Gordon

Seconded: Councillor Williams

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** the proposed solution to formalise the secondary flow path in 58 Burnett Street away from residential properties and onto Church Street from Church Street Reserve.
- (b) **Notes** that the secondary flow path would be altered to convey stormflows into the Church Street Reserve where it would drain to ground in moderate storm events. In large storm events the stormflow would spill over into Church Street which outlets into the road reserve.
- (c) **Notes** that there was a separate project at the A&P Showgrounds, with construction programmed in the 2024/25 financial year. This project would mitigate the flooding issues experience at 189 High Street
- (d) **Notes** that this work was funded by budget PJ 101964.000.5123, which had a total budget of \$200,000 for the 2023/24 year. Total expected project expenditure including construction and design fees was \$157,000.
- (e) **Notes** that a portion of the above costs were allocated to the design of the A&P Showground improvements (\$35,000) and would include a thorough consultation process with all the A&P Showground stakeholders.

**CARRIED**

Mayor Gordon thanked S Macaulay for his clarification. Stage 2 would need to adequately consider a range of opinions through an engagement process. It was important the clubs did not feel threatened by the works. In terms of the recommendation, it was important for moving the project forward.

Councillor Redmond acknowledged it was unusual for S Macaulay to speak, however he appreciated his comments. He was supportive of the motion.

Councillor Fulton asked for consideration of the opportunity for engagement with the community. There were considerations around the use of the space and perhaps the need to formalise user agreements.

## **9 MATTERS FOR INFORMATION**

### **9.1 Approval to Install Stop Controls at Various Intersections along Seddon Street, Rangiora – A Mace-Cochrane (Transport Engineer) and S Binder (Senior Traffic Engineer)**

Moved: Councillor Williams

Seconded: Councillor Ward

**THAT** the Utilities and Roothing Committee

- (a) **Receives** the information in Item 9.1.

**CARRIED**

## **10 QUESTIONS UNDER STANDING ORDERS**

There were no questions understanding orders.

## **11 URGENT GENERAL BUSINESS**

There was no urgent general business.

The meeting adjourned for a break from 11.40 to 11.45am.

## 12 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

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

Moved: Councillor Ward

Seconded: Councillor Redmond

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

- 12.1 Drainage maintenance performance.
- 12.2- Reports referred from the Management Team for information.
- 12.8

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.
12.1	Drainage Maintenance Performance	Good reason to withhold exists under section 7	this report remains Public Excluded as it would be likely to unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information, and to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations, as per LGOIMA Section 7 (2)(b)(i) and 2(i).
12.2	Report from Management Team Operations 28 August 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.3	Report from Management Team Operations 28 August 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.4	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.5	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).

12.6	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.7	Report from Kaiapoi-Tuahivi Community Board Meeting 16 October 2023	Good reason to withhold exists under Section 7	contains intellectual property relating to the mural design and would disclose a "trade secret" and would be likely unreasonably to prejudice the commercial position of the artist, as per LGOIMA Section 7 (2)(b)(i) and (ii).
12.8	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).

**CARRIED**

**CLOSED MEETING**

*The public excluded portion of the meeting commenced at 11.45am and concluded at 12.10pm.*

**OPEN MEETING**

**Recommendation to resume Open Meeting**

Moved Councillor Ward

Seconded Councillor Mealings

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

**CARRIED**

**NEXT MEETING**

The next meeting of the Utilities and Roothing Committee will be held on Tuesday 20 February 2024 at 9am.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 12.10PM.

CONFIRMED

\_\_\_\_\_  
Chairperson  
\_\_\_\_\_

**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, 12 DECEMBER 2023, AT 9AM.**

**PRESENT**

Deputy Mayor N Atkinson (Chairperson), Mayor D Gordon, Councillors T Fulton, J Goldsworthy, J Ward, and P Williams.

**IN ATTENDANCE**

Councillors B Cairns and P Redmond.

J Millward (Chief Executive), N Robinson (General Manager Finance and Business Support), A Keiller (Chief Information Officer), O Payne (Cyber Security Analyst), M Harris (Customer Service Manager), S Nichols (Governance Manager), T Kunkel (Governance Team Leader), S Nation (Quality and Risk Coordinator), and A Smith (Governance Coordinator).

**1 APOLOGIES**

There were no apologies.

**2 CONFLICTS OF INTEREST**

There were no conflicts of interest recorded.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday 14 November 2023**

Moved: Councillor Fulton

Seconded: Councillor Williams

**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 14 November 2023.

**CARRIED**

**3.2 Matters Arising**

There were no matters arising.

**4 PRESENTATION/DEPUTATION**

Mayor Gordon presented a long service award to staff member S Nation, who was unable to attend the recent ceremony acknowledging long serving Council staff.

*The meeting was adjourned at 9.02am for a workshop with Bancorp and resumed at 9.57am.*

## 5 **REPORTS**

### 5.1 **Sefton Community Library- Application for a Rates Remission – M Harris (Customer Services Manager)**

M Harris spoke to this report which requested a remission of rates for the Sefton Community Library Trustees property for the 2023/24 year. Rates remission had been granted to this group previously and there was progress towards the sale of this property. The most recent update advised that all of the Crown law approvals had been obtained, with signing of the final two documents required before an application to the High Court was made. It was confirmed that the Trustees planned to use the proceeds from the sale of this property for the Sefton Community Hall project.

Councillor Williams expressed concern with the length of time this process had taken and the continued requests for rates remission. M Harris advised that the difficulty with this situation was that the names of Trustees had not been updated on the title, which meant there was no ownership of the property which was the reason for the delay. Crown Law required that the ownership situation needed to be settled first, and it would be unlikely to have got through the High Court process.

M Harris confirmed that Environment Canterbury would also be remitting the rates on this property.

Moved: Councillor Ward

Seconded: Councillor Goldsworthy.

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 231129191760.
- (b) **Approves** a rates remission of \$734.97 to cover the 2023/24 rates on the Sefton Community Library Trustees property at 14 Pembertons Road, Sefton (Rates Assessment 2144019400) under the Policy for Remission of Rates in Miscellaneous Circumstances.

**CARRIED**

Councillor Ward acknowledged that this had been a long process however hoped matter would be resolved in the near future.

Councillor Redmond commented that the delays had been a frustrating situation for all concerned however he was pleased that there had been progress and supported the motion.

### 5.2 **Cyber Security – Status Report – A Keiller (Chief Information Officer) and O Payne (Cyber Security Analyst)**

Prior to speaking to this report, A Keiller took the opportunity to introduce staff member Owen Payne, Cyber Security Analyst to the Committee. O Payne worked behind the scenes to ensure that the Council IT services were as safe as possible.

The report was taken as read, highlighting that it was planned to focus on education and awareness, noting that only 60% of security modules had been reviewed. It was planned to hold a simulation exercise in 2024, including the management team, so everyone would understand their roles.

Councillor Williams enquired on the cost to the Council of the added cyber security and with a score of over 80% compliance against the New Zealand wide benchmark. It was pointed out that there were some other Councils who were possibly taking bigger risks than this Council was with cyber security.



N Robinson added that there had been other councils subjected to cyber attacks which had impacted them for more than ten days and this council had been subject to some breaches, however these had been addressed immediately by the team through the cyber security that was in place. Attacks were getting more sophisticated, and it was believed to be money well spent to have this level of security in place. A Keiller added that most of the cost involved was staff time and it was business as usual. It was important for the Council to keep on top of security matters, and this was seen as an insurance policy.

Councillor Ward asked if there would be any risk of an increase in cyber-attacks with the change to the new ERP solution. A Keiller suggested that it would not increase the risk of attack and noted that there was an opportunity with the change to the new system to design and incorporate new security systems.

Moved: Councillor Ward

Seconded: Councillor Fulton

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 231122187395
- (b) **Notes** that the Council's overall Framework compliance score sits at 80.99% against a New Zealand Wide benchmark of other councils of 55.65%.

**CARRIED**

Councillor Ward acknowledged the importance of having effective security systems in place on the Councils IT systems.

Councillor Fulton thanked staff for the report and acknowledged the compliance score for the Council in comparison to other Councils.

### **5.3 Risk Management Work Programme and Corporate Risks Update – S Nation (Quality and Risk Coordinator)**

S Nation presented her report which provided the Committee with an update on the Risk Management Work Programme and a summary of the current Corporate Risks Register. The six-monthly full review of the Corporate Risk Register had recently been undertaken and she added that this register was also reviewed monthly by the Management Team.

The report was taken as read and there were no questions from members.

Moved: Councillor Ward

Seconded: Councillor Fulton

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 231102175295.
- (b) **Notes** the progress of the Risk Management Work Programme.
- (c) **Notes** the current 'Corporate Risks' rated 'Critical' and 'High'.

**CARRIED**

#### 5.4 Update on NZ Mutual Liability (Riskpool) – S Nichols (Governance Manager)

S Nichols spoke to this report, which informed the Council of an unbudgeted expense from NZ Mutual Liability (Riskpool), the Councils public liability insurer. This related to a call for \$105,339 resulting from long legal proceedings dating back to 2017 with Napier City Council. The Council was liable for this, having been part of Riskpool at the time of the original claim and would be funded from general ratepayers from the following financial year, as it was unbudgeted.

There were potentially five other defect claims in the system, however there was no indication at this time, of the size of these claims. Riskpool had advised that there would be no more financial calls this financial year and it was still taking some time to work through the legalities for the five outstanding claims and hoped to be informed in the first quarter of 2024. S Nichols suggested that the Napier City Council claim was likely to be the biggest of the claims.

Councillor Williams suggested that with claims against Riskpool by other Councils, could there be a claim made against other Councils. J Millward noted that this insurance fund was set up because of a number of issues with buildings and the fund was spread across New Zealand to reduce exposure. It also put in place legal framework to work on behalf of Councils. It was also noted that this did not come down to negligence but from the standards that were in place in relation to buildings at the time.

S Nichols confirmed that there had been a number of weathertight claims paid by Riskpool between 2010 – 2015 to the Waimakariri District Council.

Mayor Gordon suggested a workshop be held in the new year, to provide an understanding of insurance arrangements to the Council and any exposure that it may be called on.

Moved: Mayor Gordon

Seconded: Councillor Goldsworthy

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 231127190428.
- (b) **Notes** the payment of \$105,339 (GST exclusive) payable 20 December 2023 to NZ Mutual Liability Riskpool would be funded from general rates and post funded for the 2024/25 financial year.
- (c) **Circulates** a copy of this report to the Council for information.

**CARRIED**

Mayor Gordon reiterated his suggestion for a workshop on the insurance arrangements that the Council had in place with Riskpool and LAPP. He declared that he was an LGNZ representative on the LAPP Board. This was a payment that the Council had to make, however it was also noted that over the years the Council had been the beneficiary under various schemes with respect to the exposure that it had.

Councillor Goldsworthy commented that it was always better to have insurance cover than not have it in place.

Councillor Fulton noted that there were some members of the community that disapproved of the Council having any association with mutual groups, or insurance funds related to LGNZ.

In response, Mayor Gordon noted that this was an open transparent Council, and in reference to the previous presentation from Bancorp, for the record, the Chief Executive and himself had not received any backhanders or payments for the Council's involvement with the Local Government Funding Agency despite what had been alleged. In relation to the report under consideration, though the Council may not like to make this payment, it was something that the Council was obligated to do.

**5.5 Reporting on LGOIMA Requests for the period 1 September 2023 - 30 November 2023 – T Kunkel (Governance Team Leader)**

T Kunkel confirmed that 65 LGOIMA requests were received during the time period from 1 September to 30 November 2023.

Mayor Gordon suggested that the community may be interested to know the costs involved in responding to these LGOIMA requests. It was also confirmed that staff were seeking advice from the Ombudsman on meeting the required standards for LGOIMA requests. It appeared that some of the requests were intended to purely disrupt Council staff time, acknowledging the continuous questioning from one individual, on information that was largely available on the Council website.

It was confirmed that the Council information was public property, and information had to be provided, however there was private information that was redacted from some of the documentation provided. Staff names are included in information provided, as they are public servants and Councillor Ward expressed concern for the safety of staff.

Following a question from Councillor Fulton, S Nichols advised that information was provided via the LGOIMA requests in good faith, however what happened to it after that, was out of the Council's control.

Deputy Mayor Atkinson requested that a copy of the LGOIMA regulations be circulated to all members, to provide an understanding of the rules under which LGOIMA requests are responded to.

Moved: Mayor Gordon

Seconded: Councillor Ward

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 231128190794 for information.
- (b) **Notes** that the Council received 65 requests and responded to 73 official requests of information from 1 September 2023 to 30 August 2023, which was 30 more than the 43 official requests responded to in the same period in 2022.
- (c) **Requests** staff bring a report back to the Committee on options for greater clarity on the LGOIMA requests and the costs of staff time in processing these requests and what opportunities were available for cost recovery.

**CARRIED**

Mayor Gordon noted that LGOIMA and OIA requests were a part of Council operations however had concerns that a requester did not need to prove their identity in order to submit a request. Mayor Gordon believed submitters names should be provided, and they should be accountable. The cost to the Council of responding to the current level of LGOIMA requests was starting to reach significant levels and Mayor Gordon believed ratepayers should be made aware of this.

Mayor Gordon acknowledged the professionalism of staff in handling the responses to LGOIMA requests.

Councillor Ward believed there needed to be changes to the Laws under which LGOIMA requests were required to be responded to.

Reiterating the comments from Mayor Gordon, Councillor Williams also suggested that the names of people submitting LGOIMA requests should be provided. Councillor Williams believed there needed to be a cautious approach to recovering costs for processing LGOIMA requests.

Councillor Fulton commended staff for the report. He also expressed his concern that there was no requirement for submitters of LGOIMA requests to provide a name, and to then mis-represent this information for their own purposes. He suggested a submission to the Ombudsman may be in order on this matter.

## **6 PORTFOLIO UPDATES**

### **6.1 Audit, Risk, Annual / Long Term Plans – Councillor Joan Ward**

The Mayor and Councillor Ward had attended a number of LTP Control Group meetings and the project plan was on track.

Management Team had a series of workshops, working with staff over the last few months, to present both an affordable operational budget and a responsible capital works programme which maintained levels of service, as well as meeting future demands. Staff were also modelling numbers to keep inside the thresholds and maintain the Council's AA Standard and Poors credit rating due to be published early in 2024.

Debt remained at \$180m, and had not changed significantly in three years, and most of the debt related to 2010 and 2011 earthquakes Build Back Better programme.

Capital rates had moved around 35% over the last three years and other contractual indexes had moved similarly, which would make the budget to be presented for approval to the Council in January 2024 challenging.

With this being the last Audit and Risk Committee meeting for the year, I've enjoyed another satisfying and successful year with a council that puts it's community first and I am proud to be associated with a wonderful and hard-working team.

### **6.2 Communications and Customer Services – Councillor Joan Ward**

Update from the Customer Services team included:

- Σ The second rate instalment penalty date was 27 November 2023 and penalty letters had been emailed.
- Σ Rates Policies had been combined into a single Policy document, which would come to the Council for approval in the new year.
- Σ Customer Services team had been working on the new Datacom project and work was progressing well.
- Σ Customer Services had a full complement of staff now with the final two vacancies having been filled during the week of 11 December 2023. Currently coordinating staff coverage over the Christmas holiday period, and phone messages were being updated to advise of closure details. Staff would be working at both Rangiora and Kaiapoi over this time.

Highlights from the Communications and Engagement team included:

- Σ Ten comms and engagement plans, 30 news stories, 64 media inquiries.
- Σ Ten engagement opportunities and the Council database now had 2,333 signed up participants, which was 186 new users since the last quarter. Data showed engagement opportunities pushed through this have an 80% success rate.
- Σ During this quarter over 5,000 residents visited the Council engagement platform to learn about and get involved in Council projects. The topic of cycleways and the Mandeville resurgence helped increase numbers.
- Σ 152,000 unique website visits and analytics show the design focused on search was working in terms of the pages visited (search pages) and time spent looking for information (under 51seconds.)
- Σ 8000+ online transactions were made through e-services and Online WDC platforms.
- Σ Social media platforms continued to grow and the Facebook audience was now 23,300 which was slightly less than the total number of households in the district.
- Σ There was more content through Google advertising which was seeing the Council's reach expanding vastly. Videos were now getting over 5,000 views and campaigns (such as dog registration) had a reach of over 170,000.

## 7 **QUESTIONS**

There were no questions.

## 8 **URGENT GENERAL BUSINESS**

There was no urgent general business.

## 9 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

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

Moved: Deputy Mayor Atkinson

Seconded: Councillor Goldsworthy

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

- Item 9.1 Confirmation of Minutes of the Public Excluded portion of the Audit and Risk Committee meeting on 14 November 2023

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:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
9.1 Confirmation of Minutes of the Public Excluded portion of the Audit and Risk Committee meeting on 14 November 2023	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. To prevent the disclosure or use of official information for improper gain or improper advantage (s 7(2)(h)(j)).

**CARRIED**

**CLOSED MEETING**

***Resolution to resume in Open Meeting***

Moved: Councillor Ward                      Seconded: Deputy Mayor Atkinson

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

**CARRIED**

**OPEN MEETING**

**NEXT MEETING**

The next meeting of the Audit and Risk Committee will be held on Tuesday 13 February 2024 at 9am.

There being no further business, the meeting concluded at 10.56am

CONFIRMED



\_\_\_\_\_  
Chairperson  
Deputy Mayor Neville Atkinson

\_\_\_\_\_  
Date

**MINUTES OF A MEETING OF THE COMMUNITY AND RECREATION COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 12 DECEMBER 2023 AT 3PM.**

**PRESENT**

Councillors R Brine (Chairperson), A Blackie, B Cairns, N Mealings, P Redmond and Mayor D Gordon.

**IN ATTENDANCE**

Councillors T Fulton, J Goldsworthy, and P Williams.

J Millward (Chief Executive), C Brown (General Manager Community and Recreation), G MacLeod (Greenspace Manager), T Sturley (Community Team Manager), M Greenwood (Aquatics Manager), K Howat (Team Leader Parks and Facilities), L Sole (Libraries Content and Discovery Team Leader), M McGregor (Senior Advisor Community and Recreation), J Rae (Greenspace Asset and Capital Project Advisor), B Dollery (Ecologist – Biodiversity), and T Kunkel (Governance Team Leader).

Eleven members of the public were present.

**1 APOLOGIES**

There were no apologies.

**2 CONFLICTS OF INTEREST**

Councillor T Fulton declared an interest in Item 5.1, '*Oxford Health and Fitness Trust Loan Request*,' as he was a member of the trust.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the meeting of the Community and Recreation Committee held on 17 October 2023**

Moved: Councillor Blackie      Seconded: Mayor Gordon

**THAT** the Community and Recreation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Community and Recreation Committee, held on 17 October 2023, as a true and accurate record.

**CARRIED**

**3.2 Matters Arising (From Minutes)**

There were no matters arising.

**4 DEPUTATIONS**

**4.1 Redevelopment of Rangiora High School – David Lows and Sophia Bidwell**

D Lows provided an overview of the Master Plan for the proposed redevelopment of the Rangiora High School (the school) campus. He explained the constraints of the current buildings on the site and the impact that it would have on any potential redevelopment. It was found that the school's buildings were largely not fit for purpose, and it was recommended that some of the buildings, such as the hall and sports centre, should be demolished. The plan was to "open up" the school with a student-focused greenspace in the centre, allowing for community and student access. Currently, one of the most significant issues was that the school campus being divided by the East Belt.

The Master Plan made provision for the redevelopment of all facilities on one main campus with footpaths guiding student flow.

S Bidwell highlighted that the school supported the Arts in general and was committed to the development of the Arts, hence the proposed development of the new Performing Arts Centre at the school. The proposed centre would create a space to stage larger productions and benefit the Waimakariri District and even the entire North Canterbury.

D Lows noted that a feasibility study had been done to establish the cost of developing a Performing Arts Centre, and it was estimated that approximately \$10 million to \$12 million would be needed to build an 800 seats centre, which could meet the needs of the school and the North Canterbury community. The school was keen to work with the Council to ensure that the proposed redevelopment of the school aligned with other proposed developments in the area.

Councillor Brine questioned the proposed funding streams for the Performing Arts Centre. D Lows advised that the Ministry of Education had indicated they would commit approximately \$2 million to \$3 million. The Rangiora High School Board of Trustees had also committed \$2 million to \$3 million. The remainder of the construction cost would need to be raised.

Mayor Gordon enquired if the funding from the Ministry of Education and the Rangiora High School Board of Trustees had been committed. D Lows noted that this was still the initial stage of the project. However, the Ministry and the Board had indicated their support for the project plan. Also, the School had some reserves from the sale of a portion of the school farm, which may be used to fund the school's redevelopment.

Councillor Blackie asked what engagement had been undertaken with local iwi and was advised that local iwi had indicated their support of the project; however, in-depth engagement still needed to be initiated.

Councillor Futon questioned if the Performing Arts Centre would be used to promote the school as a "centre of excellence" for potential art students. S Bidwell advised that the school already had 250 students enrolled in various arts programmes. It was hoped that the centre would promote the school and Canterbury North as an arts destination.

In response to a question from Mayor Gordon, C Brown confirmed that the way forward would be for the school to make a submission to the Council's 2024/34 Draft Long Term Plan on the proposed Performing Arts Centre.

Councillor Brine enquired as to the proposed timeframe for constructing the proposed Performing Arts Centre, and D Lows noted that the school was hoping to commence construction within the next two to three years.

Councillor Brine thanked D Lows and S Bidwell for sharing the Master Plan for the proposed redevelopment of the Rangiora High School campus with the Committee.

#### 4.2 **Rangiora Bowling Club – Norman Hewett**

N Hewett highlighted the challenges that the Rangiora Bowling Club (the Club) was experiencing. The Club appreciated that the Club building was of historical value to the Rangiora community. However, the Club believed that the building, which needed extensive and costly repairs, was not fit for purpose. For insurance purposes, the building had to be revalued every two years, and in 2022, the building was valued at \$3,145,000. The Club's annual insurance cost was \$21,000, which equalled its total annual subscription, and the Club was struggling to afford the insurance cost.

N Hewett noted that the Club believed it should not be responsible for looking after the historical building on behalf of the wider community. If the Council deemed the structure of such historical value that it needed to be retained for the community, then the Council should maintain the building. The Club was requesting that the Club building's heritage



listing be removed so that the building could be removed or demolished to allow the Club to continue with its primary function.

N Hewett advised that members were happy with the club's current location. However, the costs associated with the heritage status of the club building were causing a large amount of angst among the members. Unfortunately, unless some assistance was forthcoming, the building would continue to deteriorate and eventually have to be demolished. The Club wished to invite Councillors to visit the Club to better understand its challenges.

Mayor Gordon noted that the Club had previously shared their concerns with the Council, and staff was requested to assist them. He enquired what assistance was provided. N Hewett commented that staff was working with the Club, however, the Club still needed to undertake a feasibility study.

Mayor Gordon questioned if the Club had discussed the withdrawal of the heritage listing of the Club building with Heritage New Zealand. N Hewett noted the lack of support from Heritage New Zealand.

Councillor Redmond sought clarity on the number of members the Club had and was advised that there were 140 members.

Councillor Redmond enquired if the Club had reserves to fund the maintenance of the Club building. N Hewett explained that the Club's reserves were earmarked to replace the synthetic green at the Club.

Councillor Redmond further enquired if the Club had applied to the Council's Heritage Fund for support, and N Hewett confirmed that the Club had not.

In response to a question for Mayor Gordon, C Brown confirmed that the way forward would be for the Rangiora Bowling Club to make a submission to the Council's 2024/34 Draft Long Term Plan on the retention and maintenance of the Club building.

Mayor Gordon requested that a visit to the Rangiora Bowling Club for Councillors and that representatives from the Greenspace Team be asked to attend to discuss the Club's challenges.

#### 4.3 **North Canterbury Sport and Recreation Trust – Don Robertson and Rosie Oliver**

D. Robertson thanked Council staff for supporting the North Canterbury Sport and Recreation Trust (NCSRT). He highlighted the various programmes run by the NCSRT in the Waimakariri District. D Robertson noted that stadium users had an interest in the stadium being financially viable to run their activities. The MainPower Stadium not only met the physical activity needs of a wide range of residents and visitors to the district, but it also provided a safe and clean environment for socialising while attending events. A monetary value could not be placed on the benefit of programmes, such as Reactivate North Canterbury being run at the stadium to improve the health, well-being and movement of people struggling with various medical conditions.

In response to a question from Councillor Mealings, R Oliver explained that the Reactivate Programme aimed to find more natural solutions to improving people's overall health to help reduce reliance on medications. Every situation was unique and may include exercise, functional movements, diet, or social activities.

Councillor Redmond enquired if the NCSRT favoured the change from a lease agreement to a management agreement for the operation of the indoor courts, administration area, and function room. D Robertson confirmed that the NCSRT supported the proposed change as it would ensure that the activities would remain affordable to the community.

## 5 **REPORTS**

*At this time, Item 5.5 was taken, however, the Minutes have been recorded in the order of the Agenda.*

### 5.1 **Oxford Health and Fitness Trust Loan Request – K Howat (Team Leader Parks and Facilities)**

*Having previously declared a conflict of interest, Councillor Fulton sat back from the meeting table and did not participate in deliberations.*

K Howat advised that the Oxford Health and Fitness Centre was built in 2011 in Pearson Park and has been a popular facility for the local community since its opening. The Oxford Health and Fitness Trust (the Trust) owned and rented the facility to the North Canterbury Sport and Recreation Trust (NCSRT), which managed the centre. The Trust had submitted a loan application to the Rata Foundation to build a 153-square-metre extension onto the existing gym facility in Pearson Park, Oxford. However, the Trust was aware that as a contestable fund, there was no guarantee their application would succeed. Hence, they had also approached the Council for a possible \$200,000 loan should their Rata application be declined.

Councillor Mealings questioned if the Trust would be provided with an option to repay the proposed loan faster if they were able. C Brown explained that if the Council approved the loan, the details of the loan repayments would be finalised as part of the Loan Agreement. However, the Council had always been supportive of organisations repaying loans faster in a bid to save money. He noted that the Loan Agreement would be submitted to the Council for approval if the Council approved the loan.

Mayor Gordon enquired if staff had investigated if the Trust would be able to repay a loan if needed. K Howat advised that based on the financial statements provided by the Trust, they were in a position to repay a \$200,000 loan. C Brown noted that the Trust was in an excellent financial position, which was not expected to change. He further stated that the Council previously acted as a guarantor for a \$150,000 loan, which the Trust paid off in six months.

Councillor Redmond asked if it would not be better if the Council acted as a guarantor for a loan rather than loaning the Trust the money. C Brown acknowledged that the Council would prefer to act as a guarantor for the Rata Foundation loan.

Councillor Redmond further enquired whether there were other financial institutions which the Trust could approach for a loan. C Brown commented that more traditional financial institutions, such as banks, would expect the Trust to pay very high interest rates.

Moved: Councillor Cairns

Seconded: Mayor Gordon

**THAT** the Community and Recreation Committee:

(a) **Receives** Report No. 231130192636.

*AND*

**THAT** the Community and Recreation Committee recommends:

**THAT** the Council:

- (b) **Receives** Report No. 231130192636.
- (c) **Approves** in principle a loan of \$200,000 to the Oxford Health and Fitness Trust for the cost of building extensions subject to the outcome of a Rata Foundation community loan application.
- (d) **Notes** that, should the loan be required, a later report would be brought to the Council at the time which would include the specific details around this loan.
- (e) **Notes** that the Pearson Park Advisory Group had been consulted and supported the proposed building extension.

**CARRIED**

Councillor Futon abstained.

Councillor Cairns supported the motion based on the current popularity of the Oxford Health and Fitness Centre and the projected increase in membership due to the proposed extension.

Mayor Gordon noted that the Oxford community work hard to build and maintain assets such as the Oxford Health and Fitness Centre. The centre was very popular; there was no other gym in Oxford, so he supported the motion. However, he noted that should the loan be required, the report brought to the Council should include specific details about the Trust's ability to afford the loan.

Councillor Remond supported the proposed extension to the existing gym facility and, therefore, also the motion, with the understanding that should the loan be required, a report would be submitted to the Council.

## 5.2 **Draft Community and Recreation Activity Management Plan 2024 – G MacLeod (Greenspace Manager) and J Rae (Greenspace Asset and Capital Project Advisor)**

G MacLeod, J Rae and M Greenwood were present for the consideration of the report. G MacLeod advised that approval was sought for the Draft Community and Recreation Activity Management Plan 2024 (the Plan). The Plan outlined the significant issues associated with Greenspace and Aquatic activities and assets for the next ten years. The Plan identified future funding requirements and upgrades to maintain service levels, manage growth and renew existing assets. G MacLeod also noted that the Plan was an update rather than a complete refresh from the 2021 Activity Management Plan and was peer-reviewed by Audit New Zealand.

In response to a question by Councillor Mealing, G MacLeod confirmed that biodiversity climate change and sustainability had been considered in the drafting of the Plan and were included as part of 'Future Demand and Growth'. C Brown noted that the Plan also aligned with the National Policy Statement for Indigenous Biodiversity and the Council's Climate Change Policy.

Furthermore, Councillor Mealing raised a concern that the reference in the Plan to "*in the rural space between urban areas*" could be construed as Council support for urban sprawl. She, therefore, suggested that the wording be amended.

Councillor Blackie recommended that the reference in the Plan to Tangata Whenua of Aotearoa be amended to Mana Whenua, as the definition of Mana Whenua was better known. He also suggested that reference to the 'principles' of Te Tiriti with Ngāi Tūāhuriri be removed as the Plan should refer to "*a meaningful, open and trusting relationship based on Te Tiriti with Ngāi Tūāhuriri.*" G MacLeod confirmed that the proposed amendment would be included in the version of the Plan submitted to Council for approval.

Moved: Mayor Gordon

Seconded: Councillor Blackie

**THAT** the Community and Recreation Committee:

- (a) **Receives** Report No. 231116185475.

*AND*

**THAT** the Community and Recreation Committee recommends:

**THAT** the Council:

- (b) **Receives** Report No. 231116185475.
- (c) **Adopts** the Draft Community and Recreation Activity Management Plan for the purposes of Long Term Plan (LTP) consultation (TRIM 231116185502).
- (d) **Notes** the Activity Management Plan had been peer-reviewed by a specialist consultant with changes made to reflect this prior to coming to the Community and Recreation Committee for adoption.
- (e) **Notes** that the previous score from the consultant for the 2021 Activity Management Plan was 68%. The score for the draft 2024 Activity Management Plan was sitting at 73%, the industry benchmark sits at 70%.
- (f) **Notes** that the Council would adopt the final Activity Management Plan in conjunction with the adoption of the final Long Term Plan in June 2024.

**CARRIED**

Mayor Gordon supported the motion with the proposed amendment to the Plan being made before its submission to the Council for approval.

Councillor Blackie concurred with the comments made by Mayor Gordon and thanked the staff for the work undertaken in preparation of the Plan.

5.3 **Community Facilities Network Plan (Draft 2023) – G MacLeod (Greenspace Manager) and M McGregor (Senior Advisor Community and Recreation)**

G MacLeod and M McGregor were present for the consideration of the report. G MacLeod provided an overview of the draft Community Facilities Network Plan (CFNP) compiled by Recreation Sport and Leisure Consultancy (RSL Consultancy). He explained that the Council owned and operated 27 community facilities, which were utilised in varying degrees depending on location, functionality, and condition. Several independently owned facilities were also available for community use, such as sports clubs, churches, and schools. The CFNP was developed to understand the current capacity vs demand for community spaces and inform the Council's future capital and operational spending in this area.

Councillor Mealings questioned why the ownership of some of the Community Facilities included in the CFNP had not been verified. C Brown confirmed that the Schedule of Community Facilities included in the CFNP would be updated to include the ownership of all facilities.

With regard to proposed facility upgrades, Councillor Mealings advised that the Mandeville Sports Club was already investigating the possible improvement of the clubhouse. G MacLeod noted that RSL Consultancy had liaised with the Mandeville Sports Club regarding their future plans.

Moved: Councillor Cairns

Seconded: Councillor Blackie

**THAT** the Community and Recreation Committee:

(a) **Receives** Report No: 231115183576.

*AND*

**THAT** the Community and Recreation Committee recommends:

**THAT** the Council:

(b) **Receives** Report No: 231115183576.

(c) **Receives** the Community Facilities Network Plan as presented by RSL Consulting.

(d) **Considers** the action implementation plan as part of the 2024/34 Long Term Plan (LTP).

(e) **Notes** that staff had not proposed all recommendations for input into the 2024/34 draft Long Term Plan due to limited resources and prioritisation of funding.

(f) **Accepts** the draft as it was presented and approves the Action Implementation Plan as part of the 2024/34 Long Term Plan document.

**CARRIED**

5.4 **Application to the Biodiversity Contestable Fund – B Dollery (Ecologist – Biodiversity)**

B Dollery explained that an application had been received for an area of bush at 117 Mounseys Road, which was an extension of Taylor's Bush on a neighbouring property. The Significant Natural Area (SNA) was identified in 2018 and was a newly listed area under the proposed District Plan. The SNA had not received any protection, enhancement, or maintenance funding. The SNA housed distinct flora, rare in Canterbury, and provided habitat for several species. The landowners had made a substantial effort to plant native species and carry out pest, predator and weed control across their land.

There were no questions from elected members.

Moved: Councillor Blackie

Seconded: Councillor Mealings

**THAT** the Community and Recreation Committee:

(a) **Receives** Report No. 231124189477.

(b) **Approves** a grant of \$8,459 towards the work of James and Angelina Stephens to enhance and protect this newly mapped Significant Natural Area.

(c) **Notes** the amount available in the Biodiversity Contestable Fund totals \$98,370.

(d) **Notes** that successful application would be subject to an Accountability Agreement between the applicants and the Council.

**CARRIED**

Councillor Blackie supported the motion as the funding was available in the Biodiversity Contestable Fund, and he believed that the project was worthy of support.

Councillor Mealings agreed with the comments made by Councillor Blackie.

5.5 **MainPower Stadium Management Agreement – M McGregor (Senior Advisor Community and Recreation)**

C Brown explained that in terms of the MainPower Stadium Management Agreement, rent had been assessed for each area of the facility and was set at \$116 p/m<sup>2</sup>. However, ongoing discussion had occurred between the North Canterbury Sport and Recreation Trust (NCSRT) and the Council regarding the assessment of rent. In particular, the assessment of the community courts area, the acknowledgement of the financial contribution to the facility by the NCSRT and the recognition of the work they carry out in the community. C Brown advised that indoor sports courts typically ran at a loss, and it had become clear that the revenue being generated by the stadium was not sufficient to meet the operating costs sustainably. Hence, staff worked with the NCSRT to try and establish a rent review process and methodology that would see the NCSRT pay the Council a fair lease fee, was viable for the NCSRT and recognised the commercial aspects of the venue. It was estimated that an additional \$100,000 in operational funding would be required per year to ensure the operational sustainability and upkeep of the stadium. This would be included in the Greenspace 2024/34 Long-Term Plan budget for the Council's consideration.

Councillor Cairns noted that solar panels would be installed at the stadium, which could save approximately \$42,000 per year. He enquired if the potential saving would reduce the required additional \$100,000 in operational funding. C Brown advised that the Council would be paying a set Management Fee. Thus, additional operational funding would still be required. However, the \$42,000 savings received for installing Solar Panels would be offset against the Management Fee.

In response to a question from Council's Williams, C Brown confirmed that rental was set at \$116 p/m<sup>2</sup> for all areas at the stadium, including the commercial areas. The rent review conducted by the Council indicated that rentals for commercial health and fitness facilities were between \$180 and \$220 p/m<sup>2</sup>. However, even if the Council increased the rental for the commercial areas, thereby increasing the Council's income, it still was insufficient to cover the fee the Council had to pay to the NCSRT for the successful management of the stadium.

Councillor Redmond asked who, under the Management Agreement, would be responsible for promoting the stadium and generating business. C Brown noted that the Management Agreement would detail the NCSRT obligations for promoting the stadium and generating income.

Moved: Mayor Gordon

Seconded: Councillor Brine

**THAT** the Community and Recreation Committee:

- (a) **Receives** report No: 231107178453.
- (b) **Notes** that staff were recommending a change in agreement for the operation of MainPower Stadium indoor courts, administration area, and the function room from a lease agreement to a management agreement.
- (c) **Notes** the Fitness Centre, Café, and Active Health areas would remain under a commercial lease agreement.
- (d) **Notes** that staff were estimating that an additional \$100,000 would be required per year in operational funding to ensure the operational sustainability and upkeep of the facility, this had been included in the 2024/34 Long-Term Plan budget for the Council consideration.

- (e) **Notes** that there was an opportunity to install solar panels at MainPower Stadium to offset a portion of the power costs associated with the operation of the facility. Once the business case was completed, a full proposal for the installation of solar panels at the stadium would be tabled in a separate report.
- (f) **Notes** should the Council agree to the additional funding, staff would bring a report on the Management Agreement (including relevant performance measures) back for Council approval.

**CARRIED**

Mayor Gordon acknowledged the success of the Council's longstanding partnership with the NCRST. He noted that the NCRST was running a number of programs and facilities in the Waimakariri District, and any profits made were reinvested in the programmes. He further noted that the NCRST was meeting the physical and social needs of people in the district, and the Council wished the NCRST to remain sustainable. Mayor Gordon did not support retendering the operation contact for the MainPower Stadium as he believed that the NCRST was effectively managing the facility. However, he supported the motion with the understanding that the additional funding would be included in the Draft 2024/34 Long-Term Plan budget for the Council's consideration.

Councillor Redmond concurred with the comments made by Mayor Gordon, and he congratulated the NCRST on the successful running of the MainPower Stadium. He supported the motion with the understanding that the preferred option would be to change the lease agreement to a management agreement for the operation of the indoor courts, administration area, and function room.

5.6 **Waimakariri Sports Facilities Plan Review – G MacLeod (Greenspace Manager) and M McGregor (Senior Advisor Community and Recreation)**

G MacLeod presented the outcomes of the recently completed Sports Facilities Plan (the Plan) review. The review was conducted by RSL Consultants, who completed the previous plan in 2020. Greenspace commissioned this review to inform 2024/34 Long Term Plan budgets and decisions. RSL Consultants conducted interviews with staff officers in the sports and recreation areas and with key organisations operating facilities as part of the review.

G MacLeod elaborated on the recommendations made by RSL Consultants regarding the Southbrook Sports Pavilion rebuild and the second cricket oval at 154 East Belt, which had been included in the 2024/34 Long Term Plan.

C Brown noted several of the outcomes of the Waimakariri Sports Facilities Plan 2020/32 and the vast investment that the Council had made in sports and recreation in the district.

Councillor Mealings advised that the facilities at Ohoka School were also available for community use. G MacLeod undertook to update the Plan accordingly.

Moved: Councillor Brine

Seconded: Councillor Blackie

**THAT** the Community and Recreation Committee:

- (a) **Receives** Report No. 231115183586.
- (b) **Receives** the Waimakariri Sports Facilities Plan Review (Trim: 231130192819).
- (c) **Notes** that staff had reviewed the recommendations in the Sports Facilities Plan Review and included the following for consideration by the Council as part of the draft 2024/34 Long Term Plan:
  - Σ A third part contribution towards the Southbrook Sports Pavilion rebuild (\$1,300,000.00).

- Σ A 50% contribution towards the cost of the second cricket oval at 154 East Belt (\$500,000.00).

- (d) **Notes** that all other funding reflected in this report was included in the 2024/34 Long Term Plan unless otherwise noted.

**CARRIED**

Councillors Brine, Blackie and Redmond supported the motion, noting that Council would consider the recommendations in the Plan as part of the draft 2024/34 Long Term Plan.

5.7 **Aquatics December Report and Aquatics Plan Updates – M Greenwood (Aquatics Manager)**

M Greenwood provided an overview of the Aquatic Facilities unit's year-to-date progress, as measured against the unit's most significant Key Performance Indicators. He highlighted the following:

- Σ Aquatics customer attendance continued to grow.
- Σ The review of the District Aquatic Plan.
- Σ The need for the development of Hydrotherapy and Leisure facilities.
- Σ The feasibility of developing a hydro-slide in the Waimakariri District.

There were no questions from elected members.

Moved: Councillor Redmond

Seconded: Councillor Cains

**THAT the Community and Recreation Committee:**

- (a) **Receives** Report No. 231004157525.
- (b) **Notes** Aquatic Facilities progress against key performance indicators including facility Attendance and Financial results.
- (c) **Notes** that the development of Hydrotherapy and Leisure facilities would align with current community demand as detailed in the District Aquatic Plan.
- (d) **Notes** integration of the Dudley Pavilion and Dudley Pool facilities would see higher activation and engagement with efficient use of spaces aligning with recommendations in the District Aquatics and Community Facilities Network Plans.
- (e) **Notes** that the development of a hydro-slide would best be considered again in future planning following the construction of Parakiore in Christchurch.
- (f) **Notes** that the Council would consider the development of new services as part of its 2024/34 Long Term Plan process.
- (g) **Circulates** this report to the Community Boards for information.

**CARRIED**



## 5.8 Libraries Update to November 15, 2023 – P Eskett (Libraries Manager)

L Sole provided an update on the key activities and customer service innovations undertaken by Waimakariri Libraries in October and November 2023. He emphasized the following:

- Σ Waimakariri Libraries' annual data shows strong performance in lending.
- Σ Space constraints at Rangiora Libraries.
- Σ Engagement of young people

Councillor Redmond questioned the decrease in revenue, and C Brown explained that the Libraries' estimated revenue had been affected by the Council's policy of no fines for extended loans. The revenue was expected to balance by the end of the financial year.

Councillor Cairns enquired if the 60,000 increased loans were inclusive of all Waimakariri Libraries and how many people visited the Kaiapoi and Oxford Libraries annually. L Sole advised that the increase in lending was inclusive of all libraries. The Kaiapo Library averaged approximately 400 visitors per day, and the Oxford Library approximately 400 visitors per day. The hosting of events at the libraries, such as story time and craft groups, encouraged visitors.

C Brown noted that the Council had reduced the number of books in the Waimakariri collection, and the team had therefore been able to concentrate and showcase the books popular with the community, thus the increase in lending.

Moved: Councillor Cairns

Seconded: Councillor Mealings

**THAT** the Community and Recreation Committee:

- (a) **Receives** Report No. 231123188350.
- (b) **Notes** a significant increase in total physical (book) loans with an additional 60,000 loans over the previous year. This included an increase of 27,328 issues in children and young adults and 33,618 in adults. The total number of issues for the previous year was 638,477 items, a record for Waimakariri Libraries.
- (c) **Notes** Growth of Instagram and Facebook to engage with hapori (community), particularly Rangatahi (youth) which had resulted in increased engagement around library services in our physical spaces.
- (d) **Circulate** the report to the Community Boards for information.

**CARRIED**

Councillors Cairns and Mealings commended the library staff for their excellent work in supporting the Waimakariri community.

Mayor Gordon acknowledged the volunteers who assisted in the libraries and created a space of community engagement.

## 6 CORRESPONDENCE

Nil.

## 7 PORTFOLIO UPDATES

### 7.1 Greenspace (Parks, Reserves and Sports Grounds) – Councillor Al Blackie.

- Σ Silverstream Reserve – Hosted function for volunteers, who detected 2,900 hours during the year.

- Σ Kaiapoi River – The three new five-knot buoys would be installed by Environment Canterbury this week. The acting Harbour Master was trying to secure funding to address the problems with speeding.
- Σ Te Kohaka o Tuhaitara Trust – The Mahinga Kai contract for the entrance and the fences was out for tender. The Kairaki sections were on the market.

#### 7.2 **Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls and Museums) – Councillor Robbie Brine.**

- Σ Tennis courts on Coldstream Road – Commended the staff and the developers for the excellent development.
- Σ Maria Andrews – the carpark upgrade was proceeding.

#### 7.3 **Community Development and Wellbeing – Councillor Brent Cairns.**

- Σ Road Safety Working Group meeting - Previously, the ratio of drivers over the breath alcohol limit was 1/100, and in Christchurch City, the ratio was 1/25. New Zealand Police were conducting more breath testing stops.
- Σ Beach matting trial at Waikuku Beach - Organised by the Ocean Access Advocates Rōopu. They had 10 meters of matting on loan and aspired to make the ocean increasingly accessible. Information was available at <https://www.facebook.com/profile.php?id=61552398036357>.
- Σ The Community Wellbeing Forum - The new strategy would essentially aim to build on existing resources, with an emphasis on advocacy, empowering people out of adversity, inclusion and activating our communities, places, and spaces. Two of the biggest challenges that we currently face were mental health and access to health service providers (essentially GPs and mental health support). Housing, of course, was a continuing priority. However, there was a fair bit happening in that space. Additional navigators were needed who could assist individuals and whanau who have complex needs and help them to navigate a range of supports to affect positive outcomes.
- Σ Christmas Carnivals – The carnivals were well attended, and the various promotions associations should be commended for their work. All have reported they were able to keep to budget, and some reported surpluses relating to generous support from businesses or charging for some of the activities.
- Σ Many businesses report that in these tough times, discretionary spending was down, with an increase in staff costs along with interest and rental costs.
- Σ Toot for Tucker - The amount donated increased by approximately 40%.
- Σ Strawberry Fair – The fair would be hosted at the Kaiapoi Food Forest from 11am to 3pm on Saturday 17 December 2023

#### 7.4 **Waimakariri Arts and Culture – Councillor Al Blackie.**

- Σ Waimakariri Public Arts Trust – the Branded Exhibition was fairly successful, although the Trust did not sell as many paintings as hoped, the exhibition raised the Trust's profile. The Trust was thankful that the Council approved the exemption for the Trust from reporting on performance requirements under the Local Government Act 2002.
- Σ Waimakariri Arts Collection Trust – Seven paintings had been identified for exhibition in the Council Chamber

## 8 **QUESTIONS**

Nil.

**9 URGENT GENERAL BUSINESS**

Nil

**NEXT MEETING**

The next meeting of the Community and Recreation Committee would be held on Tuesday 20 February 2024 at 3.30pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 4.55pm.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date



**PUBLIC EXCLUDED MINUTES** (Refer to public excluded agenda)

3.4 **Minutes of the public excluded portion of the Kaiapoi-Tuahiwi Community Board meeting held on 16 October 2023**

**4 DEPUTATIONS AND PRESENTATIONS**

4.1 **Kaiapoi Promotions Association (KPA)– M Pinkham and J Duke**

M Pinkham and J Duke in attendance to present the Kaiapoi Promotions Association's annual report which had been presented to the Council's Audit and Risk Committee. The Oxford Promotions Association and Rangiora Promotions Association also presented their annual report to the same meeting. He observed that all Promotion Associations were in the same position, struggling to obtain and retain sponsors. They had met with Council staff regarding potential future funding models.

M Pinkham stated the KPA had 60 floats in their 2022 Christmas Carnival and had estimated 6,000 people attended. The carnival provided a large amount of free entertainment particularly for children. They had a new waste contractor for the carnival who were committed to recycling and achieved an 83% recovery with the site completely clean by 5pm. The street market was important to locals however it was becoming poorly supported due to a lack of volunteers to run the stalls. He informed the Board they had planned to run a River Carnival in early 2023 however due to unfavourable weather conditions it had been cancelled. The KPA had run a quiz night with Shawn Wallace and the event was sold out however despite a ticket price of \$110 there had been little profit made.

M Pinkham reported a future challenge for the KPA was a lack of an events space in Kaiapoi. Victoria Park in Rangiora worked very well and was around one hectare and highlighted the option for Kaiapoi to utilise the South Mixed Use Business Area (MUBA) for a dedicated event space. Council staff's preference was for Norman Kirk Park to be used for events however the KPA had some concerns with the site. Traffic management was a large issue as well as the lack of overflow parking, power and staging. KPA was involved in the original discussion regarding the Kaiapoi Town Centre plan developed after the earthquakes and were disappointed that key features consulted on were not included in the approved plan.

J Watson questioned if KPA were still running monthly events with the Kaiapoi businesses. M Pinkham responded they were not due to poor up take. J Duke added she wanted to restart from the foundations and find what the businesses were wanting.

N Atkinson asked if KPA had talked to the Kaiapoi Park Trustees about using their space as a venue for events. M Pinkham replied they had run a few successful events on their grounds however it was not set up for long term events and there were only narrow windows of opportunity when it was available.

N Atkinson then queried if they had obtained sponsors for the Christmas Carnival in 2023. M Pinkham answered it was hard work to maintain sponsors however they had obtained sponsorship for the current year.

B Cairns sought information on how many businesses were members of the KPA and what those businesses wanted to get out of being a member. M Pinkham stated they had 80 members. J Duke reported that social media was tough for local businesses and how to use it effectively. KPA was also helping them with the legal side of businesses for example employment contracts.

B Cairns then asked if they had spoken to Heather Warwick from Enterprise North Canterbury (ENC) regarding the Digital Boost Course they ran. M Pinkham replied they did promote courses being run by ENC however they as well as the KPA were finding it hard to run the courses due to poor turnout.

#### 4.2 **Kaiapoi North School – G Thompson and J Miles**

G Thompson and J Miles stated the school was in support of the changes as stated in the report however they felt the changes did not go far enough in addressing the pedestrian access ramp. The ramp was incredibly steep and was non-compliant. G Thompson highlighted that if entering from the western side of the ramp by the time it was noticed that the eastern side was too steep there was little someone with a mobility aid or pram could do. People choose not to cross at the pedestrian crossing due to the ramp was non-compliant and dangerous. The school monitored the crossing which left them liable for safety. They understood, based on initial conversations with Council staff, there was insufficient funding to address the concerns regarding the ramp and requested the Board to advocate on their behalf that the funding be found. J Miles added when consulted by the Council on the crossing they looked at the safety of the entire crossing. The ramp had been neglected for many years and incidents had occurred where parents and students had slipped.

N Atkinson noted the ramp was around one metre above the road meaning to make the ramp compliant it would need to be extended 12m each way. Due to that he questioned if the pedestrian crossing was in the correct location. G Thompson replied moving the pedestrian crossing had been part of the consultation however there was nowhere in close enough proximity to the school and if it was located further away families would be unlikely to use it. They currently had struggled with families crossing unsafely and moving the crossing would amplify those issues.

N Atkinson requested a report back to the Board on costs and design for making the ramp compliant and safer to use.

#### 4.3 **Kaiapoi Food Forest – G Foley and K Adams**

G Foley and K Adams from Kaiapoi Food Forest spoke about the proposed education shelter. The design had been through Council process and the final aspect was the inclusion of a public toilet within the education building. The Food Forest had been one of the smallest budgets in regeneration projects and had been established by thousands of hours of volunteer work. They were the number two attraction in Kaiapoi on trip advisor with a 4.8/5 rating. The report stated the lack of public toilets was felt by those most with extra needs such as families with young children and older people. These were the people who visited the Food Forest most often. G Foley stated the Public Toilet Strategy said that “Public Toilets attracted more families to use parks and encouraged longer visits”. The Kaiapoi Food Forest’s five main goals were: Connect, Educate, Rongoā, Nourish and Inspire.

G Foley informed the Board the Food Forest hold many events and visits from children from schools and kindergartens, having to walk 300m to the nearest public toilet reduced the ratios of caregivers and staff to children. Portaloos and temporary toilets were not accessible and they wanted an area for people to wash their hands to help maintain hygiene. Some education sessions were held over multiple hours in evenings which meant if an attendee had to use the bathroom they would lose out on 20 minutes of their lesson. There would already be fresh water and wastewater plumbed into the building. The Food Forest were trying to be as inclusive as possible. The funding of the Education Shelter came from hosting education sessions. They had many volunteers and wanted to maximise their time without taking 20 minutes to go to the toilet. The Food Forest had changed from an empty patch of land into a flourishing garden. He highlighted their preference was for a toilet.

J Watson questioned if they could use the toilet at the church across the road. G Foley answered they had for some occasions however it needed to be preorganised for large events. It was not suitable for education sessions or people generally visiting.

S Stewart asked if they had relationship with New World to use their toilet. G Foley responded they did have a relationship with the supermarket however it was not for access to the toilets. They did have access to the public toilets opposite the supermarket.

P Redmond sought clarity on if this was not a public toilet but was a toilet with restricted use. G Foley clarified at this point it was for the forest to manage

P Redmond then questioned if there would be any cost to the Council to maintain the toilet if it was open to the public. K Adams answered it would be an imposition on the Food Forest to maintain the toilet however they understood they would have to accept the responsibility.

## 5 **ADJOURNED BUSINESS**

Nil.

## 6 **REPORTS**

### 6.1 **Kaiapoi North School – Proposed Pedestrian Crossing Improvements – K Straw (Civil Project Team Leader), S Binder (Senior Transportation Engineer) and J McBride (Roading and Transport Manager)**

K Straw highlighted staff were seeking approval of part one of the design for improving visibility and speed reduction around the pedestrian crossing outside the Kaiapoi North School. The current stage of works was included in existing budgets. Staff were looking at seeking additional budget in the 2024/25 financial year to address deficiencies in the raised crossing. This report was seeking reduction of the lane size, installation of new curb buildouts which would allow for signs to be relocated and the installation of a speed cushion. In addition to those works staff were also looking to formalise the unrestricted parking on the northern side of the crossing and would amend the length of the parking bays to be more suited to standard vehicle lengths. A short length of no stopping lines would also be installed where the shoulder was too steep for vehicles to park. A detailed design of the second stage was yet to be developed however survey had been done and the height of the ramp was around 700mm which would result in the ramp needing to extend eight metres.

N Atkinson sought clarification on if the ramp would extend eight metres in both directions. K Straw clarified it would need to extend in both directions.

J Watson asked if the works were done in part two would affect the work that had already been completed in part one. K Straw answered the two stages would not affect each other as they addressed different issues and would complement each other.

N Atkinson questioned if the speed cushions had been consulted on with the immediate residents. K Straw responded they had not consulted with residents however they could prior to installation. J Watson sought information on when part two would occur and K Straw replied the budget would be received in July 2024 and subject to staff resourcing would likely happen by November 2024.

T Bartle wondered how long the ramp had been this way and if anything happened to result in it being noncompliant. K Straw noted it had always been noncompliant.

N Atkinson questioned if the budget for part two was already allocated. K Straw stated he did not control the minor works budget however it was J McBride's intention to put \$50,000 towards the project which would come to the Board and the Utilities and Roading Committee for approval.

R Keetley asked if all improvements were costed against relocating the crossing. K Straw stated staff met with the school and discussed that option however it was not the best option for the school. Due to the number of side streets the main safety concern was for road patrollers to be able to see a certain distance down the road and ensure it was safety of students when crossing the road.

Moved: N Atkinson

Seconded: J Watson

**THAT** the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 231011161371.

*AND*

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (b) **Approves** the design as per section 4.2.1 of the report, and attachment i of this report.
- (c) **Approves** the implementation of no stopping signage outside No. 227 Williams Street (south of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.
- (d) **Approves** the implementation of no stopping signage outside No. 231 Williams Street to Sims Road (north of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.
- (e) **Approves** the installation of 13m no-stopping lines on Williams Street, outside No. 274 Williams Street.
- (f) **Approves** the extension of existing no-stopping lines outside No. 239 Williams Street by five metres.
- (g) **Approves** the extension of existing no-stopping lines outside No. 229 Williams Street by three metres.
- (h) **Notes** that the installation of no-stopping lines as per recommendation (e) was due to the road shoulder camber being unacceptable for roadside parking that resulted in motor vehicles unable to access the road shoulder, and therefore parking within the adjacent cycle lane.
- (i) **Notes** that the extension of the existing no-stopping lines as per recommendations (f) and (g) was to adjust the parking bay length to ensure it accommodated full car lengths. This avoided excess space that may encourage vehicles to squeeze into left over space which may result in encroachment into the no-parking area and obstruct visibility to the crossing.
- (j) **Notes** that there was budget allocated for minor safety improvements in the current financial year for this project, as this was a carryover project from 2022/23.
- (k) **Notes** that the Utilities and Roading Committee approved this project as part of an overall programme of minor safety improvements on 19 July 2022.
- (l) **Notes** that following the works, the steps to the pedestrian crossing would remain and that this would be added to the future minor improvement programme for 2024/25.
- (M) **Requests** that neighbouring residents are consulted prior to the “speed cushions” being installed.

**CARRIED**

N Atkinson stated this had been an ongoing issue for many years and needed safety improvements. There were many more people coming from the north than before, and the location of the pedestrian crossing gave the best view of oncoming vehicles. He hoped funding for part two would come through quickly as it was needed.



J Watson concurred and was glad the project was in progress and would not have to wait for many more years for all the works to be complete.

6.2 **Kaiapoi Food Forest Education Shelter – G MacLeod (Greenspace Manager) and C Taylor-Claude (Parks Officer, Greenspace)**

G MacLeod highlighted staff were recommending the exclusion of a toilet. The main reasoning for this recommendation was the current levels of service would not support an additional toilet within the area. The Food Forest did great work however staff were concerned about pushing community groups and volunteer time into management and maintenance of public buildings. If this was not a genuine public toilet or was open to the public and did not have support from the Council to be maintained or operated there would be a very high expectation on the Food Forest to clean and maintain the toilet themselves. This would involve an ongoing cost and have high volunteer time. Staff appreciate there were concerns regarding groups having to walk to the toilets, especially after dark.

N Atkinson noted many community spaces had public toilets and questioned what made them different from the Food Forest. G MacLeod stated most were predominately locked toilets and were on sports park which fell into the level of service. It depended on the classification of the site as to what the levels of service were. The Food Forest was an ecological link or neighbourhood park meaning the levels of service did not include a toilet and if supplied would have to go to the Council for approval. It could be argued that the Food Forest was used more regularly than other community facilities in Kaiapoi however staff were wanting to be risk adverse. C Brown commented the levels of service differentiated between recreation reserves and their catchment area. If the Food Forest Trust ceased to exist, the Council would then have to either take over maintenance or remove the toilet. The toilet would be beneficial however there were alternative options in the area.

P Redmond asked if staff would support the installation of a toilet if it was for private use and otherwise locked. G MacLeod replied there had been toilets like that in the past however they had ultimately fallen back onto Council to continue to maintain and operate. When a group like the Food Forest disbanded there was no ability for them to remove anything on the site as it was not generally covered by insurance.

A Blackie asked why staff were recommending to decline a temporary toilet. G MacLeod responded it was a risk adverse approach as a temporary toilet could easily become permanent. C Brown stated they were not opposed to a temporary toilet being used for events. C Taylor-Claude noted the recommendation was to decline a temporary toilet being installed in the interim while a permanent toilet was being built.

A Blackie questioned why it mattered if they were installing a private toilet. C Brown replied they could install a private toilet as long as they were comfortable they could afford to install and maintain it in the long term. The risk arose for Council when they were no longer able to look after it.

T Bartle noted there would already be contractors maintaining the other public toilets in the area and wondered what the cost would be to the Council if one more was added. C Brown responded staff would bring the information back.

P Redmond questioned if the issue of the toilet was different to the issue of the shelter if the Food Forest disbanded. C Brown stated a toilet was more expensive to install and maintain. If Council had to take on the shelter it would likely stay there until it needed to be replaced. Toilets cost the Council \$100,000s of dollars to install, connect to services and maintain. The difference was the replacement timeframe and cost. There were also much larger maintenance costs involved with a toilet than just a shelter.

R Keetley asked if the construction was a portable building did the issue resolve itself. C Brown noted it could potentially if the Food Forest had enough money or insurance to cover it.

Moved: N Atkinson

Seconded: A Blackie

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Lays** this matter on the table until further information is provided in regard to the provisions for maintaining the toilet's cleanliness ie any commitment from the Trust to manage this appropriately and clear costings for installation and maintenance especially if this became a Council asset in the future given there are two other public toilets in the vicinity that would need to be maintained.

**CARRIED**

6.3 **Parking Restriction Changes in the Kaiapoi Town Centre – V Thompson (Senior Advisor Business and Centres) and S Binder (Senior Transportation Engineer)**

V Thompson stated she was seeking endorsement for parking restriction changes in the Kaiapoi Town Centre. These changes had all gone through the Staff Parking Working Group.

A Blackie asked how many people parked for multiple days at the park-and-ride. V Thompson replied she was unsure however the request came from the Environmental Services Unit to enable a way to enforce the parking.

J Watson questioned why there were P120 parks in the park-and-ride. V Thompson answered there was a desire to put more P120 parks in the town centre many years ago. Originally the budget was for a P120 car park with the possibility to allocate some parks as all day parking on a charged basis however that did not eventuate.

R Keetley sought clarity on if visibility was covered in consenting process for the Fire and Emergency New Zealand (FENZ) building. V Thompson clarified it would have been covered in their consenting process as part of traffic management. She noted S Binder had come to a compromise with FENZ as they originally wanted it to extend further down. Staff did however understand trucks were higher which gave them an extra sight advantage.

R Keetley wondered if there was an issue at the Cattermoles Butchery for requested P15 parking. V Thompson replied she was unsure however as it was being recommended she imagined there had been issues with it being unrestricted.

N Atkinson asked if it was necessary to install no-stopping restrictions outside the FENZ building as there were many other businesses down Hilton Street that relied on this area for parking. V Thompson stated staff had compromised with FENZ regarding the no-stopping restrictions. N Atkinson further questioned if the changes on Hilton Street had been consulted with other businesses along the street. V Thompson answered they had not however if the Board wanted them to be consulted staff would undertake to do so.

Moved: N Atkinson

Seconded: T Bartle

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (b) **Receives** Report No. 231103176324.

*AND*

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the District Planning and Regulation Committee:

- (c) **Approves** the addition of four P120 parks and no-stopping lines at the Hilton Street frontage of the FENZ station to support the station's unobstructed access to Hilton Street.
- (d) **Approves** the addition of one P15 on-street park at 159-161 Williams Street, to support fast parking turnover for Cattermoles Butchery and Kaiapoi Super Seven Dairy.

- (e) **Approves** the application of a P120 restriction to the Tom Ayers off-street carpark to support short-stay visitor parking for proximity businesses in this area, including for Paris for the Weekend Café.
- (f) **Approves** the entirety of the Kaiapoi Central park-and-ride existing P120 carparks (x48) being converted to all-day park-and-ride parking.
- (g) **Approves** the addition of a three day maximum parking limit at the Kaiapoi Central park-and-ride to support Waimakariri District Council parking enforcement at the site.
- (h) **Requests** that all businesses in Hilton Street be informed of the restrictions prior to them being installed.

**CARRIED**

N Atkinson stated FENZ bought their site knowing about the traffic however saving lives took precedence and was necessary to support. He did however believe it needed public consultation of whole street.

T Bartle stated although he was not in favour of removing car parks from businesses these changes did need to happen.

#### 6.4 **Kaiapoi Main North Road Town Entrance – T Stableford (Landscape Architect)**

T Stableford stated she was seeking approval of the concept design for the Main North Road town entrance sign. The concept included raising the sign and removing the annual plant beds.

P Redmond questioned if staff considered raising the lettering on the existing sign. T Stableford stated it was considered however for the lettering to be seen adequately it would need to be raised two metres which was not possible on the existing sign.

S Stewart asked when staff were planning the consultation period for and T Stableford replied staff were looking to carry out consultation in February and would run for at least three weeks. J Watson queried the necessity to consult on this as everyone would have a different opinion on how they wanted the entrance to look.

S Stewart noted in Concept A there were three plant beds priced at \$30,000 and asked what the dimensions were and if anything else contributed to the high cost. T Stableford responded there was timber boxing at the base of the boxes and the costs were based off numbers received recently. The dimensions of the boxes were 20m by 5m. S Stewart then questioned if consideration was given to making this area a pollinator path. C Brown clarified this site had not been chosen to be a pollinated path but staff could look at species that provided food for birds.

J Watson sought information on how the consultation would be managed as everyone would have different ideas. T Stableford informed the Board they would only be going out with one option to the public. C Brown noted it was up to the Board to decide what went out to consultation however also highlighted there was no requirement to go out to consultation.

N Atkinson felt it was better to draw attention to the sign and not plants however an entrance went both ways. He asked if there was a price for getting a second sign made. C Brown stated there had not been pricing sought for a second sign.

Moved: A Blackie

Seconded: R Keetley

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. TRIM 231109179721.
- (b) **Approves** the Kaiapoi Main North Road Town Entrance conceptual scheme which will include:
  - i. Entrance Sign: Concept 2 (TRIM 231109180419)
  - ii. Avenue Tree Scheme (TRIM 231109180415)

- (c) **Notes** that the estimated cost of implementing the proposed scheme was \$75,000, which would be funded from the Kaiapoi–Tuahiwi Community Board General Landscaping budget. The budget allocated towards the project was \$75,810 which meant the estimated costs were within budget.
- (d) **Notes** that staff were currently carrying out investigations into the locations of services within the grass berm where additional Liquidambar trees were proposed, and the exact locations and quantities of trees may change prior to consultation being carried out.

**CARRIED**

S Stewart against

6.5 **Application to the Kaiapoi-Tuahiwi Community Board’s 2023/24 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe took the report as read. She noted the School was trying to separate the activities to help ensure health and safety.

Moved: A Blackie

Seconded: R Keetley

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 231107178672.
- (b) **Declines** the application from St Patricks School Parent-Teachers Association (PTA).

**CARRIED**

A Blackie felt PTA’s existed to raise money for their school and schools should be funded by the Ministry of Education.

N Atkinson stated if this was a health and safety concern it should be covered by the Ministry of Education

Moved: N Atkinson

Seconded: T Bartle

- (c) **Approves** a grant of \$750 to Community Watch Kaiapoi Inc towards replacement pad and battery for the patrol car Automated External Defibrillator (AED).

**CARRIED**

N Atkinson felt the Community Watch attended many events where an AED may be needed and was very important. T Bartle concurred.

**7 CORRESPONDENCE**

Nil.

**8 CHAIRPERSON’S REPORT**

8.1 **Chairperson’s Report for October and November 2023**

Attended Waimakariri Public Arts Trust meeting. Finalising planning for the Braided Exhibition.

Attended Pines and Kairaki Beaches Association meeting. Nick Chapman the General Manager of Te Kohaka o Tuhaitara Trust attended to explain the release of the Kairaki sections. Christmas drinks had been planned for 18 December 2023.

Attended Korero and Kai. Afghani Dinner at Baptist church hosted by Timebank Waimakariri and GLOW Waimakariri. There was a good turnout of locals as part of a three week anti-racism venture.

Assisted with judging of the Waimakariri Youth Group Art Awards.

Kaiapoi Community Garden Open Day was a successful event with a good turnout. Held a fundraiser through preserves sales and promotion of Garden to Table programme.

The Youth Development Grant had three applications received and two were successful.

Waimakariri Public Arts Trust had released a calendar as a promotional tool and it was also for sale as a fundraising mechanism.

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 4 October 2023.
- 9.2 Rangiora-Ashley Community Board Meeting Minutes 11 October 2023.
- 9.3 Woodend-Sefton Community Board Meeting Minutes 9 October 2023.
- 9.4 July 2023 Flood Event Response and Recovery – Forecast Costs and Funding Sources – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.5 Submission Emergency Management Bill – – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.6 Significance and Engagement Policy for Adoption – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.7 Submission: Government Policy Statement on Land Transport – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.8 Council Meeting Schedule January 2024 to December 2024 – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.9 Health, Safety and Wellbeing Report September 2023 – Report to Council Meeting 3 October 2023 – Circulates to all Boards.
- 9.10 Consultation on the Draft Speed Management Plan – Report to Council Meeting 17 October 2023 – Circulates to all Boards.
- 9.11 Approval of Design for Projects 1 and 3 of the Transport Choices Programme (Kaiapoi to Woodend and Woodend to Ravenswood Cycleways – Report to Utilities and Roading Committee Meeting 17 October 2023 – Circulates to Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards.
- 9.12 Eastern Districts Sewer Scheme and Oxford Wastewater Treatment Plan Annual Compliance Monitoring Report 2022-23 – Report to Utilities and Roading Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.13 July 2023 Flood Recover Progress Update – – Report to Utilities and Roading Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.14 Cam River / Ruataniwha Report – Report to Utilities and Roading Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.15 Adoption of Road Safety Action Plan 2023/24 – Report to Utilities and Roading Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.16 Aquatics October Update – Report to Community and Recreation Committee Meeting 17 October 2023 – Circulates to all Boards.

PUBLIC EXCLUDED

- 9.17 Updated Memorandum of Understanding Agreement and Outline Stage Plan with William Hill Consulting Ltd for the South MUBA Development – Report to Council Meeting 3 October 2023 – Circulates to Kaiapoi-Tuahiwi Board.

Moved: N Atkinson                      Seconded: T Bartle

**THAT** the Kaiapoi-Tuahiwi Community Board

- (a) **Receives** the information in Items.9.1 to 9.16.  
 (b) **Receives** the separately circulated public excluded information in item 9.17.

**CARRIED**

**10 MEMBERS' INFORMATION EXCHANGE**

**Philip Redmond**

- Σ Kainga Ora Briefing.
- Σ Waimakariri Health and Advisory Group.
- Σ Rangiora Art Society Spring Exhibition. Open night at Rangiora Borough School Hall. There was great art on display.
- Σ Enterprise North Canterbury Business Awards held at Mainpower Stadium.
- Σ Ronel's Cuppa at the Pegasus Community Centre.
- Σ Passchendaele Memorial Service at the Kaiapoi Cenotaph.
- Σ Drainage All Boards. Had a presentation from NIWA.
- Σ Paris for the weekend re-opening.
- Σ Road Safety Committee.
- Σ Community Service Awards. Presented the citation for Micheal Bates.
- Σ Solid Watse Working Party. Received an update on the transfer station.
- Σ Road Reserve Management Policy Hearing.
- Σ Mainpower Sports Awards.
- Σ Rangiora A&P Show.
- Σ Community Wellbeing North Canterbury Trust Annual General Meeting.
- Σ Waitaha Primary Health AGM. Mayor Gordon is Deputy Chair.
- Σ Local Government New Zealand in Wellington. Future for Local Government, Rural and Provincial.
- Σ Roading Profolio Update:
  - Construction Season Commenced.
  - Wind issues with fallen tress – resilience funding from Waka Kotahi.
  - Lees Valley slip scoped.
  - Traffic Choices Funding – paused pending change of government including Woodend-Kaiapoi cycleway.
  - Cycle Sense Training – 193 Students, seven schools including Woodend safety initiative.

### **Brent Cairns**

- Σ Homelessness – Riverside Church had provided intel and staff were working with ESU with the intent to develop an information resource that inspectors could use to support statutory obligations whilst informing and supporting people into alternative accommodation as required. A stakeholder group were working on better support for Pine Acres, alongside the work the Housing Response Working Group were undertaking around emergency transitional housing.
- Σ Civil Defence Welfare Response – Team assisted with outreach visits in affected communities and were actively involved in the Emergency Operations Centre (EOC). It was heartening to see outlying rural communities largely self-supporting.
- Σ Relationship Safety – Facilitated delivery of local professional development workshop for teachers, community, health and social services workers. Planning was underway for white ribbon events in November 2023.
- Σ Arts Strategy – draft content was completed however the Communications team was at capacity so the published version was yet to be completed.
- Σ Suicide Prevention and Mental Health – Over 700 locals, predominantly men, reached four events facilitated and/or supported by Nicola Trolove from the Community Team. Ensured strengths-based approach with practical tools to address stress and anxiety and the enabling of strong local referral paths where counselling was needed.
- Σ On Track Capacity and Capability Building – Suite continued with sessions in the new Incorporated Societies Act, Marketing and Promotion, Strategic Planning and support for managers in the volunteer sector. Full suite also included financial planning and monitoring, funding and funding plans, Health and Safety and good marketing.
- Σ Community Development Strategy Review – Engagement surveys developed with Communications Team working on the Let's Talk engagement. A community forum was planned for 29 November 2023.
- Σ Welcoming Communities had a new facilitator start.
- Σ National Safe Community Model – were trying to establish membership for a small working group. Public Health Association had agreed to umbrella whilst keeping the Kaupapa of Safe Communities Aotearoa separate. Would be hosting a national hui in Kaiapoi on 8 December 2023.
- Σ Down the back Paddock Rural safety Programme was continuing to build strong rural safety culture through local schools. Feedback from teachers and parents was that students were passing on safe practice advice to their parents.
- Σ Youth Development:
  - Disability Sporting Event was a huge success.
  - Good environment Planning and River Clean-up had 200 people attend.
  - Dudley Mural was almost ready to install. Was designed by Kaiapoi High School students.
  - Employment Expo, planned by Youth Futures was a success.
- Σ Mayor's Taskforce for Jobs – Over half of deliverables achieved in the first three months. Would continue to fill work-readiness gaps in the District.
- Σ Next Steps Website – received very positive feedback from the community partners and strong push on marketing across the district. External Funding had meant that radio ads, fridge magnets and bookmarks were now possible.
- Σ Kaiapoi Promotions worked with FunHQ to run a “spooktacular” event on 31 October 2023. In future years the event would grow into a three-part event. Unfortunately due to weather the event was cancelled.

- Σ The Sovereign Palms community group have currently raised over \$3000 towards the CCTV camera project.
- Σ Two Brown Girls Ltd were organising a 'Party at the Poi' event to be held in Norman Kirk Park.
- Σ Emergency Hub Launch at the Sterling.
- Σ The Kaiapoi Museum had been making enquires regarding a stairlift or wheelchair platform installed to access the stairs. The approximate cost would be up to \$52,000.
- Σ Pines Kairaki Beach are planning a Christmas event for 26 November 2023.
- Σ North Canterbury Neighbourhood Support Annual General Meeting was well supported.
- Σ Community Watch were struggling for membership.

### **S Stewart**

- Σ Long Term Plan workshop on the Mandeville Resurgence Channel. One option was for the resurgence channel to go into the old Eyre River. the flow on effects would then go through Silverstream into the Kaiapoi River. Another option was to divert the water into the Eyre River diversion and then to the Waimakariri River.  
N Atkinson stated Council did not know what the payment scheme would be. He had concerns regarding diverting the water to Kaiapoi however since the workshop staff he been investigating the idea of having the cut out be further down the Eyre River meaning it would not interact with Kaiapoi.
- Σ Waimakariri Biodiversity Trust held a strategic review session. There was still lots to achieve.
- Σ Environmental Volunteers Showcase in Victoria Park.
- Σ Speed Management Plan drop-in session in Kaiapoi was poorly attended.
- Σ Environment Canterbury was holding a full day workshop on their Long Term Plan at Mainpower Stadium on 24 November 2023.

### **R Keetley**

- Σ Attended monthly museum meeting. They had further discussion on a stairlift.  
N Atkinson asked if the museum had investigated what the Coastguard installed? R Keetley stated they had however it was not suitable.
- Σ Attended the St Barts 170<sup>th</sup> anniversary fete.

### **N Atkinson**

- Σ District Plan stream 7 would start in January 2024. The next deliberations would be on light and sound. Submission from Waka Kotahi and NZ Rail regarding 80m setbacks from rail corridors and some road corridors including some internal roads. Developers were finding it very hard with all the regulation changes.

### **T Bartle**

- Σ Community Service Awards.
- Σ Attended a Local Government New Zealand zoom call. Over 500 people could have been on the call only 36 attended two from Waimakariri. Six attendees were staff.



- Σ Coastal Drainage Advisory Group. NIWA report produced concerns about widening channels as budgets would not be enough.
- Σ North Canterbury Neighbourhood Support. Attended two A&P shows. Had doubled the numbers of households singed up this year.
- Σ Speed Management drop-in session.

### **A Blackie**

- Σ Road Reserve Bylaw Review Hearing.
- Σ Waimakariri Public Arts Trust 'BRAIDED' art display opened on 21 November 2023.
- Σ Kairaki sections were on the market. Received 50 expressions of interest in the first 24 hours.
- Σ Huria Reserve Committee was completing the designs for entrances.
- Σ Met with Belfast Kaiapoi Rotary Club regarding the River Carnival and they were interested in helping organise it. Funding had been promised from Enterprise North Canterbury and the Belfast Kaiapoi Rotary Club. Carnival would take place on 3 March 2024.

### **T Blair**

- Σ Darnley Club meeting.
- Σ North Canterbury Neighbourhood Support Annual General Meeting.
- Σ Attended the Community Garden Day, it was very good.

## **11 CONSULTATION PROJECTS**

### **11.1 Speed Management Plan 2023-27**

<https://letstalk.waimakariri.govt.nz/speed-management-plan-2023-27>

Consultation closes on Monday 27 November 2023.

### **11.2 Let's Pick a Path – Environment Canterbury**

<https://haveyoursay.ecan.govt.nz/hub-page/pick-a-path-ourfuture>

Consultation closes Sunday 3 December 2023.

## **12 BOARD FUNDING UPDATE**

### **12.1 Board Discretionary Grant**

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

### **12.2 General Landscaping Budget**

Balance as at 31 October 2023: \$26,790.

## **13 MEDIA ITEMS**

#### 14 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

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

Moved: A Blackie

Seconded: T Bartle

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

Item 14.1 Confirmation of Public Excluded Minutes of Kaiapoi-Tuahiwi Community Board meeting of 18 September 2023.

Item 14.2 Kaiapoi Night Market Proposal.

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
14.1 Confirmation of Public Excluded Minutes of Kaiapoi-Tuahiwi Community Board meeting of 16 October 2023	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
14.2 Kaiapoi Night Market Proposal	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons, maintain legal professional privilege and enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(a),(g) and (i)).

**CARRIED**

#### **CLOSED MEETING**

*The Public excluded portion of the meeting was held from 6.08pm to 6.45pm*

#### **Resolution to resume open meeting.**

Moved: J Watson

Seconded: T Bartle

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

**CARRIED**

#### **OPEN MEETING**

15 **QUESTIONS UNDER STANDING ORDERS**

16 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 11 December 2023 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 6.46PM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

<b><u>Workshop (6.46pm to 7pm)</u></b>
Σ <i>Members Forum</i>



### 3.4 **Notes of the Woodend-Sefton Community Board Workshop – 13 November 2023**

Moved: I Fong                      Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the notes of the Woodend-Sefton Community Board Workshop held on 13 November 2023.

**CARRIED**

## 4 **DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY**

Nil.

## 5 **ADJOURNED BUSINESS**

Nil.

## 6 **REPORTS**

### 6.1 **School Road Drainage Upgrade – J Recker (Stormwater and Waterways Manager) and M Henwood (Project Engineer)**

J Recker provided a brief update on the progress with the investigation work for the School Road drainage upgrade and sought approval for the proposed solutions to flooding at 10 School Road, Woodend.

B Cairns noted his concern that this seemed to be an expensive solution for the benefit of only one property. J Recker explained that flooding in the area had been an ongoing problem since the June 2019 flood event and that the stormwater system was due for an upgraded as it did not meet the one-in-five year primary network stormwater level of service.

B Cairns also questioned what measures the owner had taken to mitigate flooding on his property. J Recker replied that a drain had been installed and earthworks had been carried out to redirect the water flow.

B Cairns then asked if a pump or sandbags had been employed and J Recker confirmed that on occasion the Council had supplied a pump to the resident and sandbags had also been used in the past.

S Powell commented that on occasion the Woodend Community Centre carpark had flooded due to flooding in School Road and noted this was a concern as the Centre was an emergency evacuation area. She questioned how Gibbs Road factored into the proposed work. J Recker explained that Gibbs Road would take the secondary flow.

A Thompson was concerned on how this project would be perceived by the public as there were other properties being flooded on the eastern side of State Highway One, which were not receiving the same level of service. He queried if the Council was being pro-active in identifying other areas which did not meet the required level of service. J Recker replied that service requests during flooding events were what alerted staff to areas of concern and prompted further investigation.

I Fong queried if the resident had been informed of what the preferred solution was and J Recker replied in the affirmative.

B Cairns suggested that the report should be left to lie on the table until further information was provided regarding other areas of concern and an analysis of services requests. The Chairperson noted that this report would be presented to the Council the following day and as they were the budget holders would be reluctant to delay the report. However, suggested that the Board, if they so wished, could include an additional recommendation regarding the Board's concern for setting a precedent. S Powell also noted that flooding affected other areas of School Road and not only 10 School Road. This work would redirect water before it flowed down School Road or ponded causing localised flooding.

R Mather noted that by not meeting the one-in-five year primary network stormwater level of service, the Council became responsible for other flooded areas and queried why this particular area was been attended to when others were not. J Recker advised that this area had been scheduled for upgrading for some time, and the Council had already earmarked budget for the work, however, the longer this project was delayed the more expensive the solution became.

Moved: S Powell

Seconded: I Fong

**THAT** the Woodend-Sefton Community Board:

(a) **Receives** report No. 230324041614.

*AND*

**THAT** the Woodend-Sefton Community Board recommends:

**THAT** the Council:

(b) **Receives** report No. 230324041614.

(c) **Approves** the proposed solution, subject to the consideration of recommendation (j), to:

- i. Improve the primary network capacity by piping flows to the existing network at Main North Road near Gladstone Road to meet the 5-year level of service.
- ii. Improve the secondary flow path at the driveway of 10 School Road noting that this would mitigate the secondary flow overtopping the driveway in heavy rainfall events.

(d) **Approves** an additional budget of \$126,000 in the 2023/2024 financial year to the Stormwater LOS (PJ 101517.000.5123) budget, for the construction of the School Road Drainage Upgrade. This would give a total budget of \$541,000.

(e) **Notes** that the estimate for this work (including a 20% project contingency, and all associated fees) is \$541,000, while the current budget allowance was \$415,000.

(f) **Notes** that the additional budget for 2023/2024 would increase the Coastal Urban Drainage rate by approximately \$3.00 or 1.2% per property from 2025/26 onwards.

(g) **Notes** that a piped solution would improve the level of service in School Road meeting Waimakariri District Council's one-in-five-year primary system requirement set out in the Engineering Code of Practice.

(h) **Notes** that the secondary flow path would be altered (subject to the approval of the 10 School Road property owner) to flow southwards over the crown of the road away from the east driveway of 10 School Road. This was expected to prevent secondary flow overtopping the driveway in significant storm events.

(i) **Notes** that for higher intensity rainfall events there was limited freeboard provided and therefore the flood waters overtopping the driveway may not be prevented, beyond the design events stated.

(j) **Request** the Council to consider the precedent that may be set by the solution, detailed in in recommendations (c) and (d), for other properties who do not meet the one- in-five-year level of service.

**CARRIED**

B Cairns against

B Cairns pointed out that there were many other areas where properties were regularly flooded which probably also did not have stormwater drainage that met the one-in- five year level of service.

S Powell noted that she did not wish to delay the decision, however, by drawing the Council's attention to the Board's concerns she believed was the most prudent way forward.

6.2 **Northern Pegasus Bay Bylaw Review – Hearing Panel Representation – S Docherty (Senior Policy Analyst)**

S Docherty was in attendance to provide the Board with an update on the progress and public consultation of the Northern Pegasus Bay Bylaw review. She requested that a Board representative be appointed to sit on the Northern Pegasus Bay Bylaw Hearing Panel. In speaking to the public consultation, S Docherty explained that corflute signage would be placed at appropriate locations which would include QR codes which would take residents directly to the appropriate page on the Council's website. Staff would also liaise with the public on the beaches during the holiday season. Staff were keen to capture any issues, however, would also like to hear about what was working well with the current bylaw.

B Cairns queried if a bylaw could restrict all recreational vehicles access to beaches during breeding season for the bird colonies in the area. S Docherty stated that the current bylaw already did that.

A Thompson noted that bylaws were 'toothless' and it was near impossible to prosecute offenders, however, the situation was improving through continued education by rangers.

S Powell noted that M Paterson, who was unable to attend the meeting, had shown an interest in serving on the Northern Pegasus Bay Bylaw Hearing Panel, she also put her own name forward.

A Thompson, who currently was a member of the Northern Pegasus Bay Bylaw Advisory Group also requested consideration.

R Mather asked if the date and venue of the hearings was currently known, and S Docherty replied that no time or date had yet been set, as it depended on how many submissions were received.

Moved: R Mather

Seconded: I Fong

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 231114182742.
- (b) **Appoints** Board Member S Powell, to the Northern Pegasus Bay Bylaw 2016 (amended 2023) Hearing Panel to hear submissions on the Bylaw and to recommend decisions to the Council (meeting dates to be confirmed).
- (c) **Notes** that this consultation would inform development of a Statement of Proposal for the Proposed Northern Pegasus Bay Bylaw 2024. The Statement of Proposal would be made available to the wider public for input through the Special Consultative Procedure required by the Local Government Act 2002.
- (d) **Notes** that the Northern Pegasus Bay Bylaw 2016 (amended 2023) would not be required to be formally reviewed for another 10 years.

**CARRIED**

A Thompson against

S Powell thanked the Board for her nomination and appointment and S Docherty for her work and noted that she would also be working with the Board on the Woodend Pegasus Area Strategy in the near future.

6.3 **Installation of Field Lights, Gladstone Park – K Howat (Parks and Facilities Team Leader)**

K Howat provided a brief overview of the Woodend Rugby Club's request for field lights on the number three field at Gladstone Park. He confirmed that the funding had been already raised through community grants and the lights would be paid for by the Club with no financial cost to the Council.

R Mather noted that the information sheet to go out to residents may need to be reviewed prior to it being distributed and requested that some explanation of the term 'LUX' be included for those who did not know what was meant. She also queried what the process would be if a resident was against the installation of the lights. K Howat advised that the Council would work with residents to address any concerns that they may have and to come to an agreement for a way forward.





S Powell noted that the pool was a community facility which was managed by the school. She also noted that ensuring that rural pools were operative took pressure off water education at public pools.

## 7 CORRESPONDENCE

### 7.1 Pegasus Shallow Groundwater Monitoring - J Recker (Stormwater and Waterways Manager)

J Recker gave a brief overview of the memo regarding groundwater monitoring in Pegasus.

In response to a question from A Thompson, J Recker advised that the piezometers would be installed shortly and there would be relevant data obtained within a few months, however, it was intended that the metres would be left in place for approximately two years.

S Powell queried if the residents had been informed of the project and J Recker stated that they would be speaking to residents the following week.

Moved: S Powell                      Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the memorandum regarding Pegasus Shallow Groundwater Monitoring (Trim 231123188023).

**CARRIED**

## 8 CHAIRPERSON'S REPORT

### 8.1 Chairperson's report for October 2023

<i>Events attended</i>	<i>Community Feedback/Issues Raised</i>
Chairs and Deputy Chairs meeting with Mayor	An opportunity to catch up with each other and the Mayor, and where things are at
All Boards Briefing	Heard more about the Mayor's taskforce jobs programme, arts strategy, and project communication plans
Pre-meeting briefing	A run through the agenda and catch up on general matters
WSCB monthly meeting	Regular meeting
Ronel's Community Cuppa, Waiora Links Community Trust	Entertaining and enlightening presentation on recycling from Lesley Ottey of Eco Educate. Very well attended, and good to catch up with locals. A couple of issues to follow up on.
Waimakariri Access Group	Regular monthly meeting. The North Canterbury Inclusive Sports Festival was held on 29 <sup>th</sup> September but unable to attend which was disappointing as I had helped to organise it. I'm told it was a great day with lots of great photos.
Volunteered at Pegasus Community Centre	As usual the book cave was popular. Questions about safety at the Pegasus/Ravenswood roundabout and the Woodend bypass.
Council briefing with Taumata Arowai	Thanks for the invite to hear from the Water Regulator. Good to keep up-to-date on this
Met with concerned resident	Concerns around Lake Pegasus and algal blooms
Planting morning at Waikuku Beach	Great to have the Student Volunteer Army there and some locals to help out with the planting
Meeting with Waka Kotahi	Organised by the Mayor to get an update on projects including the Woodend Safety Improvements and the impact if the Woodend Bypass is funded
Big issue for the month was the spill into Saltwater Creek and the impact was not good. Kept up-to-date by ECan but locals concerned about the time taken to announce the results from their testing.	
Main issues raised by residents were:	
Σ Any decision on where the Pegasus community centre is going – explained the process	

- ∑ What is happening with the youth space promised for Pegasus
  - ∑ Waka Kotahi planned SH1 safety improvements and the Woodend Bypass – will it go ahead with both major political parties saying it will. Where does it go
  - ∑ Ongoing concerns around safety for pedestrians and cyclists at SH1/Pegasus/Ravenswood roundabout
  - ∑ Pegasus Lake trial results
  - ∑ Horses being ridden on footpaths in Pegasus
- The track formed by cutting fence wire and destroying planting from Kaiapoi Pa Road through to Pegasus being used by motorcyclists, quad bikes and four wheel drives.

## 8.2 **Chairperson's Report for November 2023**

S Powell took her November report as read and in response to R Mather's query on an update regarding the Woodend Pegasus Area Strategy she noted that the timing of the proposed Woodend Bypass could have an impact on how the review of the Strategy was progressed. Consideration would be given on how to ensure a vibrant environment for businesses in the area which relied on passing traffic however there were many destination businesses in Woodend which should not be unduly affected.

S Powell informed the Board that Ravenswood Central had signed a conditional agreement for a medical centre which was a positive development for the area.

S Powell also informed the Board that the first Pegasus Community Centre Steering Group meeting would be held the following week.

Moved: S Powell

Seconded: I Fong

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 231127190020).

**CARRIED**

## 9 **MATTERS FOR INFORMATION**

- 9.1. Kaiapoi-Tuahwi Community Board Meeting Minutes 16 October 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 8 November 2023.
- 9.3. Commissioner Recommendation Private Plan Change 31 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.4. Adoption of Road Reserve Management Policy – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.5. Adoption of Waimakariri District Community Outcomes – Report to Council Meeting 7 November 2023 - Circulates to all Boards.
- 9.6. Adoption of Waimakariri District Strategic Priorities – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.7. Waimakariri Economic Development Strategy for Adoption – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.8. Health, Safety and Wellbeing Report October 2023 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.9. Annual Report for Enterprise North Canterbury for the year ending 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.10. Enterprise North Canterbury (ENC) Strategic Plan Update – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.11. Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.

- 9.12. Water Quality and Compliance Annual Report 2022-23 – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.13. Cam River / Ruataniwha Report – Report to Utilities and Roothing Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.14. July 2023 Flood Recovery Progress Update – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.15. Roothing and Transport Activity Update – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.

Moved: B Cairns

Seconded: A Thompson

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the information in Items 9.1 to 9.15.

**CARRIED**

## 10 **MEMBERS' INFORMATION EXCHANGE**

### **Ian Fong**

- Σ Woodend School Fair – queries on Woodend Bypass and speed management.
- Σ Coastal Drainage Advisory Group – Waikuku flooding – new pump stations, upgraded drain maintenance plan which were now over budget.
- Σ Sefton Hall Committee AGM – Paul Lohead appointed Chairman.
- Σ Sefton Hall Committee meeting – Council staff attended to get an update. Plans needed to be amended due to Fire Regulations and should be completed in December 2023.
- Σ Pegasus Residents Group meeting – Concern for lack of lighting along Pegasus Boulevard near golf course. Noted increased foot traffic, mainly teenagers, in the area at night.  
Suggested that the Pegasus Residents Group make a submission to the Council's 2024/34 Long Term Plan (LTP) requesting better street lighting in the area and also to submit service requests to ensure this has a history of concern raised when the Council considers the matter during the LTP process.

### **Rhonda Mather**

#### October

- Σ Attended a Greypower meeting.
- Σ Woodend-Sefton Community Board meeting – A positive meeting with decisions made on a number of community amenities.
- Σ Ronel's Community Cuppa – Guest speaker David Ayers gave a well-received presentation on the development history of Pegasus.
- Σ Waimakariri District Council Community Networking Forum – Good turnout of social service organisations exchanging information and discussing current trends.
- Σ Community Service Awards – It was a pleasure and a privilege to be part of honouring the diverse range of people who gave so much to the communities and expect so little in return.
- Σ Waiora Links Community Trust Board meeting
  - Currently working on funding applications and end of year events. All four Trustees attended the Kia Rite Hoea event planning course being run as part of the Waimakariri District Council Community Team's On Track workshop series.
  - An additional Trust Board meeting to formalise the appointment of an Accountant to do the annual accounts (free of charge).
  - Compiled Waiora Links Community Trust page for The Woodpecker
- Σ National Community Board's Hui – held via Zoom.
- Σ Volunteer Co-ordinators' Group – Facilitated by Waimakariri District Council Community Team and attended by co-ordinators of volunteers. Discussion was mostly around organising the 2024 Volunteer Expo and ways to recognise and reward volunteers.

November

- Σ Attended a Greypower meeting.
- Σ Ronel's Community Cuppa - The guest speaker was Justin Hartley from Ray White Pegasus.
- Σ Community Networking Forum - Held at the Rangiora memorial Hall. There was a good turnout of social service organisations exchanging information and discussing current trends.
- Σ Waiora Links Community Trust Board meeting.
  - The Waiora Links Community Trust Christmas Community Cuppa would be held at the Woodend Community Centre on at 10am on Wednesday 13 December 2023. Woodend School would provide the entertainment. Special guests would include Mayor Dan Gordon and Santa. Woodend-Sefton Community Board members were invited to attend.
  - Compiled Waiora Links Community Trust page for The Woodpecker.
  - Attended a variety of other meetings on behalf of Waiora Links Community Trust to discuss future activities.
- Σ Volunteers Coordinators Group. Facilitated by Waimakariri District Council Community Team and attended by coordinators of volunteers. Discussion was mostly around organising the 2024 Volunteers Expo and ways to recognise and reward volunteers.
- Σ Reported tree damage in Infinity Drive walk/cycle track area after storm.
- Σ Attended a variety of other meetings on behalf of Waiora Links Community Trust to discuss future activities.

**Philip Redmond**October

- Σ Kainga Ora Briefing.
- Σ Waimakariri Health Advisory Group.
- Σ Rangiora Art Society Spring Edition - Open night at Rangiora Bourgh School Hall. Great art on display.
- Σ Enterprise north Canterbury Business Awards.
- Σ Ronel's Cuppa.
- Σ Passchendaele Memorial Service at the Kaiapoi Cenotaph.
- Σ Drainage All Boards meeting. Received a presentation from NIWA.
- Σ Paris for the Weekend re-opening.
- Σ Road Safety Committee.
- Σ Community Service Awards. Read the citation for Micheal Bates.
- Σ Solid Waste Working Party. Transfer Station update.
- Σ Road Reserve Management Policy Hearings.
- Σ MainPower Sports Awards.
- Σ Community Wellbeing North Canterbury Trust Annual General Meeting.
- Σ Waitaha Primary Health Annual General Meeting. The Mayor is Deputy Chair.
- Σ Local Government New Zealand in Wellington. Future for Local Government and Provincial.
- Σ Construction season commenced.
- Σ Wind issues with fallen trees – received resilience funding from Waka Kothai.
- Σ Lees Valley slip scoped.
- Σ Traffic Choices Funding – paused pending change of government including Woodend-Kaiapoi cycleway.
- Σ Cycle Sense Training – 193 students, seven schools including Woodend safety initiative.

November

- Σ Local Government New Zealand meeting in Wellington – discussion of finished floor flood levels in provincial rural areas.
- Σ Speed Management Plan Drop in sessions – poorly attended other than in Kaiapoi.

- Σ Robel's Cuppa – Wairora Links Community Trust. Christmas event at Woodend Community Centre with Mayor and Santa as special guests on 13 December 2023.
- Σ Viva City Video presentation – Data collection using AI on near misses.
- Σ Christchurch City Council – People, Places and Parking workshop - The role of parking in cities and alternatives. Presenters from Complete Streets and Transport Planning.
- Σ Environmental Volunteer Showcase - Victoria Park, environmental groups, ecology activities games etc – poorly attended by great event.
- Σ District Licensing Committee – training session.
- Σ North Canterbury Sport and Recreation Trust AGM and monthly meeting - Successful year, good gym numbers. Exploring other opportunities.
- Σ PT Futures - Discussion with ECan Chair and staff. LTP discussion average bus fare \$11,00 Pegasus to Rangiora \$32.00. In Christchurch \$6.00. Waimakariri 51% - user \$2.00 and ratepayer balance. Discussed Oxford and orbiter services as options and investigate.
- Σ Waimakariri Public Arts Trust – exhibition in Council foyer with the theme Braided.
- Σ Roding field trip to Lees Valley
- Σ Woodpecker Christmas Event
- Σ CCTV meeting at Pegasus
- Σ Site inspection – Williams Street – floor level heights 2.7 to 3.2m above datum.
- Σ Ecan Summit – MainPower Stadium, Climate focus
- Σ Kaiapoi Fire Station Official Opening - GST \$8 million. The brigade attends about 250 incidents per annum.
- Σ Royal Commonwealth Society Christmas Lunch – at Riccarton House.
- Σ Ashley River Rating District Meeting.
- Σ Cones Road Drainage Group Meetings.
- Σ Two committee meetings
- Σ Four briefs and workshops (mainly LTP focused)
- Σ One council meeting
- Σ Four portfolio meetings
- Σ Two Community Board meetings

### **Brent Cairns**

#### October

- Σ Homelessness – Riverside church had provided intel and we were working with ESU, with the intent to develop an information resource that their inspectors could use, to support their statutory obligations, whilst informing and supporting people into alternative accommodation, as required. A stakeholder group (Police, MSD, SSW, Faith Sector agencies) were working on better support for Pine Acres, alongside the work that the Housing Response Working Group had undertaken around Emergency and Transitional Housing. My housing report would be supported by a presentation from the Housing Response Working Group, and this would be discussed as part of that presentation.
- Σ Civil Defence Welfare Response – Team assisted with outreach visits in affected communities and were actively involved in the EOC. Heartening to see outlying rural communities largely self-supporting.
- Σ Alcohol and Drug Harm – Presentation would accompany delivery of my report.
- Σ Relationship Safety – Facilitated delivery of local Professional Development Workshop for teachers, community, health and social services workers. Planning underway for White Ribbon events in November 2023.
- Σ Arts Strategy – Draft content was attached to my report, however Comms are currently at capacity, so had not yet been able to complete the published version. The 'look' I have requested is similar to Whanganui.  
<https://www.whanganui.govt.nz/files/assets/public/v/1/strategies/whanganui-district-council-arts-and-culture-strategic-plan-2019-2029-reduced-size.pdf>

- Σ Suicide Prevention and Mental Health – Over 700 locals, predominantly men, reached with four events facilitated and/or supported by Nicola Trolove from Community Team. Ensured strengths-based approach with practical tools to address stress and anxiety and the enabling of strong local referral paths, where Counselling needed.
  - Sports Sector Workshop, featuring Crusaders Manager
  - Education sector workshop
  - Tradie Breakfast,
  - Council staff workshop
- Σ On Track Capacity and Capability Building – Suite continued with sessions on the new Incorporated Societies Act, Marketing and Promotion, Strategic Planning, and support for managers in the volunteer sector. Full suite also included financial planning and monitoring, funding, and funding plans, Health and Safety and good marketing.
- Σ Community Development Strategy Review – engagement surveys developed, with Comms working on the ‘Let’s Talk’ engagement, to begin shortly. Community Forum planned for 29 November 2023.
- Σ Welcoming Communities – New Facilitator started this week. Building relationships and consideration of framing a plan.
- Σ National Safe Community Model – Community Team Manager on small working group to establish a membership model. We are delighted to have received agreement from Public Health Association to umbrella, whilst keeping the kaupapa of Safe Communities Aotearoa (holding name) separate. We are hosting a national hui, in Kaiapoi on 8 December 2023 to:
  - Σ Celebrate successes.
  - Σ Rebrand Safe Communities- given that resilience and wellbeing are key priorities, over Injury Prevention
  - Σ Bicultural partnership approach
  - Σ Preliminary Strategic Planning – Vision, Purpose, Goals
- Σ Down the Back Paddock Rural Safety Programme continued to build strong rural safety culture, through local schools. We continued to hear from teachers that the feedback from parents was that children passed on ‘safe practice’ advice to parents. Staff were considering a broad evaluation of this in the coming year.
  - Youth Development
  - Disability sporting event a huge success
  - Good environmental planning and River Clean-up had 200 people attend.
  - Dudley Mural almost ready to install, thank to Kaiapoi High students and design from young people from across the District.
  - Employment Expo, planned by Youth Futures, led my Emily, a success.
- Σ Mayor’s Taskforce for Jobs – Over half of deliverables achieved in the first three months. Continued to fill work-readiness gaps across the District.
- Σ Next Steps Website – Admin supported by Community Team Admin (updates and monitoring). Some very positive feedback from community partners and strong push on marketing across the district. External funding had meant that we can do radio ads, fridge magnets, bookmarks, etc.

## November

- Σ Attended Community CCTV camera meeting in Pegasus. Already the account had \$100 raised. Funds were being held by North Canterbury Neighbourhood Support; they had separate accounts for all of the communities that wanted cameras.
- Σ Community Development Forum, well run, great ideas came from the meeting. Collation of feedback would be going out in the next few weeks for additional feedback.
- Σ Invited to attend NZRT12 Christmas event, all volunteers, responding to weather events within the district and throughout NZ.
- Σ All Together Kaiapoi monthly meeting – Waitangi Day was in the planning phase along with welcome bags being delivered to 120 new residents.
- Σ Attending Model Boat racing on Pegasus lake
- Σ Attended North Canterbury Neighbourhood Support monthly meeting, finalising strategy and action plans for next year and five years.
- Σ Visited Te Mataura School in Rangiora, wanting a food forest on site.
- Σ Attended Kaiapoi Christmas parade, well attended, well run event, would be looking like turning a profit as they sold for \$5 wrist bands for children to go on all the activities.
- Σ Ronel's Cuppa, always fun to attend.
- Σ Attended Food Secure North Canterbury forum, as well as their monthly meeting, would be looking forward to supporting the creation of how to/educational videos and events, lobbying initiatives that helped with food insecurity, connecting groups etc.
- Σ Attended Williams Street Councillor gathering to consider/discuss new building heights.
- Σ Attended Migrants meeting, one of the discussion points – what the likes of Queenstown are doing in welcoming people to the community.  
[https://www.qldc.govt.nz/media/odta1yxq/qldc\\_welcoming-communities\\_summary-of-feedback\\_sep22\\_final-web.pdf](https://www.qldc.govt.nz/media/odta1yxq/qldc_welcoming-communities_summary-of-feedback_sep22_final-web.pdf)
- Σ Have attended many meetings about Promotions Associations and the way forward along with sitting in with Kaiapoi Promotions and get a handle on how things were done.
- Σ Auckland Council staff member visited to gather information about the process from our point of view when we were red zoned. Auckland were about to start making house and land offers to people in flood prone and at risk areas. For those interested view the handbook on how they are going to manage the process - <https://www.aucklandcouncil.govt.nz/recovery-extreme-weather-disasters/Documents/homeowner-handbook-november-2023.pdf>
- Σ Attended highest attended speed management drop in session.
- Σ Attended Dudley Park opening of the new amenities that had been installed. Youth Council had done an amazing job of leading this project. The Waimakariri Youth Council had been given some funding by the Council to look at developing the space around Dudley Skate Park. The aim was to brighten up the space and encourage people to use it more to hang out, put on entertainment and generally have a more community friendly feel about it.
- Σ The Youth Council do have some ideas of their own like:
  - An entertainment space
  - Seating
  - Charging bench
  - Free Wifi

## **11 CONSULTATION PROJECTS**

Nil.

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

Balance as at 30 November 2023: \$3,660.

**12.2 General Landscaping Fund**

Balance as at 30 November 2023: \$13,680.

**13 MEDIA ITEMS**

Funding applications and bike racks at Pegasus Beach.

**14 QUESTIONS UNDER STANDING ORDERS**

Nil.

**15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

**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: S Powell

Seconded: R Mather

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

- 16.1 Confirmation of Public Excluded Minutes of the Woodend-Sefton Community Board meeting on 9 October 2023.

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 Public Excluded Minutes of the Woodend-Sefton Community Board meeting on 9 October 2023.	Good reason to withhold exists under section 7	To Protect 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**

*The Public Excluded portion of the meeting took place between 6.54pm and 6.57pm.*

**OPEN MEETING**

Moved: S Powell

Seconded: I Fong

**THAT** open meeting resumes and the business discussed with the public excluded remains public excluded until the negotiations are completed.

**CARRIED**

**NEXT MEETING**

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Tuesday 13 February 2024 at the Sefton Public Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 6.57pm.

**CONFIRMED**



\_\_\_\_\_

Chairperson

\_\_\_\_\_

Date

**MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE OXFORD TOWN HALL, MAIN STREET, OXFORD ON WEDNESDAY 6 DECEMBER 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), K Howat (Parks and Facilities Team Leader), S Morrow (Rates Officer – Property Specialist), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

There were seven members of the public present.

**1. APOLOGIES**

There were no apologies.

**2. PUBLIC FORUM**

**2.1. Cassandra Walker**

C Walker asked the Board what was happening with the boil water situation in Oxford. She understood that there was a problem with one of the wells.

G Cleary explained that the Council was doing two things at the water headworks site in Domain Road. One was that it was building a new UV treatment plant, where all the water would pass through UV lamps and would give the Council compliance with the drinking water standards. The second was that the Council was drilling another well. There were currently two wells on the site and the Council was building third this meant there were two contractors on site, one working on the UV plant and one drilling the well. Council had a lot of monitoring equipment at the headworks to check chlorine levels and turbidity. Turbidity was responsible for the cloudiness of the water. Council had detected some high turbidity of the water supply, while the site work was proceeding. This had come as a surprise as when contractors had drilled the second well have did not have any issues. The advice the hydrogeologists gave was that drilling should not have occurred however once turbidity had occurred the Council was required to issue a boil water notice for two reasons. One because there was something happening in the water that Council was uncertain of the cause and the other was that the turbidity itself could impact on the effectiveness of the chlorine. Council was testing for bacteria every day however the result took 24 hours to come back, therefore the Council needed to take a safe approach with the removal of the boil water notice. Since the boil water notice was issued Council had not found any bugs in any of the samples and the turbidity had dropped off and Council had continued work on the development of the well. Staff were optimistic that the boil water notice would be lifted before Christmas.

**3. CONFLICTS OF INTEREST**

There were no conflicts declared.

#### 4. **CONFIRMATION OF MINUTES**

##### 4.1. **Minutes of the Oxford-Ohoka Community Board meeting – 8 November 2023**

Moved: P Merrifield                      Seconded: T Fulton

**THAT** the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 8 November 2023, as a true and accurate record.

**CARRIED**

##### 4.2. **Matters Arising (From Minutes)**

There were no matters arising.

##### 4.3. **Notes of the Oxford-Ohoka Community Board Workshop – 8 November 2023**

Moved: P Merrifield                      Seconded: N Mealings

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the circulated Notes of the Oxford-Ohoka Community Board workshop, held on 8 November 2023.

**CARRIED**

#### 5. **DEPUTATIONS AND PRESENTATIONS**

##### 5.1. **Judith Roper-Lindsay**

J Roper-Lindsay provided the Board an overview of the background of the Waimakariri Biodiversity Trust (The Trust). The Trust was formed following Waimakariri Water Zone Committee discussions regarding the lack of assistance there was for members of the community to protect and enhance indigenous biodiversity on a voluntary basis. The Trust had charitable status since mid-2022. The Trust had eight Trustees and herself as chairperson. The Trust received establishment funding from the Council's Land and Water Committee of \$20,000 and \$5,000 from Environment Canterbury's Zone Committee. It had also received an additional \$20,000 from the Council's Utilities and Roding Committee for operational and Zone Committee project funding. The Trust had a vision and purpose to see vibrant, healthy, connected, indigenous ecosystems valued across the Waimakariri District and to provide the necessary information, education, and resources to enable the community to protect, restore, create and sustainably manage indigenous biodiversity in the Waimakariri District. The Trust had worked with Compass FM and the media and were building relationships with existing groups such as the Ashley Rakahuri Rivercare Group, the Hurunui Biodiversity Trust, Waimakariri Irrigation Limited, Waimakariri District Council and Environment Canterbury.

L Barltrop provided the Board with an overview of the current projects the Trust was working on which included working with Daiken on a wetland area, running the Winter Series 2, assisted with the Fernside Wetland and Hunter Stream initiatives, working with Enviroschools, Waimakariri Irrigation Limited, Kaiapoi East Residents Association and the Trust had also submitted an application to the Waitaha Action to Impact Fund to hopefully restore a pond in Waikuku Beach.

J Roper-Lindsay noted that the Trust appreciated the funding from the Council. They had a good relationship with the Council's ecologists, who they met regularly to exchange information which people had passed on to them and to keep them updated on what the Trust was involved with. They had started conversations with the Pest Free Waimakariri about getting involved with pest control. They offered support to the Council with its projects such as the Lineside Road project and Mahinga Kai project in Kaiapoi.

N Mealings requested that the Trust contact the Board when they did the planting project at View Hill School for the Canterbury Mudfish. L Barltrop noted they had been told that the mudfish were doing very well.

S Barkle noted that the Trust did projects on farm and asked if they had discussions with Waimakariri Irrigation Limited (WIL) about doing more along its Stockwater races. She noted that there were a lot of Stockwater races that were redundant but still existed, however lifestyle owners and farmers tended to spray along the sides of them to keep them maintained whereas planting the right plants would be a better way to maintain. J Roper-Lindsay replied the Trust had talked to WIL generally regarding the freshwater legislation to ensure right plants were used on the edges of streams. They had given them some general advice however did not have a project to deal with practicalities.

T Fulton noted that J Roper-Lindsay had mentioned willow removal and interaction with pest control. He queried if the Trust were being asked to do jobs that may have previously been within the realm of Environment Canterbury. J Roper-Lindsay thought that the Waikuku Beach pond was a Council initiative. She noted that it was a joint application with the Council to the Environment Canterbury fund.

## 6. **ADJOURNED BUSINESS**

Nil.

## 7. **REPORTS**

### 7.1. **Wolffs Road Suspension Bridge Refurbishment Options – K Howat (Parks and Facilities Team Leader)**

K Howat spoke to the report noting that it followed on from a workshop held with the Board in July 2023. He provided the Board with an overview of the options.

N Mealings noted that with options three and one the \$408,000 was irrespective. If Council were to disestablish the bridge superstructure but leave the towers, it could later be refurbished. K Howat agreed however one of the challenges of community funding was that it took time.

S Barkle asked if the \$408,000 had been accounted for in the Council's Long Term Plan. K Howat noted that it had not. S Barkle asked if the cables were in good enough condition if they could be kept in storage for future use. K Howat was unsure and would need to confirm with the engineering company. G Cleary suggested that it would be a challenging exercise and probably not cost effective and would include dismantling them from the structure, coiling them into a shape that would allow them to be transported and sourcing a suitable storage location. S Barkle asked if the cables were disposed of would they be worth any money as scrap and could that money be put towards the cost of one of the options under discussion. G Cleary noted that you could, however was not optimistic that there would be much profit left after transport etc.

S Barkle stated she was conflicted regarding this project as it was a lot of money which could go a long way in other areas, however this was a historical piece of the community. She asked if there was a way that we could keep the history alive without having to keep the bridge as a structure. She suggested creating a type of monument using one of the towers with an information board and a car park to recognise the bridges significance which would keep its history alive without the huge cost that came with refurbishment. K Howat noted that any of the options would need to get approval from Heritage New Zealand.

T Fulton asked if a charitable trust model had been considered. He noted that there was a Lottery Environment Heritage Fund Supporting Information. He explained that if you were requesting a grant that was less than \$250,000 you needed to provide three written quotes, a feasibility study, ecological reports etcetera. If a Council, for instance, was prepared to put forward at least a third of the total value of the project, then there was a much higher chance of receiving grant funding from the heritage body. He believed that the Council should examine a mechanism that bought the community some time to potentially investigate a charitable trust mechanism if that was what the community wanted.

*It was agreed that the Board meeting should be adjourned at 7:56pm to enable the Board to have a workshop on the Wolffs Road Suspension Bridge refurbishment options.*

Moved: T Fulton                      Seconded: S Barkle

**THAT** the Oxford-Ohoka Community Board:

- (a) **Adjourned** the Board meeting to enable the Board to hold a workshop on the Wolffs Road Suspension Bridge refurbishment options.

**CARRIED**

Moved: T Robson                      Seconded: N Mealings

**THAT** the Oxford-Ohoka Community Board:

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

**CARRIED**

*The Board meeting reconvened at 8:12pm.*

Moved: P Merrifield                      Seconded: M Wilson

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 23112318838
- (b) **Supports**, in principle, a joint Council and community funding option being investigated to meet the refurbishment costs, subjective of advice from Heritage New Zealand on the status of the bridge components.
- (c) **Notes** that this will require funding consideration through 2024/34 the Long Term Plan and will therefore form part of the Board's submission to the 2024/34 the Long Term Plan.

**CARRIED**

S Barkle noted that if it was possible, she was not against the project she was just aware of the cost to the ratepayer. If it was possible to do the project, it was a great opportunity to keep some heritage alive in our community.

**7.2. Road Naming – Linton Land Limited – S Morrow (Rates Officer – Property Specialist)**

S Morrow spoke to the report noting the purpose was to seek a decision by the Board to approve a new road name as part of a rural subdivision in Oxford. The property being developed was known as 2 Powells Road, Oxford. There was only one name that was put forward by the developer.

T Fulton asked if it was typical for a road to be named after local people. S Morrow noted that it was quite common across the district.

Moved: P Merrifield                      Seconded N Mealings

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 231123188658
- (b) **Approves** the name Linton Lane (Pvt) for the new private Right of Way as shown on the Subdivision Plan (Trim 231123188465).
- (c) **Notes:** That the Community Board may replace any proposed name with a name of its choice.

**CARRIED**

7.3. **Application to the Boards Discretionary Grant Fund 2023/24 – K Rabe (Governance Advisor)**

K Rabe spoke to the application noting that she was asked to check if the Ohoka Rugby Club had any insurance which would have covered the gym equipment and they had responded that they had no insurance.

P Merrifield noted that they had \$82,000 in the bank. R Harpur noted that the money they had in the bank was to be used for a new changing area that they were hoping to get underway in the next few years.

M Brown noted that it was disappointing that the Club had not insurance as Mandeville was prone to break ins and vandalism. He noted that the building was not consented and there were members of the public using the building regularly.

Moved: P Merrifield                      Seconded: M Brown

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 231031173788.
- (b) **Declines** the application from the Ohoka Rugby Club.

**CARRIED**

N Mealings and R Harpur against; S Barkle abstained

T Fulton commented that he had a long affiliation with the Ohoka Rugby Club. He noted that knowing that the gym was unconsented, and having a good sense of the financial capability of the Club he believed that it should be insured partly because there was such a history of break ins and damage to the facility. He could not support the application.

Moved: P Merrifield                      Seconded: R Harpur

- (c) **Approves** a grant of \$469 to the Clarkville Playcentre towards a replacement printer/copier.

**CARRIED**

8. **CORRESPONDENCE**

Nil.

## 9. **CHAIRPERSON'S REPORT**

### 9.1. **Chairperson's Report for November 2023**

- Σ Attended a Council workshop on the Mandeville Resurgence project.
- Σ The Oxford Dark Sky Committee had lodged their official application. It had been peer reviewed by two experts. One was a previous member of the Committee that decided on the applications, and one was a current member. They were happy to supported the application.

Moved: M Wilson                      Seconded: R Harpur

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the report from the Oxford-Ohoka Community Board Chairperson (Trim: 231127189521).

**CARRIED**

## 10. **MATTERS FOR INFORMATION**

- 10.1. Kaiapoi-Tuahwi Community Board Meeting Minutes 16 October 2023.
- 10.2. Commissioner Recommendation Private Plan Change 31 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 10.3. Northern Pegasus Bay Bylaw Review Seeking Approval for Consultation – Report to Council Meeting 7 November 2023 – Circulates to the Kaiapoi-Tuahwi Community Board, Rangiora-Ashley Community Board and Oxford-Ohoka Community Board.
- 10.4. Adoption of Road Reserve Management Policy – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 10.5. Adoption of Waimakariri District Community Outcomes – Report to Council Meeting 7 November 2023 - Circulates to all Boards.
- 10.6. Adoption of Waimakariri District Strategic Priorities – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 10.7. Waimakariri Economic Development Strategy for Adoption – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 10.8. Health, Safety and Wellbeing Report October 2023 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 10.9. Annual Report for Enterprise North Canterbury for the year ending 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 10.10. Enterprise North Canterbury (ENC) Strategic Plan Update – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 10.11. Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 10.12. Water Quality and Compliance Annual Report 2022-23 – Report to Utilities and Roding Committee Meeting 21 November 2023 – Circulates to all Boards.
- 10.13. Cam River / Ruataniwha Report – Report to Utilities and Roding Committee Meeting 17 October 2023 – Circulates to all Boards.
- 10.14. July 2023 Flood Recovery Progress Update – Report to Utilities and Roding Committee Meeting 21 November 2023 – Circulates to all Boards.
- 10.15. Roding and Transport Activity Update – Report to Utilities and Roding Committee Meeting 21 November 2023 – Circulates to all Boards.

Moved: S Barkle                      Seconded: T Fulton

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.15.

**CARRIED**

## 11. **MEMBERS' INFORMATION EXCHANGE**

### **S Barkle**

- Σ The Board had received an email regarding the Woodstock Quarry Hearing being extended again for further information. One good note was the importance that was put on the mudfish. The Panel were giving the applicant an opportunity to go and do a study in of the mudfish in the wetland area and potentially their next door neighbor to see if mudfish were present in their wetland or not. She would like to see if they could get the applicant to acknowledge it was a potential environment.

T Robson noted that the Panel had asked two things. They had asked for an updated set of consent conditions with tracked changes. In addition to that they had given them the option to complete Canterbury Mudfish monitoring for presence or absence, peer review of detailed and generic drawings, further evidence on proposed ecological compensation regime under proposed land use consent conditions and they had given them the option to accept those or decline them. If they declined them, it would be hearing closed, and they would make a decision within 15 working days. If they accepted it could drag on a while because it gave submitters an opportunity to provide further feedback.

- Σ S Barkle stated that she was disappointed in the new Government's decision regarding Smokefree New Zealand and asked for the Board's support in writing a letter to the Government.

Moved: S Barkle                      Seconded: N Mealings

**THAT** the Oxford-Ohoka Community Board:

- (a) **Write** a letter to the Minister of Health expressing their concerns of the Smokefree New Zealand initiative being stopped.

**CARRIED**

### **T Fulton**

- Σ North Canterbury Neighborhood Support – they had set a target of 100 street leaders in five years. Currently they were five to six months in and had 13 so they had a long way to go. It had been encouraging to see people coming forward to the Group and putting their hands up.
- Σ Waimakariri Water Zone Committee.
- Σ Council Meeting / Workshop.
- Σ North Canterbury Neighborhood Support Annual General Meeting.
- Σ Oxford-Ohoka Community Board Meeting.
- Σ Lees Valley Visit – Discussion with residents on fire safety / roading and emergency management including communications.
- Σ Audit and Risk Committee Workshop and Briefing.
- Σ Council Workshop and Briefing.
- Σ Oxford Lions Big Day Out – A fine sunny day for the event, which had been rescheduled after the windy weekend a few weeks prior.
- Σ Family Violence Breakfast – Jeremy Eparaima spoke about his journey from family violence victim to perpetrator and now educator.
- Σ Utilities and Roading Committee Meeting.



- Σ Environment Canterbury Natural Resources Plan Consultation – a useful way to share a variety of views on natural resources management and inform Environment Canterbury's policy and plans.
- Σ Waimakariri Water Zone Biodiversity Working Group.
- Σ Oxford Health and Fitness Centre Meeting – they had been working with Council staff for a report to the Community and Recreation Committee and were about to prepare a Rata application for funding.
- Σ Mandeville Resurgence Workshop.

#### **M Brown**

- Σ Oxford Promotions Action Committee December meeting cancelled. There were businesses buying spaces in the jingle that was played on multiple radio stations. They were getting customers coming out from Christchurch. They had their late night shopping on 7 December 2023.
- Σ Noticed an increase of intersection burnouts, which left burnt out tire remains at the intersection. If there was debris left people should raise a service request with the Council.
- Σ Residents of Washington Place – was there an update on the status of this work going to be sent to them. If people were thinking about selling their properties the information would have a major impact on the values of their properties.

#### **M Wilson**

- Σ Council Workshop – Mandeville Resurgence update.
- Σ Community Development Network Forum – run by the Council's Community Team looking at creating collaboration and discussion around what was happening in our community. There was a great turnout with people representing different agencies and community entities. They were divided into different groups, to discuss different priorities.
- Σ Dudley Park Revamp Celebration – Good Turnout. Great to see the mural and new stage area. There was an issue with the lack of power to the area.
- Σ Waimakariri Health Advisory Group Meeting – was in a state of flux due to the change of Government. The person they had been liaising with through Te Whatu Ora had now become the same person that was going to be the senior localities manager however there was no defined locality or discussion around how it was going to look. They had a list of things that they were building around gaps. Met A Claassens who was new in the Council's Community Team, and would be working with Migrants and Newcomers. There was a new primary maternity unit opening in Saint Asaph Street. The other thing that was new was Ka Ora, which was Telehealth, for areas which encompassed Oxford, however it was not available for Rangiora and Kaiapoi.

#### **R Harpur**

- Σ Waimakariri Access Group Meeting – had the Council had any instruction on the traffic management proposals that were being worked on in 2023 from the new Government. G Cleary noted that was an area where Council did not have certainty about what Government would do. They were making a lot of changes in terms of speed limits and wanted to repeal the speed limits where it was safe to do so.
- Σ The Access Group were looking at a new walkway on High Street in Rangiora which would run beside the ASB building. There was a lot of good input from members on what should be in the lane. They discussed the new legislation allowing mobility scooters on footpaths which they were not happy with.
- Σ Attended the Council Workshop on the Mandeville Resurgence – disappointed that the Council were pushing on with option one when several residents in Mandeville were upset that the Council were continuing wasting money when it could go into option two which would be a better long term plan.
- Σ GreyPower Christmas function.
- Σ Mandeville Sports Club delegates meeting. Good to see they were looking at a five year plan to have the rugby and cricket changing sheds moved and increased from four to eight and the main building being upgraded as well.

**P Merrifield**

- ∑ Speed Consultation Oxford – Not well attended by public.
- ∑ Neighborhood Support North Canterbury Annual General Meeting.
- ∑ Oxford-Ohoka Community Board Monthly Meeting.
- ∑ Lees Valley Residents Meeting – Attended with T Fulton and J Goldsworthy.
- ∑ Oxford Museum Monthly Meeting.
- ∑ Ashley Gorge Reserve barbeque launch – really nice event with a relaxing atmosphere, beautiful day, nice barbeque lunch.

**N Mealings**

- ∑ Proposed District Plan Deliberations.
- ∑ Council Workshop – Presentations from Enviroschools Canterbury. Waimakariri District Council had supported this programme for 20 years with 21 schools in the district and 4,900 Tamariki involved. There was a presentation from R Ball from Regional Emergency Management on the CDEM Draft Recovery Plan for Canterbury. Waimakariri was seen as a national exemplar.
- ∑ Mandeville Sports Club Board Meeting – Council staff presented plans for terminus of new cycleway at the Mandeville Sports Centre.
- ∑ Natural Environment Strategy Working Group Meeting.
- ∑ Community Wellbeing North Canterbury – Acknowledgment of outgoing Trustees.
- ∑ Utilities and Roading Committee Meeting – as minuted.
- ∑ Long Term Plan Workshop – Presentations on the Natural Environment Strategy, Solid Waste and the Integrated Transport Strategy.
- ∑ Canterbury Regional Council 'Lets Pick a Path' Summit – Targeted engagement by Environment Canterbury with stakeholders for several workstreams including review of Canterbury Regional Policy Statement.
- ∑ Community Wellbeing North Canterbury Board Meeting – Health and safety improved since controlled access arrangements made at KCS, reappointed chair and deputy chair for another year. Food bank appeal did well, Toot for Tucker held on Tuesday 5 December 2023. They were organising a charity golf day in March 2024.
- ∑ Portfolio holder catchup.
- ∑ Canterbury Biodiversity Champions Meeting – the group was set up through the Canterbury Mayoral Forum to further the preservation of our native biodiversity through collaborative efforts of the 10 member Canterbury Territorial Authorities. They discussed challenges and opportunities and the National policy Statement – Indigenous Biodiversity issues.
- ∑ Council Meeting – as minuted.
- ∑ Mandeville Sports Centre all Clubs Meeting – Back paddocks off North Eyre Road were closed for hay cutting. The Waimakariri Kennel Club had won the rights to host the September 2025 New Zealand Kennel Club National Champion Show.
- ∑ Property Portfolio Working Group Meeting.

**12. CONSULTATION PROJECTS**

Nil.

**13. BOARD FUNDING UPDATE****13.1. Board Discretionary Grant**

Balance as at 30 November 2023: \$2,745.

**13.2. General Landscaping Fund**

Balance as at 30 November 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, Thursday 8 February 2024 at the West Eyreton Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 9.26pm.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**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 11 DECEMBER 2023 AT 4PM.**

**PRESENT**

S Stewart (Chairperson), N Atkinson (4.25pm), A Blackie, T Bartle, T Blair and R Keetley.

**IN ATTENDANCE**

B Cairns and P Redmond (4.25pm) (Kaiapoi-Woodend Ward Councillors).

C Brown (General Manager Community and Recreation), M McGregor (Senior Advisor, Community and Recreation), C Taylor-Claude (Parks Officer, Greenspace), T Stableford (Landscape Architect), D Lewis (Land Drainage Engineer), K Rabe (Governance Advisor) and A Connor (Governance Support Officer).

There were two members of the public present.

**1 APOLOGIES**

Moved: S Stewart

Seconded: A Blackie

Apologies for absence from J Watson and for early departure from N Atkinson and P Redmond, who left the meeting at 4.25pm, were received and sustained.

**CARRIED**

**2 CONFLICTS OF INTEREST**

B Cairns declared a conflict of interest for item 5.1 "Adjourned Business" as he was a Trustee of the Food Forest.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 20 November 2023**

Moved: N Atkinson

Seconded: R Keetley

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 20 November 2023, as a true and accurate record.

**CARRIED**

**3.2 Matters Arising (From Minutes)**

There were no matters arising from the minutes.

**3.3 Workshop Notes of the Kaiapoi-Tuahiwi Community Board – 20 November 2023**

Moved: S Stewart

Seconded: N Atkinson

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the circulated Notes of the Kaiapoi-Tuahiwi Community Board workshop, held 20 November 2023.

**CARRIED**

**PUBLIC EXCLUDED MINUTES** (Refer to public excluded agenda)

3.4 **Minutes of the public excluded portion of the Kaiapoi-Tuahiwi Community Board meeting held on 20 November 2023**

**4 DEPUTATIONS AND PRESENTATIONS**

There were no deputations.

**5 ADJOURNED BUSINESS**

5.1 **Kaiapoi Food Forest Education Shelter – C Taylor-Claude (Parks Officer, Greenspace) and M McGregor (Senior Advisor Community and Recreation)**

This report was left to lie on the table at the previous meeting to enable staff to investigate maintenance cost for public toilets in the area.

C Taylor-Claude spoke to her information memorandum which was tabled (Trim Ref: 231206196442) and highlighted that if the toilet was to become a Council asset the cost for cleaning the toilet would be \$13.94 per week. However the Trust had indicated that it was prepared to maintain the toilet and the toilet would have restricted access.

Moved: A Blackie

Seconded: T Bartle

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 231110180701.
- (b) **Approves** the instalment of an education shelter at Kaiapoi Food Forest.
- (c) **Approves** the installation of signage indicating the direction of the public toilets at Norman Kirk Park.
- (d) **Notes** that staff would work with the Food Forest Trust to ensure that appropriate communication was sent out to the wider public should the shelter and toilet be supported by the Kaiapoi-Tuahiwi Community Board.
- (e) **Notes** that the shelter, once built, would be owned and maintained by the Food Forest Trust.
- (f) **Notes** that there was public toilet provision located at the changing rooms at Norman Kirk Park within 300 metres of this proposal, hence a public toilet at this location would exceed Levels of Service.
- (g) **Notes** that in March 2022 the Kaiapoi-Tuahiwi Community Board approved in principle the footprint of a shelter at the Kaiapoi Food Forest.

**AND**

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the Council:

- (h) **Approves** the construction of an appropriate toilet at the Kaiapoi Food Forest.

**CARRIED**

A Blackie understood why staff had concerns regarding the installation of a toilet however the Trust was paying for and maintaining the toilet. T Bartle concurred.

## 6 REPORTS

### 6.1 Pines Beach Playground Relocation Consultation Feedback – T Stableford (Landscape Architect)

T Stableford stated the report sought approval the relocation and construction of the Pines Beach Playground. Feedback received had been largely positive and as a result no changes had been made to the concept plan which had been presented to the Board in September 2023.

P Redmond recalled that a report had come to the Board regarding the relocation of equipment and questioned if he was correct. C Brown clarified a report came to the Board for approval to go to consultation however no works had yet been done.

T Bartle questioned how serious the flooding was during winter and if staff were confident relocating the playground would make a difference. T Stableford replied there were no measurements to the amount of flooding however all through winter the playground was unusable. C Brown noted there was no way to be positive flooding would not occur at the new location however staff had gone over 100ml in height over the recommendation by drainage staff. It was the best solution for the location.

Moved: N Atkinson

Seconded: A Blackie

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. TRIM 231128190554.
- (b) **Approves** the Pines Beach playground relocation plan for implementation (*Pines Beach Playground Relocation Concept Plan TRIM 230908140076*).
- (c) **Notes** that Council's Community and Recreation Committee had approved the reallocation of \$28,350 from the Reid Memorial project budget to the Pines Beach playground relocation project budget. There was therefore a budget of \$118,350 available for the relocation of the Pines Beach Playground.
- (d) **Notes** that staff had developed a cost estimate for the playground relocation which was within the available budget of \$118,350.

**CARRIED**

N Atkinson stated the relocation was needed however it would have to be further consideration of where playgrounds were located in the future given sea level rise and increased rain events.

### 6.2 Tree Removal Along No 7 Drain – Flaxton Road – D Lewis (Land Drainage Engineer)

D Lewis noted this report was for information as Flaxton Road was on the boundary between the Rangiora-Ashley Community Board and the work would be carried out on the Rangiora side of the boundary. Branches and roots were currently intruding into the drain and causing erosion. Given the expense of removing the trees, traffic management issues, the proximity to the road and the generosity of the adjacent landowner, the option of thinning the trees and removing every second one would be inefficient. The bank would be replanted in line with the Drain Maintenance Management Plan with flax and other native plantings. Initial discussion with the Anglican Church, in relation to the adjacent cemetery, indicated they were in favour of the works happening.

B Cairns questioned if it would be possible to plant natives in between the trees prior to removing the existing trees and if that would have any effect on traffic management costs. D Lewis responded that to plant replacement plantings between the trees or to thin the trees and then come back to remove the trees at a later date doubled the costs and disruption to the landowner.

B Cairns then sought clarity on if poisoning the stumps would have an impact on aquatic life within the stream. D Lewis clarified it would not as the poison would either be injected or cover the stump with paste which killed the tree without contaminating the waterway.

S Stewart noted oak trees had been established along Flaxton Road just prior to the start of the section under discussion and questioned if it would be possible to work with Keep Rangiora Beautiful to continue the planting of oak trees to create an avenue effect. D Lewis stated it had not been considered as the plantings currently proposed would be those identified in the drainage maintenance management plan.

Moved: A Blackie                      Seconded: S Stewart

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 231129192154.
- (b) **Notes** work was planned to remove willow trees growing along Flaxton Road.
- (c) **Notes** staff propose to off-set some loss of habitat with native riparian planting.
- (d) **Notes** no works would be undertaken from within the cemetery without consent of the Anglican Parish of Kaiapoi.

**AND**

**THAT** the Kaiapoi-Tuahiwi Community Board requests:

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

- (e) **Considers** requesting staff to work with Keep Rangiora Beautiful and the landowner to continue the line of Oaks already on the boundary of the property to establish an avenue effect as part of the replanting of the area.

**CARRIED**

S Stewart support doing all the work at one time to minimise disruptions. She would like to see possibility of the oak tree planting being extended.

### 6.3 **Application to the Kaiapoi-Tuahiwi Community Board's 2023/24 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe reported the North Canterbury Pony Club was holding a three-day event and were seeking funding towards first aid services.

R Keetley asked if the Club had applied to any other Community Boards. K Rabe replied the Club had applied to the Rangiora-Ashley Community Board for funding towards building new jumps.

Moved: A Blackie                      Seconded: T Bartle

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 231122187442.
- (b) **Approves** a grant of \$750 to North Canterbury Pony Club towards providing on-site first aid services.

**CARRIED**

## 7 **CORRESPONDENCE**

Nil.

## 8 **CHAIRPERSON'S REPORT**

### 8.1 **Chairperson's Report for November and December 2023**

- Visited the Kaiapoi Croquet Club along with Mayor Gordon, C Brown and M McGregor.
- Attended the Waimakariri Summit Meeting. Received a workshop on future path for land use and biodiversity, climate action, and water and coast.
- Attended a meeting with M McGregor and M Garrod regarding Waimakariri Public Arts Trust matters.
- Kaiapoi Christmas Parade.
- Attended Waimakariri Public Arts Trust final meeting for the year.
- Attended Mayor's Morning Tea.
- Greenspace meeting regarding Norman Kirk Reserve and discussions with potential event organisers for using the space.
- Kaiapoi-Tuahiwi Community Board Christmas Dinner.
- Kaiapoi Community Garden Morning Tea.
- Pines and Kairaki Beaches Association Christmas Drinks.
- All Together Kaiapoi Christmas Lunch.

Moved: S Stewart

Seconded: A Blackie

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the previously circulated report from the Kaiapoi-Tuahiwi Community Board Chairperson.

**CARRIED**

## 9 **MATTERS REFERRED FOR INFORMATION**

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 8 November 2023.
- 9.2 Commissioner Recommendation Private Plan Change 31 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.3 Northern Pegasus Bay Bylaw Review Seeking Approval for Consultation – Report to Council Meeting 7 November 2023 – Circulates to the Kaiapoi-Tuahiwi Community Board, Rangiora-Ashley Community Board and Oxford-Ohoka Community Board.
- 9.4 Adoption of Road Reserve Management Policy – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.5 Adoption of Waimakariri District Community Outcomes – Report to Council Meeting 7 November 2023 - Circulates to all Boards.
- 9.6 Adoption of Waimakariri District Strategic Priorities – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.7 Waimakariri Economic Development Strategy for Adoption – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.8 Health, Safety and Wellbeing Report October 2023 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.9 Annual Report for Enterprise North Canterbury for the year ending 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.



- 9.10 Enterprise North Canterbury (ENC) Strategic Plan Update – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.11 Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.12 Cam River Enhancement Fund Proposed Projects and Update – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to the Rangiora-Ashley Community Board and Kaiapoi-Tuahiwi Community Board.
- 9.13 Water Quality and Compliance Annual Report 2022-23 – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.14 Cam River / Ruataniwha Report – Report to Utilities and Roothing Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.15 July 2023 Flood Recovery Progress Update – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.16 Roothing and Transport Activity Update – Report to Utilities and Roothing Committee Meeting 21 November 2023 – Circulates to all Boards.

**PUBLIC EXCLUDED**

- 9.17 Kaiapoi Historic Railway Station Building Relocation – Railway Heritage Precinct Budget and Capital Contribution – Report to Council Meeting 7 November 2023 – Circulates to the Kaiapoi-Tuahiwi Community Board.

Moved: S Stewart

Seconded: T Bartle

**THAT** the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.16.
- (b) Receives the separately circulated public excluded information in item 9.17.

**CARRIED**

**10 MEMBERS' INFORMATION EXCHANGE**

**T Blair**

- Σ Attended the Kaiapoi Santa Parade.
- Σ Assisted with Toot for Tucker donation collection. There was an amazing response with food donations.
- Σ Attended the monthly Darnley Club meeting.  
B Cairns asked if they were still struggling for volunteers. T Blair responded they were not struggling for volunteers at this stage.
- Σ Attended annual Christmas Party for friends at the Darnley Club.

**T Bartle**

- Σ Attended North Canterbury Neighbourhood Support meeting.
- Σ Attended the Kaiapoi Santa Parade.
- Σ Attended Health Advisory Group meeting. Discussed the potential date for beginning construction.
- Σ Attended Mayor's morning tea. It was wonderful recognising the involvement of the community.
- Σ Attended the All Boards Workshop.
- Σ Drove the car for the North Canterbury Neighbourhood Support in the Rangiora Santa parade.

**A Blackie**

- Σ River Carnival Committee had been set up. Also met with Belfast Kaiapoi Rotary. It would take place on Sunday 3 March 2024.
- Σ Three five knot Buoys for the Kaiapoi River had arrived and the Harbour Master was seeking funding to set up an onsite compliance officer to monitor the ramps.  
B Cairns questioned if there would be additional signage regarding the new five knot buoys. A Blackie replied that he was unsure however one would be at the mouth, one at Askeaton and the other near the Suft Life Saving club.
- Σ Silverstream Committee meeting. They had a very successful year.
- Σ The Te Kohaka o Tuhaitara Trust Kairaki sections uptake had been slow. There was large initial interest however the Development Contribution costs had caused many to not pursue their interest.

**R Keetley**

- Σ Attended the Kaiapoi Santa Parade.
- Σ Attended the Museum and Historical Society monthly meeting.
- Σ All Boards Workshop, very interesting.
- Σ Kaiapoi RSA special Annual General Meeting.

**Brent Cairns**

- Σ Attended Community CCTV camera meeting in Pegasus. Already had \$100 raised. Funds were being held by North Canterbury Neighbourhood Support who had set up separate accounts for all of the communities that want cameras.
- Σ Community Development forum was well run, and great ideas came from the meeting. Collation of feedback would be going to out in the next few weeks for additional feedback.
- Σ Invited to attend NZRT12 Christmas event for all volunteers responding to weather events in the district and throughout New Zealand.
- Σ All together Kaiapoi monthly meeting – Waitangi Day was being planed along with welcome bags being delivered to 120 new residents.
- Σ Attending Model Boat race on Pegasus Lake.
- Σ Attended North Canterbury Neighbourhood Support monthly meeting, finalised strategy and action plans for 2024 and the next five years.
- Σ Visited Te Mataura school in Rangiora, who were interested in starting a food forest on site.
- Σ Attended Kaiapoi Christmas Parade. Was a well-attended and well-run event. Would be looking like tunning a profit as they sold \$5 wrist bands for children to go on all activities.
- Σ Attended Ronel's Community Cuppa.
- Σ Attended Food Secure North Canterbury forum as well as monthly meeting. Would be looking forward to supporting the creation of how to/educational videos and events, lobbying initiatives that helped with food insecurity and connecting groups.
- Σ Attended Williams Street Councillor gathering to consider/discuss new building heights.
- Σ Attended Migrants Meetings one of the discussion points was what Queenstown was doing in welcoming people to the community.
- Σ Attended meetings regarding Promotions Associations and the way forward along with sitting in with Kaiapoi Promotions to get a better understanding of how things were done.
- Σ Auckland Council staff member visited to gather information about the process from Waimakariri District Council's point of view when areas were red zoned. Auckland were about to start making house and land offers to people in flood prone and at risk areas.

- Σ Attended High attended speed management plan drop-in session.
- Σ Attended Dudley Park opening of the new amenities that had been installed. The Youth Council had done an amazing job of leading the project.
- Σ Police had been doing breath checks, previous figures were one in 100 was the ratio for finding people over the limit. In Christchurch it was one in 200 people over the limit. After doing additional breath testing they found one in 20 drivers were over the limit in the Waimakariri. Rangiora was the only location with a rainbow vehicle in Canterbury.

S Stewart questioned if this would be a media item. B Cairns was unsure.

T Bartle asked if the reason for such high numbers of drivers testing over the limit was due to a lack of visibility of the police. B Cairns noted it could be however they had now increased their visibility by 70%.

### **S Stewart**

- Σ Environment Canterbury had proposed an extra \$15m in their Long Term Plan for Ashley/Rakahuri River rating. This would be additional to District Council rates.

### **Philip Redmond**

- Σ Local Government New Zealand Wellington – Future for Local Government and Rural and Provincial.
- Σ Attended Speed Management Plan Drop-in Session at Oxford, Woodend and Kaiapoi.
- Σ Ronel's Community Cuppa – Waiora Links Community Trust, Christmas event at Woodend Community Centre with the Mayor and Santa as special guests.
- Σ Christchurch City Council People, Places and Perking workshops – the role of parking in cities and alternatives. Presenters from Complete Streets and Transport Planning.
- Σ Viva City Video Presentation – Data collection using AI.
- Σ Environmental Volunteer Showcase – Victoria Park, environmental groups, ecology activities games etc – poorly attended but great event.
- Σ District Licencing Committee training session.
- Σ North Canterbury Sport and Recreation Trust Annual General Meeting ad monthly meeting. Successful year with good gym numbers. They were exploring other opportunities.
- Σ Public Transport Futures – Discussion with Environment Canterbury Chair and staff. Long Term Plan discussion regarding average bus fares. Discussed Oxford and orbiter services as options and investigate.
- Σ Waimakariri Public Arts Trust Exhibition in Council Foyer.
- Σ Roding Field Trip to Lees Valley.
- Σ Woodpecker Christmas Event.
- Σ CCTV meeting in Pegasus.
- Σ Site inspection at Williams Street – floor level heights 2.7 to 3.2m above datum.
- Σ Environment Canterbury Summit – climate focus.
- Σ Rangiora Art Society opening at Charles Upham Village. It was well attended.
- Σ Kaiapoi Fire Station official opening – cost \$8m. the brigade attended around 250 incidents per annum.
- Σ Royal Commonwealth Society Christmas Lunch at Riccarton House.
- Σ Ashley River Rating District Meeting.

Σ Cones Road Drainage Group meeting.

## 11 **CONSULTATION PROJECTS**

Nil.

## 12 **BOARD FUNDING UPDATE**

### 12.1 **Board Discretionary Grant**

Balance as at 30 November 2023: \$4,157.

### 12.2 **General Landscaping Budget**

Balance as at 30 November 2023: \$26,790.

## 13 **MEDIA ITEMS**

## 14 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

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

Moved: S Stewart

Seconded: A Blackie

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

- Item 14.1 Confirmation of Public Excluded Minutes of Kaiapoi-Tuahiw Community Board meeting of 20 November 2023.

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
14.1 Confirmation of Public Excluded Minutes of Kaiapoi-Tuahiw Community Board meeting of 20 November 2023	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

**CARRIED**

## **CLOSED MEETING**

*The Public excluded portion of the meeting was held from 6.08pm to 6.45pm*

**Resolution to resume open meeting.**

Moved: S Stewart

Seconded: T Bartle

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

**CARRIED**

**OPEN MEETING**

**15 QUESTIONS UNDER STANDING ORDERS**

**16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 19 February 2024 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 4.46PM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

<p><b><u>Workshop – 4.47pm-4.49pm</u></b></p> <ul style="list-style-type: none"> <li>Σ <i>Members Forum</i></li> <li>Σ <i>Possible placement of the Anchor, stored at water unit, in Patchina’s Walkway</i> <i>The Board agreed to leave the decision with staff, however preferred to have it out of the way to mitigate tripping hazards.</i></li> </ul>
--

**MINUTES OF THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 13 DECEMBER 2023 AT 7PM.**

**PRESENT**

J Gerard (Chairperson), K Barnett (Deputy Chairperson), I Campbell, M Clarke, M Fleming, J Goldsworthy (from 7.40pm), L McClure, B McLaren, J Ward, S Wilkinson and P Williams.

**IN ATTENDANCE**

S Hart (General Manager Strategy, Engagement and Economic Development), S Nichols (Governance Manager), G Stephens (Design and Planning Team Leader), H Downie (Senior Advisor – Strategy and Programme), A Childs (Property Acquisitions and Disposals Officer), D Lewis (Land Drainage Engineer), J Recker (Stormwater and Waterways Manager), and E Stubbs (Governance Support Officer).

There were four members of the public present.

**1. APOLOGIES**

Moved: P Williams                      Seconded: M Clarke

An apology was received and sustained from J Goldsworthy for lateness (arrived at 7.40pm). R Brine was absent.

**CARRIED**

**2. CONFLICTS OF INTEREST**

There were no reported conflicts of interest.

**3. CONFIRMATION OF MINUTES**

**3.1. Minutes of the Rangiora-Ashley Community Board – 8 November 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 8 November 2023.

**CARRIED**

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

Following on from his deputation in November, J Gerard advised that Sam Fisher had run a highly successful Opportunity Shop fashion parade in Good Street laneway raising \$1,400.

**4. DEPUTATIONS AND PRESENTATIONS**

There were no deputations.

**5. ADJOURNED BUSINESS**

There was no adjourned business.

## 6. REPORTS

### 6.1. New North of High Laneway and Adjacent Car Parking – H Downie (Senior Advisor – Strategy and Programme), G Stephens (Design and Planning Team Leader) and A Childs (Property Acquisitions and Disposals Officer)

H Downie spoke to the report noting that the purpose was to seek approval of the Rangiora North of High Street Laneway Concept Plan for a new public laneway located between the ASB business on High Street, Rangiora (202 High Street) and the new development currently underway by Wenborn Holdings Ltd (WHL). The plan also included formation of new public carparking at 11 Blake Street.

The new laneway and public car parking supply would be within the property at 11 Blake Street, which the Council was in the final stages of acquiring. The timing of Council's acquisition of this property and WHL developing 190 High Street provided an opportunity to create a vibrant, safe, pedestrian friendly laneway complimenting the success of Conway Lane and Good Street Lane. Laneways played an important role in town centres enhancing vibrancy, safety and had economic spinoffs.

H Downie advised that the Concept had sought stakeholder input including the developer, property owners, tenants, and the Waimakariri Access Group. All stakeholders had been supportive and their suggested minor tweaks had been addressed in the concept plan.

H Downie advised that budget for the project was available this current financial year and therefore there were no budget implications on the Long Term Plan (LTP) or future rates.

In December 2022 Council approved to set aside land for public access and enable construction of a pedestrian footpath, they also supported staff to work with WHL on the final design of the laneway to 'activate' the laneway with verandas and windows etc rather than a concrete block wall. WHL agreed to surrender the Right of Way easement along the laneway at no cost to Council, otherwise this would have cost Council approximately \$150,000 based on land value.

H Downie advised that depending on the outcome of this report next steps would be a report to the Council in February regarding budget allocation and tendering of the physical works. They would come back to the Board in February/ March regarding a possible lane name. Subject to Council decisions it was anticipated work would occur April/May, ahead of tenancy occupation in mid- 2024.

H Downie corrected an error in the report in Table 2, the approximate budget in the first line should read \$616,000 rather than \$161,000.

G Stephens noted that he had raised the project with the Waimakariri Access Group following the Board workshop and they had positive feedback and were appreciated consideration of accessibility from the outset of the project. The group had raised the importance of contrasting colour for the planned pots and to ensure the pots were not able to be tipped over. Discussion with the operations team had requested a tap to ensure laneway plants were easily watered.

P Williams expressed his disappointment that the project was not being brought back to the Council to update Councillors as had been requested. He was concerned that the co-funding was more beneficial to the developers than to the Council. H Downie noted that the developers had surrendered the easement as part of an agreement a number of years ago to allow the public access. P Williams then asked why that agreement should be incorporated at this stage. S Hart explained that there had been no confirmation of the easement surrender in the past and there was always a risk there would not be an agreed solution. Following the Council briefing it had been agreed to have a conversation with the developer and bring that back to Council; staff had met those obligations.

P Willaims then asked why it had come here to the Community Board before Council. S Hart explained there was a combined delegation to approve the laneway. The developer was aware that the Council needed to make the decision to progress.

P Williams asked about the budget available and asked what High Street project would miss out because of this development. S Hart advised that there were two options to fund the balance cost of \$60,000, either the streetscape budget or Blake Street Carpark extension. There were no implications on future budgets. In terms of the parking budget, there was sufficient remaining to look at further car parking supply. Regarding the town centre streetscape budget there was a range of upgrades that could apply, for example kerb and channel improvement.

S Wilkinson referred to the \$600,000 budget for the project and asked about flexibility – were projects normally stipulated in the LTP? S Hart commented that the three budgets involved were not especially flexible. Aside from the streetscape budget there was the Rangiora Town Centre Car Parking Property Acquisition and Blake Street Carpark Extension budgets. Funding the proposed public parking at 11 Blake Street out of the Blake Street Carpark Extension budget appeared to be a good fit as public carparks would be generated.

Moved: B McLaren

Seconded: K Barnett

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

- (a) **Receives** Report No. 231109180522.
- (b) **Approves** the Rangiora North of High Street Laneway Concept Plan (Attachment i: 231128190543).

AND

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

**THAT** the Council:

- (c) **Notes** that the Rangiora Ashley Community Board has endorsed the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543).
- (d) **Notes** that the total project cost to implement the Rangiora North of High Street Laneway Concept Plan is estimated to be approximately \$777,000, which is made up of a combination of project components as shown in recommendation (d), the costs of some of which are part of the wider project of acquiring 11 Blake Street on which Council has made previous decisions (\$221,000), and the costs of some of which are new costs for which this report seeks approval to use budget (\$556,000).
- (e) **Approves** the use of the budgets proposed to meet project component 4. as shown in the following table, and 5. as shown in the following table, choosing to fund the balance cost of project component 5 through either option a) OR option b).

Project component	Approx. cost	Budget proposed to be met through	Budget decision status
1. New Blake St ROW construction	\$141,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
2. Parking rear 202 & 210 High St reconfiguration	\$50,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
3. Residual legalisation for acquisition of 11 Blake St	\$30,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council



<i>Subtotal of costs subject to previously approved budget use</i>	\$221,000		
4. 11 Blake St parking formation	\$101,000	Blake St Carpark Extension: full cost (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use existing available budget for project component
5. Laneway construction	\$455,000	RTC Car Parking Property Acquisition: partial cost of \$395,000 (100742)	Report seeks approval to use existing available budget for project component
		Options to fund balance cost of \$60,000: a) High St 'core' streetscape (100359.000.5134) b) Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use budget, either: a) bring forward from 2024/25 budget for project component b) use existing available budget for project component
<i>Subtotal of costs this report is seeking approval to use budget</i>	\$556,000		
<b>TOTAL</b>	<b>\$777,000</b>		

- (f) **Notes** that targeted engagement on a draft Concept Plan has been undertaken over recent months with adjacent property owners and some tenants, as well as with the Rangiora Ashley Community Board and the Waimakariri Access Group, and the Concept Plan has been updated to reflect any relevant feedback.
- (g) **Delegates** authority to the General Manager, Strategy, Engagement and Economic Development to approve any minor adjustments to the final Rangiora North of High Street Laneway Concept Plan (as required) to support the physical works stage.
- (h) **Supports** staff to develop a concept plan in 2024/25 that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in parking spaces, should that be required as an interim measure following any potential changes to other town centre public parking supply.
- (i) **Notes** that the Council's draft Integrated Transport Strategy signals an implementation project that sees the development a Parking Management Plan, which would, among other things, provide further direction for the future of town centre parking supply and management, including the necessity or otherwise for a car parking building as is currently indicated and budgeted by Council within the North of High Street precinct.

- (j) **Notes** that physical works associated with implementing the Rangiora North of High Street Laneway Concept Plan (Attachment i: 231128190543) will be staged, in that it is anticipated that construction of the laneway, private rear parking for 202 and 210 High Street and public parking at 11 Blake Street will occur in April/May 2024, but that the formation of the Right of Way from Blake Street and any other improvements to the wider car park (subject to outcomes of recommendation g) would occur at a later date.

**CARRIED**

P Williams Against

B McLaren was pleased to see the project going ahead and the Board's recommendation from the workshop had been picked up on.

K Barnett agreed she was happy to see development with the area tidied up and that the difficulty with parking and access to the Post Shop would be improved.

P Willams supported the concept however could not support the motion as he believed it had not followed the request of the Council, noting that the Council did not like to overturn projects recommended from a Community Board. The discussion around finances had not yet been completed and he felt the item should be laid on the table until the Council had addressed those questions.

J Ward believed it was a complex situation and staff had done a great job which had resulted in a good conclusion to benefit the area. There was some give and take in a situation like this. It would be good to get on with the project.

It was noted that matters would be considered by the Council at its February meeting.

6.2. **Tree Removal Along No 7 Drain – Flaxton Road – D Lewis (Land Drainage Engineer) and J Recker (Stormwater and Waterways Manager)**

D Lewis advised that the drainage team wished to remove willow trees spanning approximately 700m along Flaxton Road from Southbrook through to the Cust River. Due to the scale and public nature of the removal, the drainage team had brought the report to the Community Board for information. Staff would retain the mature trees at the historic cemetery site. D Lewis advised that following removal of the trees the area would be replanted with riparian species such as carex secta and flax to reestablish ground cover.

D Lewis noted that since the agenda had been distributed concerns had been raised regarding the environmental impact of the work with the suggestion the removal be completed in stages, however, given the closeness of the trees, scale of the work, impact on the landowner and traffic management costs it was not practical to stage the work.

Since completion of the report staff had met with a representative of the cemetery, and while the feedback was supportive of the project the cemetery board had to formally meet to discuss, so staff were awaiting their formal approval for the proposal.

As Flaxton Road was the boundary between the Kaiapoi-Tuahiwi Community Board and the Rangiora-Ashley Community Board areas the report had been presented to both Community Boards. At the Kaiapoi-Tuahiwi meeting on 11 December an additional recommendation was asked to be considered by the Rangiora-Ashley Community Board.

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

- (e) **Considers** requesting staff to work with Keep Rangiora Beautiful and the landowner to continue the line of Oaks already on the boundary of the property to establish an avenue effect as part of the replanting of the area.

D Lewis advised that staff did not believe this was a viable option as oaks planted so close to the drain bank would cause a similar problem as the willows in years to come.

P Williams asked if it were not more of an environmental problem to retain the trees and cause flooding. D Lewis agreed that over the last decade work had been carried out 2-3 times to increase the capacity of the stream and prevent overtopping in a rain event. In terms of biodiversity, trees would remain at the cemetery site and there were oaks and shelter belts present. Replanting would provide shade in the future.

B McLaren requested confirmation that staff did not believe planting oaks was a viable option and D Lewis affirmed that, particularly close to the bank.

B McLaren asked how staff would prevent the willows growing back and D Lewis advised the stumps would be poisoned, but would stay in situ.

J Ward asked if staff believed the willow removal would assist in allowing water to flow more efficiently in heavy rain and D Lewis agreed that the project was about restoring full capacity to the drain.

I Campbell asked if it were the root structure the impeded drain size or the overgrowth. D Lewis advised it was a combination, in autumn 2023 work on the drain had been carried out including hedge trimming to remove low branches, digging out roots and improving the banks to increase capacity.

I Campbell asked if the oak trees could be planted further back from the drain to continue the avenue effect. D Lewis commented it was possible but would require landowner support.

K Barnett asked what environmental assessment had been completed to look at the effect of creatures living in the water. D Lewis advised that a specific assessment had not been completed. The stumps were remaining and there would be no earthworks in the drain. The removal of shade would be mitigated by replanting.

K Barnett asked why the project could not be staged to allow regeneration. D Lewis explained that given the size of the project, a contractor with large machinery would be engaged and would require access through a number of private farm paddocks. Staging the removal would cause multiple disruptions to the landowner and from a practical perspective it was better to complete the project at one time.

It was clarified that the Community Board did not have delegation over tree removal for this situation where the trees were adjacent to a drain.

M Fleming asked if staff would object to replanting the area with oak trees. D Lewis commented that staff would object if oaks were planted close to the drain. If the trees were planted further back, the benefit may outweigh the negative until many years down the track when the trees were large.

I Campbell asked if the landowners had been consulted and D Lewis advised they had and they were supportive of the work.

K Barnett asked about stability of the bank once the willows had been removed and D Lewis advised that the planned replanting would stabilise the area in-conjunction with the old willow stumps remaining. The real erosion problem was on the opposite road side of the drain.

Moved: P Williams

Seconded: J Ward

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

- (a) **Receives** Report No. 231129191679.
- (b) **Notes** work is planned to remove willow trees growing along Flaxton Road.
- (c) **Notes** staff propose to off-set some loss of habitat with native riparian planting.
- (d) **Notes** no works will be undertaken from within the cemetery without consent of the Anglican Parish of Kaiapoi.

**CARRIED**

P Williams noted the drainage problem the willows created. In terms of oak trees staff could discuss with the landowner however they had no control over planting trees on private land. The work was being carried out at no cost to ratepayers as it was being completed with 'Better-off Funding'. If the work was not completed the district would lose the benefit of the funding. P Williams supported the motion as it was important to mitigate flooding.

J Ward fully supported the motion as the willows impeded the flow of water and as a low-lying area it was important that the drain was clear and clean such that water was able to flow to maximum capacity in the event of heavy rain. Re-planting would help prevent any bank erosion.

K Barnett was torn by the recommendation as she agreed the willows needed to go. It was how they went, that was her concern. The willows had been a problem for years – why did they need to all be removed in February in a scorched earth approach where the area would look terrible for years (in her opinion) and remove all diversity. What was the effect on creatures that lived in that stream and would downstream flooding effect Silverstream and Kaiapoi? She requested that a more holistic approach be taken in the future including speaking to the Runanga and looking at the environmental effects, such as potentially creating Tui corridors. She was opposed to the planting of oaks and noted that the Council had policies in place regarding native planting to improve biodiversity.

P Williams noted that part of completing the work in one lot was so that ratepayers would not be required to pay – it would come from 'Better Off' funding. His understanding was the downstream effects were mitigated and he was confident in the native planting.

*J Goldsworthy arrived at 7.40pm.*

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

S Nichols advised that there had been a request for the Board to consider approving the name Elizabeth McCombs in the Rangiora-Ashley Pre-Approved Road and Reserves Name List. She raised item 4.3.2 in the report which noted that Elizabeth McCombs did not have any known association with the Waimakariri District, however had a strong and long association with the Lyttelton area. It was clarified that Elizabeth McCombs was not born in Kaiapoi which had been the understanding of the Youth Council when they had requested the name to be added to the road naming list.

The Chair noted that the road naming policy objective was to 'ensure roads... reflect local identity'.

M Fleming asked if it were possible to include names from outside of the Board area and S Nichols replied that was a decision for the Board.

K Barnett asked how often the road name list was reviewed and S Nichols commented it was generally reviewed once or twice a term or when the Board requested.

Moved: I Campbell                      Seconded: J Ward

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

- (a) **Receives** report No. 231113181763.
- (b) **Declines** the inclusion of Elizabeth McCombs in the Rangiora-Ashley Pre-Approved Road and Reserves Name List.
- (c) **Request** staff inform the Waimakariri Youth Council of the outcome of the Community Board decision.

**CARRIED**

I Campbell believed there were enough prominent people in the district whom it would be more appropriate to consider for road naming.

J Ward commented on her ancestors, the Crawfords, who had property in the Woodend-Sefton area and whom she thought would be more appropriate to name a road after as they should be encouraging names of people who had been influential in the area.

6.4. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

S Nichols introduced the report noting that Sefton School was not in the Ward area, however residents of the Board area may attend or utilise the school facilities. There was \$8,957 remaining in the fund until the end of June.

Moved: K Barnett                      Seconded: P Williams

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

- (a) **Receives** report No. 231106177512.
- (b) **Declines** the application from the Shiva Tara Aroha Sanctuary.

**CARRIED**

K Barnett noted that while it was a wonderful cause, she had lived in Cust for many years and had not heard of the Shiva Tara Aroha Sanctuary, as such she believed the Board needed to see more proof of the benefit to the Ward before they could approve a grant to the Sanctuary.

M Fleming was not sure that the application of the Sanctuary met grant requirements as it was of benefit to animals not residents, and she noted that it was in Eyrewell, outside of the Ward area.

P Williams asked if the school had applied to the Woodend-Sefton Community Board as they were in that community. It was advised they had not at the time of writing the report.

Moved: P Williams                      Seconded: I Campbell

- (c) **Declines** the application from the Sefton School and recommend that they apply to the Woodend Sefton Community Board.

**CARRIED**

Moved: P Williams                      Seconded: B McLaren

- (d) **Approves** a grant of \$667 to Northern Phoenix Paddling Club towards the purchasing of Go Pro cameras and holders.

**CARRIED**

J Gerard commented on the popularity of paddling and that he believed \$667 was an appropriate amount as it was 40% of the amount requested and 40% of those benefitting were from the Rangiora-Ashley Ward.

7. **CORRESPONDENCE**

There was no correspondence.

8. **CHAIRPERSON'S REPORT**

8.1. **Chair's Diary for November 2023**

Moved: J Gerard                      Seconded: K Barnett

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

- (a) **Receives** report No. 231207196790.

**CARRIED**

## 9. **MATTERS FOR INFORMATION**

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 16 October 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 8 November 2023.
- 9.3. Commissioner Recommendation Private Plan Change 31 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.4. Northern Pegasus Bay Bylaw Review Seeking Approval for Consultation – Report to Council Meeting 7 November 2023 – Circulates to the Kaiapoi-Tuahiwi Community Board, Rangiora-Ashley Community Board and Oxford-Ohoka Community Board.
- 9.5. Adoption of Road Reserve Management Policy – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.6. Adoption of Waimakariri District Community Outcomes – Report to Council Meeting 7 November 2023 - Circulates to all Boards.
- 9.7. Adoption of Waimakariri District Strategic Priorities – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.8. Waimakariri Economic Development Strategy for Adoption – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.9. Health, Safety and Wellbeing Report October 2023 – Report to Council Meeting 7 November 2023 – Circulates to all Boards.
- 9.10. Annual Report for Enterprise North Canterbury for the year ending 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.11. Enterprise North Canterbury (ENC) Strategic Plan Update – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.12. Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2023 – Report to Audit and Risk Committee Meeting 14 November 2023 – Circulates to all Boards.
- 9.13. Cam River Enhancement Fund Proposed Projects and Update – Report to Utilities and Rooding Committee Meeting 21 November 2023 – Circulates to the Rangiora-Ashley Community Board and Kaiapoi-Tuahiwi Community Board.
- 9.14. Rangiora Stormwater Management Plan 2025-40 Work Programme – Report to Utilities and Rooding Committee Meeting 21 November 2023 – Circulates to the Rangiora-Ashley Community Board.
- 9.15. Water Quality and Compliance Annual Report 2022-23 – Report to Utilities and Rooding Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.16. Cam River / Ruataniwha Report – Report to Utilities and Rooding Committee Meeting 17 October 2023 – Circulates to all Boards.
- 9.17. July 2023 Flood Recovery Progress Update – Report to Utilities and Rooding Committee Meeting 21 November 2023 – Circulates to all Boards.
- 9.18. Rooding and Transport Activity Update – Report to Utilities and Rooding Committee Meeting 21 November 2023 – Circulates to all Boards.

### **PUBLIC EXCLUDED**

- 9.19. Contract 23/24 Central Rangiora Gravity Capacity Sewer Upgrade Stage 8 – Report to Council Meeting 7 November 2023 – Circulates to the Rangiora-Ashley Community Board.

Moved: L McClure                      Carried: J Goldsworthy

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

- (a) Receives the information in Items.9.1 to 9.18.
- (b) Receives the separately circulated public excluded information in item 9.19.

**CARRIED**

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

### **S Wilkinson**

- Σ Attended Next Steps with Government zoom meeting.
- Σ Assisted with Fire Brigade fundraising and commented people were spending less.
- Σ Attended Rangiora Networking forum.
- Σ Attended All Boards Meeting.
- Σ Attended LGNZ National Community Board Hui.
- Σ Commented on central government with emerging threats including the money necessary to unwind policies of the previous government including 3 Waters.

### **J Goldsworthy**

- Σ Advised RT12 had achieved accreditation. Noted volunteer numbers were up which was a positive for weather events reminding people of what needed to be done in the community.
- Σ In the regulation space, there were a strong number of consents going through the system and push for houses to be completed pre-Christmas.
- Σ A lot of work was going into the LTP in preparation for end January budget meetings.
- Σ Had the privilege of attending the Youth in Emergency Management graduation.

### **L McClure**

- Σ Attended the Rangiora Santa Parade and commented it was a great event.
- Σ Confirmed as Rangiora Area Coordinator for the Pink Ribbon Appeal that the event had raised \$6,661 across the district.
- Σ Attended LGNZ National Community Board Hui.
- Σ Attended Environmental Volunteer Showcase.
- Σ Attended Dudley Park Revamp celebration.

### **J Ward**

- Σ Commented the Southbrook Working Group was going well.
- Σ Attended the Audit and Risk Committee Meeting where quarterly reports were presented. Bankcorp had attended to present on loans and forward planning, WDC was in good shape.
- Σ A large increase in Official Information requests was costing ratepayers a lot of money, and staff resourcing.
- Σ Noted discussion around parking at Clarkville Hall and School.
- Σ Attended Citizenship ceremony.
- Σ Attended several LTP meetings, there was a lot of pressure from staff to get budgets together before Christmas. Consultation period would be from mid-March to mid-April. Staff had done a good job reducing costs in an inflationary environment.
- Σ Attended Ashley-Rakahuri Liaison meeting to which ECan also attended to discuss stopbanks that were budgeted for in their next LTP to mitigate 200-year flood risk. The stopbanks was planned on or near the airfield and the planned economic development of the airfield was raised.
- Σ Attended the special meeting of LGNZ regarding the Future for Local Government feedback proposals to the new government.
- Σ Noted upcoming visit to Tyler Court in Durham Street all Board members were invited.

**M Fleming**

- Σ Attended InCommon Share Kai event.
- Σ Attended North Canterbury Neighbourhood Support meeting.
- Σ Attended Public Arts Trust exhibition.
- Σ Attended ECan biodiversity summit and range of different local groups attended.
- Σ Assisted with Toot for Tucker and commented on the generosity of the community.

**B McLaren**

- Σ Attended North Canterbury Neighbourhood Support meeting and AGM.
- Σ Attended Restorative Justice South Island Hui.
- Σ Attended Dudley Park Revamp celebration.
- Σ Attended the Fabulous Rangiora OpShop Fashion Show.
- Σ Attended Rangiora Santa Parade.
- Σ Assisted with Toot for Tucker.
- Σ Attended Family Violence Rainbow Training and commented North Canterbury was recognised as a district leader in NZ in preventing family violence.
- Σ Assisted Rangiora Community Patrol and noted an attack on Christmas Tree outside Council building on High Street.

**K Barnett**

- Σ Attended Year 11 prizegiving at Rangiora High School and acknowledged the young people of the district.
- Σ Attended Youth Council mural opening.
- Σ Attended the Fabulous Rangiora OpShop Fashion Show.
- Σ Assisted with Toot for Tucker.
- Σ Attended the All Boards meeting.

**M Clarke**

- Σ Assisted with supplying free firewood for residents in need.
- Σ Attended Greypower meeting.
- Σ Put in Service Request for overgrown vegetation on Ivory Street.
- Σ Attended the Fair at the end of Church Street. Raised \$4,000 for charity.
- Σ Commented on complaints about noisy vehicles at the Sanda Parade.

**P Williams**

- Σ Attended Hurunui Water Liaison Group meeting.
- Σ Attended Cones Road Drainage meeting.
- Σ Attended Long Term Plan Workshops.
- Σ Attended Property Portfolio Working Group meeting.
- Σ Attended Drainage Advisory group meeting and noted over \$200,000 of damage had been caused in the October wind event.
- Σ Attended Ashley Rakahuri meeting regarding ECan flood mitigation.
- Σ Attended tender openings, prices appeared to be easing.
- Σ Awaiting a Central Government announcement on speed restrictions.
- Σ Commented on problems with Rangiora High Street lights.

S Hart advised that Council staff were speaking to Mainpower regarding the lights.



**I Campbell**

- Σ Attended Kaiapoi RSA Christmas function.
- Σ Attended Hurunui Water Liaison Group meeting.
- Σ Attended All Boards.
- Σ Attended Rangiora Santa Parade.

**11. CONSULTATION PROJECTS**

There were no consultation projects.

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

Balance as at 30 November 2023: \$8,957.

**12.2. General Landscaping Fund**

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

**13. MEDIA ITEMS**

Nil.

**14. QUESTIONS UNDER STANDING ORDERS**

Nil.

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

Nil.

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 14 February 2023.

**Workshop**

- Σ *Rangiora-Ashley Community Board Plan 2024/25 – Thea Kunkel (Governance Team Leader) 30mins*
- Σ *Members Forum*

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.40pm.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO:** GOV-18 / 240112003594  
**REPORT TO:** Council  
**DATE OF MEETING:** 7 February 2024  
**FROM:** Dan Gordon, Mayor  
**SUBJECT:** Mayor's Diary  
Friday 1 December 2023 – Wednesday 31 January 2024

**1. SUMMARY**

Attend regular meetings with the Chief Executive, Management Team, and staff.

Friday 1 December	Meeting: National Council – Strategy Day 2 in Wellington; C4LD next steps
Saturday 2 December	Attended: Kaiapoi Christmas Market Day; Judge Parade floats/Kaiapoi Santa Parade; NZRT12 Christmas Function; Cust Volunteer Fire Brigade Christmas Function
Sunday 3 December	Attended: CDEM Volunteer Christmas BBQ; Kaiapoi RSA Christmas Function; Christmas Open House; Opening of art exhibition 'Beyond'
Monday 4 December	Meeting: C4LD; Mayor's Task Force for Jobs Programme Update; WDC and Audit NZ; Citizenship Ceremony Attended: Library Volunteers Christmas Event
Tuesday 5 December	Meeting: Monthly Meeting of Council Attended: Science Roadshow at Ashgrove School; Rangiora High School – Graduation Interview: Compass FM
Wednesday 6 December	Meeting: DIA officials in Wellington re 3Waters reform; Waitaha Primary Health Board Meeting on zoom
Thursday 7 December	Meeting: Pegasus Community Centre Steering Group; Resident re Subdivision Issues; Mayor and Community Board Chairs meeting; All Boards Briefing Attended: Mayor's Community Morning Tea; Kaiapoi High School – Senior Prize Giving
Friday 8 December	Meeting: GCP Committee sub-group; Greater Christchurch Partnership Committee Attended: Te Kaha site visit; Draw CAB Raffle; NZEI Ashley Branch – End of Year Event Presented: CDEM Certificates

Saturday 9 December	Attended: Social Club End of Year Dinner
Sunday 10 December	Meeting: Passchendaele Trip 2024 Attended: Rangiora Santa Parade/Party in the Park (Judged Floats)
Monday 11 December	Meeting: LGNZ pre-meeting; LGNZ-Special General Meeting; Attended: Oxford Area School Prize Giving
Tuesday 12 December	Meeting: Audit & Risk Committee meeting; Council Workshop & Briefing Session; Community & Recreation Committee Meeting Attended: Council Christmas Function Interview: Compass FM
Wednesday 13 December	Meeting: With Police Inspector Peter Cooper Attended: Ronal's Christmas community cuppa; West Eyreton School Junior Prize Giving; Oxford Christmas Tree decorating with Cr Niki Mealing's and Cr Tim Fulton; Loburn School Prize Giving; NZRT12 Accreditation photo
Thursday 14 December	Meeting: David Hill NCN; Transport Reference Group Attended: Refurbishment of Tyler Court; Rangiora New Life School Jnr Prize Giving; Reviewed Number 88 Squadron End of Year Parade
Friday 15 December	Meeting: ENC Trustee Interviews Attended: Te Matauru Primary School Prize-Giving
Sunday 17 December	Attended: Oxford Christmas Parade; Rangiora Racecourse Christmas at the Races
Monday 18 December	Meeting: Oxford Promotions monthly meeting
Tuesday 19 December	Meeting: OAG Climate Change Performance Audit; Interview for new mayoral EA Attended: CAB – Christmas Lunch; Tuahiwi Flooding Issues onsite Interview: Compass FM
Wednesday 20 December	Meeting: Extraordinary Council Meeting; Interview for new EA; James Flanagan catch-up Attended: ENC Board Christmas Lunch
Thursday 21 December	Meeting: Resident catchups Drop-ins: Multiple foodbanks to thank volunteers
<b>January 2024</b>	
Tuesday 9 January	Meeting: Kaiapoi Men's Shed
Wednesday 10 January	Meeting: Dr. Lorna Martin & Bill Eschenbach re Woodend Surgery
Thursday 11 January	Meeting: ENC Trustee Follow-up; Waimakariri Art Trust Meeting Attended: Karin Werner 'Pikshers' Opening

Friday 12 January	Lunch: Te Marie and Gabriel Tau
Saturday 13 January	Attended: Pam McIntosh Funeral
Monday 15 January	Meeting: LTP Budget Briefing
Wednesday 17 January	Meeting: Re: Zone 5/6 conference Attended: Doug Sexton Funeral
Friday 19 January	Meeting: GCP Committee sub-group meeting Attended: Welfare Civil Defence for residents affected by Loburn Fires
Saturday 20 January	Attended: Meeting with FENZ with Loburn residents affected by fires. Visited: Affected properties with Kaikoura MP Stuart Smith and FENZ
Sunday 21 January	Attended: Oxford Lions Wheels with Wings
Monday 22 January	Meeting: NC News re LTP with David Hill
Tuesday 23 January	Meeting: Resident re Silverstream Ford; Waimakariri Art Trust AGM Interview: Compass FM
Wednesday 24 January	Lunch: Te Marie Tau, Tania Wati and Chief Executive
Thursday 25 January	Meeting: With Chief Executive with Mayors Task Force For Jobs Lunch: Grant Edmundson
Friday 26 January	Meeting: Informal Council discussion; GCP Subgroup with Hon Matt Doocey
Sunday 28 January	Attended: Worship and Groundbreaking Service at John Knox Presbyterian Church in Rangiora
Monday 29 January	Meeting: DIA official re 3 Waters Reform Attended: Woodend/Sefton Community Board Start of Year function
Tuesday 30 January	Meeting: Council – LTP Budget Meeting Day 1
Wednesday 31 January	Meeting: Council – LTP Budget Meeting Day 2

**THAT** the Council:

- a) **Receives** report N°. 240112003594



Dan Gordon  
**MAYOR**