

4 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

4.1 Environment Canterbury Draft Annual Plan – Councillor C McKay

Councillor McKay noted that Environment Canterbury's Draft Annual Plan had gone out to the public for engagement with a 10% rate rise which was based on the decisions made in Environment Canterbury's Long Term Plan, which had predicted a 4.6% rise. Staff had recommended a 7.2% inflationary increase by making efficiencies, delaying, or deferring some programmes or scaling back some programmes. C McKay acknowledged the work done by Environment Canterbury staff to keep the rate rise at 10%. Valuation for Waimakariri both urban and rural properties went up but the percentage increase was higher for urban, with a slight decrease for the rural landowners.

P Redmond noted that he was a member of the Ashley River Rating Committee. The rate increase for this area was around 2%, which was minimal, and the Environment Canterbury River Engineer had said that the assets were in good condition. P Redmond was hoping that the rest of the district may have had a similar percentage increase. Councillor McKay stated that she would have liked the rate rise to be lower however you had to be realistic about the world and the environment. Wages were going up and with inflation and the cost of living increases seen in recent times it was inevitable that rates would also rise. The shortage of bus drivers was impacting on public transport and the service that Environment Canterbury was able to provide.

P Redmond noted that the Government had made an announcement of approximately \$50 million to assist bus drivers and public transport in Canterbury. He asked if that was going to have any impact on Environment Canterbury's budgets. Councillor McKay understood that the funding was mainly related to infrastructure rather than wages and attracting new drivers.

B Cairns noted that Councillor McKay had said she was not happy with the 10% increase. He asked if there was anything that she would suggest to Environment Canterbury staff or Councillors that could reduce the increase of 10% or was there anything that could be cut to limit the increase. Councillor McKay said that previously she had been vocal regarding wise investment, prioritizing and delaying or deferring projects. Environment Canterbury staff had come back to the Council with efficiencies where staff thought they could reduce the rate increase by three or four percent and they were also looking at which projects could be delayed or deferred by reworking their current programmes to provide the level of service and the outcomes the community expected.

A Thompson commented on the lack of usage of the buses from Waikuku Beach and between Woodend/Pegasus and Rangiora, which the Board had encouraged Environment Canterbury to provide and enquired if Councillor McKay had any ideas on how to encourage residents to use the buses. Councillor McKay noted in the 2022/23 Environment Canterbury Annual Plan they introduced a fare trial which proposed a flat rate across Selwyn, Waimakariri and Christchurch City and also some discounted or targeted fees for under 25s, tertiary students and children. Government had then provided the 50% reduction to all fares. Therefore Environment Canterbury had delayed its fare trial until such time when the Government's subsidy was finished. This funding was still available for the trial when it was needed. Timaru had introduced the 'My way' service which was like an Uber which was going very well.

S Powell asked if there were any savings from the government subsidy being extended which meant the fare trial had not started as proposed included in the rates for this Annual Plan. Councillor McKay noted that people were rated in 2022 to enable the trial to be run which amounted to approximately \$5.7 million of public transport funds. These funds were now set aside in the

reserve budget and had not been spent. It would be carried forward and used for its intended purpose when the Governments subsidy had been stopped.

S Powell noted that the Environment Canterbury Draft Annual Plan 2023/24 had a lot of targets listed and asked if there was anywhere that people could see if and how the targets had been met. Councilor McKay noted that results were released in the Annual Report which came out in December of every year.

S Powell noted that over the last six years taking into account the proposed increases for the 2023/24 year, the passenger transport rates for urban areas in Waimakariri had risen by 295%. There had been an increase in service with the Park and Ride express buses for Kaiapoi and Rangiora. However, when discussing the new 97 Route between Woodend/Pegasus and Rangiora the Board was told that it had to be kept within the service level of the 95 Route cost with no increase in budget. She acknowledged a lack of uptake in public transport but believed that this would be improved if the 97 bus could detour into the Ravenswood commercial area and the route was extended within Pegasus. The last time she asked for this improved service she was told that it would cost a further \$1 million. Councillor McKay noted that there would be a review of schedules and routes in the near future.

4.2 **Woodend War Memorial Proposed Planting Plan – John Archer**

J Archer noted that before he became involved with the Lions, he was watching the war memorial being installed and thought it looked like it was sitting in the middle of a paddock. He believed the memorial needed to have a backdrop of plantings. He had developed a planting plan which he had presented to the Council's Greenspace Unit with a request for the planting plan to be implemented. The Lions Club had agreed to purchase the plants on condition that the Council planted and maintained them. He noted that he had received a response from staff informing him that there were some issues regarding visibility and watering for the number of plants involved. He pointed out that the plants around the base of the memorial, in his plan were trees that were more likely to conserve water. He requested the Board's support of his planting plan.

The Chair of the Woodend/Pegasus Lions Club, I Lennie noted that the Lions believed that this project would finish off what they had achieved with the memorial site, and it was another contribution by the Lions to beautify a community area. They were happy to fund the purchase of the plants.

K Rabe noted that this matter had been brought to the Board previously and advice received from the Council's Greenspace team was that a resource consent would need to be obtained for the planting to go ahead. This would generate a cost which the Board could not fund.

P Redmond suggested that there could be an opportunity to apply to the Council for a fee waiver for the resource consent. T Tierney confirmed that a sub-committee had recently been set up however, there was an application process to follow.

S Powell noted that she believed that this area should be kept as clear as possible to enable the holding of relevant memorial services at the site.

A Thompson thanked J Archer and the Lions for their work and generous offer and requested that staff provide a report on the matter prior to making any decision.

5 **ADJOURNED BUSINESS**

Nil.

6 REPORTS

6.1 Approval of Scheme Design for Consultation – Transport Choices Project 3 – Woodend to Pegasus Footpath – K Straw (Civil Projects Team Leader), A Mace-Cochrane (Project Engineer) and J McBride (Roading and Transportation Manager)

D Young spoke to the report noting that the Council had undertaken a lot of work over the last two years in relation to establishing a link between Woodend and Pegasus. This culminated in the adoption of the cycleway network plan in 2022 which identified a number of routes around the district which were prioritised for construction. Since that time the Council had made a successful application for Waka Kotahi funding to enable a start to be made on cycleways that met its criteria. This meant that some of the priority one cycleways would be able to be advanced. D Young noted two separate routes could now be designed and constructed with the funding received. The Woodend to Ravenswood cycleway would be on the western side of SH1 and if there was sufficient funding a separate walkway from Woodend to Pegasus could be considered on the eastern side of SH1.

K Straw explained the details of the cycle lane through the entire route using the scheme design drawings to provide a comprehensive overview for the Board through each section of the route. As part of his explanation, he highlighted refuges, parking changes, lane width, green slurry delineations and on-road painted cycle lanes, installation of separation devices, curve realignment and intersections.

P Redmond asked if there was insufficient width on the eastern side of the Highway in Woodend due to the drain for the cycleway to be built. K Straw noted that the Council would need to pipe the drain and potentially underground the overhead powerlines to ensure sufficient width and there would still be pinch points along the path. D Young noted that staff preferred the western side so as to avoid crossing State Highway One.

P Redmond then enquired if the powerlines were undergrounded would that be a solution as opposed to having the drain piped. K Straw believed that both piping the drain and undergrounding the powerlines would need to be done to ensure enough width. The current proposal utilised existing seal which gave a good 2.5 metres of unobstructed pathway.

K Straw noted that people had been parking up against the hedge and reversing out onto the highway outside St Barnabas Church which was not ideal. The proposed plan extended the path against the hedge and converted the current parking to parallel parking. S Powell noted that this parking was utilised by the Church during funerals and they should be consulted. D Young noted that staff saw the Church as a significant stakeholder and would be speaking with them about their needs.

A Thompson asked, if the land on the north side of the Church closest to the Ravenswood Development, was owned by the Council or was it going to be utilised by the Council as a stormwater pond. If not then there may be an opportunity for land swap with the church by giving them the land for overflow parking while utilising the land in the front of the church for the cycleway. D Young noted the Ravenswood Development owned the land.

Moved: A Thompson

Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230131011989
- (b) **Recommends** to the Utilities and Roading Committee that it:
 - i. **Approves** the Scheme Design as per Attachment i of this report for the purposes of consultation.
 - ii. **Notes** that staff will present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
 - iii. **Notes** that feedback from the consultation will be fed into the Detailed Design and that the Detailed Design will be reported back to the Community Boards and the Utilities and Roading Committee in May 2023 for their approval before procurement begins.
 - iv. **Notes** that the Scheme Design will be distributed to Greenspace's Landscape Architect for comment around amenity options, which will be fed into the Detailed Design and reported back to the Community Board, and Utilities and Roading Committee.
 - v. **Notes** that the Scheme Design requires the removal of 40 on-street car parking spaces at the locations detailed within the draft parking removal schedule included as attachment iii. of this report, and that the final approval of any parking spaces to be removed will be included within the detailed design report in May 2023.
 - vi. **Notes** that any parking to be removed as a result of the Scheme Design will be consulted directly with the immediately adjacent residents.
 - vii. **Notes** that staff have designed two links; one as a connection to Pegasus and one as a connection to Ravenswood. Both of these are on the approved Network Plan, however the Transport Choices Funding application only allowed for the Ravenswood connection.
 - viii. **Notes** that the Pegasus footpath connection will only proceed if there is adequate budget to do so.
 - ix. **Notes** that staff are working closely with Waka Kotahi to coordinate this cycleway project with the planned Woodend Safety Improvement project that is currently being designed.
 - x. **Notes** that this project is funded through the "Transport Choices" funding stream (which is still subject to final signing and confirmation), and this requires that all works is complete by June 2024.
 - xi. **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council is dependent on the site having been through an independent Road Safety Audit process, which will proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.

- xii. **Notes** a small corner snipe of land may be required for the purposes of constructing the cycleway, and that staff upon approval of this report will enter negotiations with the relevant land owners to purchase the required land, noting that a report approving purchase will be brought back to Council.

CARRIED

P Redmond commented that linkages between communities was something the Board had been advocating for and it was good to see progress. It was not the perfect plan in some respects, and he did not like cycleways too close to main roads nor the loss of forty car parks either however on the other hand, the benefit of connectivity outweighed the negatives.

S Powell noted linking communities was something the Board had pushed for a long time, so it was fantastic that staff were in a position to obtain funding. She acknowledged there were compromises which were disappointing like the link through Ravenswood to Pegasus and the delay in a path between Pegasus and Woodend alongside SH1.

B Cairns believed that with the growth of Ravenswood, the expansion of business that it was wonderful that the pathway was acknowledged as a high priority. This plan was a pragmatic way of solving the problems of moving residents and school children round the district safely.

6.2 **Approval of Scheme Design for Consultation – Transport Choices Project 1 – Woodend to Kaiapoi Cycleway - K Straw (Civil Projects Team Leader), A Mace-Cochrane (Project Engineer) and J McBride (Roading and Transportation Manager)**

D Young noted that staff had considered the gap in the cycleway between Project 3 and Project 1. Project 3 culminated at the new traffic lights proposed at Woodend Road. Existing cycleways ran down both sides of SH1 between Woodend Road and School Road where there were also traffic lights. Staff felt that the connection in the middle was well catered for in terms of people who were coming up in either direction had the opportunity to cross the road at both ends of that stretch.

K Straw explained the details of the cycle lane through the entire route using the scheme design drawing set to provide a comprehensive overview for the Board through each section of the cycle lane. As part of his explanation, he highlighted refuges, parking changes, lane width, green slurry delineations and on-road painted cycle lanes, installation of separation devices, curve realignment and intersections.

S Powell enquired where the speed review of Smith Street was at as a speed limit of 50 km/h would be safer for the crossing point at Smith Street. At present some vehicles could still be travelling quite fast at that point as the speed limit change was reasonably close to there. It was noted that the review was to come to the Kaiapoi-Tuahiwi Community Board the following week.

P Redmond asked if staff had considered the vehicles that used the Mill in Kaiapoi which stored approximately 500 caravans. There were also trucks that were required to use the entrance ways and enquired if the refuge in Ranfurly Street would allow for the current vehicle movement. There was also a raised platform on Dale Street, which could have implications for large trucks and towing vehicles. K Straw noted that staff would check that the refuge opposite Dale Street would not obstruct turning vehicles.

P Redmond enquired if there were any properties that had land on both sides of the Old North Road paper road. K Straw noted that Waka Kotahi owned all

the property on the corner of Williams Street and would be purchasing a portion of the neighbouring property.

P Redmond asked where access to the Pineacres Holiday Park would occur. K Straw noted that access to the camp would be off Williams Street.

S Powell asked if there would still be parking for trucks that currently parked along State Highway One just north of Pineacres. K Straw replied that the parking would still be available.

P Redmond asked for clarification on where the Woodend Bypass was proposed to start at its southern end. K Straw noted that it would run through the land parcel owned by Waka Kotahi on the corner of State Highway One and Williams Street and into the back of the Ready Mix property.

S Powell observed that on some other paths where they crossed rural driveways there could loose gravel and shingle e brought onto the cycleway. She asked what could be done at Ready Mix to mitigate and lessen the impact as this was even more likely and could cause damage both to the cycleway and to tyres of bicycles. K Straw noted that normally, if there was an unsealed vehicle entrance, Council would seal it a few metres either side of the cycleway, however with this particular scenario the Council may have to look at sealing part of the internal road system.

P Redmond asked if there would be security fences beside the cycleway for Ready Mix. K Straw noted both Ready Mix and properties along State Highway One expressed concern regarding privacy and safety concerns with opening up the road reserve to the public therefore security fencing and privacy planting was included as part of the project.

S Powell asked if there had been any thought given to formalising the link between the Jill Creamer Trail through Copper Beech to connect with Petries Road and then the Gladstone Road path as this would provide a safe path between the new cycleway and Pegasus and also Waikuku Beach. J McBride noted that it would have to be a separate project.

Moved: S Powell

Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230131011994.
- (b) **Recommends** to the Utilities and Roding Committee that it:
 - i. **Approves** the Scheme Design as per Attachment i of this report for the purposes of consultation.
 - ii. **Approves** the implementation of a "Give Way" priority control at the Sandhills Road / Fullers Road intersection, giving the Sandhills Road traffic priority.
 - iii. **Notes** that the Scheme Design is based on an Off-Road shared Path for the full length of Old North Road.
 - iv. **Notes** that staff will present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
 - v. **Notes** that district wide consultation completed mid 2022 included two options to get this cycleway from Smith Street to Pineacres, and that "Option B" is the option preferred by staff and recommended within this report.

- vi. **Notes** that feedback from the consultation will be fed into the Detailed Design, and that the Detailed Design will be reported back to the Community Boards and the Utilities and Roading Committee in May 2023 for their approval before procurement begins.
- vii. **Notes** that any parking removal as result of the Scheme Design will be consulted with the immediate adjacent residents.
- viii. **Notes** that upon acceptance of this report, the Council's Property Team will commence work with various stakeholders to create new easements as required to allow the route to progress, and that the relevant stakeholders are willing to support the project.
- ix. **Notes** that staff are working closely with Waka Kotahi to co-ordinate this cycleway project with the planned Woodend Safety Improvement project that is currently being designed.
- x. **Notes** that this project is funded through the "Transport Choices" funding stream (which is still subject to final signing and confirmation), and this requires that all works is complete by June 2024.
- xi. **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council is dependent on the site having been through an independent Road Safety Audit process, which will proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.
- xii. **Notes** a small piece of land will be required for the purposes of constructing the cycleway, and that staff upon approval of this report will enter negotiations with the relevant landowners to purchase the required land, noting that a report approving purchase will be brought back to Council.

CARRIED

S Powell thanked the staff, for the detailed report and acknowledged that this had been a huge amount of work and thanked staff for accessing the required funding to progress this work.

6.3 **Application to the Woodend-Sefton Community Board's Discretionary Grant Fun 2022/23 – Kay Rabe (Governance Advisor)**

K Rabe spoke to the report noting that the funding was for a very good cause.

P Redmond noted the discrepancy between the funding application request for \$250 and the report which noted the amount as \$500. The Board agreed that as this project was a good cause and would benefit many in the district it was pleased to allocate the full \$500 shown in the report.

Moved: P Redmond

Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230302028655.
- (b) **Approves** a grant of \$500 to the Relay for Life Fundraising Committee towards the costs of hosting the Relay for Life event.

CARRIED

P Redmond commented that it was a good cause. He was sure the applicant would be pleased with the extra \$250.

6.4 **Approval of the Woodend-Sefton Community Board Plan 2022-25 – K Rabe (Governance Advisor)**

K Rabe spoke to the report noting that she had received one change from the Council's Management Team, on page eight to add a paragraph about Councillors Atkinson and Blackie being a part of the Ward but the Board had opted to have them be non-speaking members.

R Mather advised of some typos within the plan.

Moved: S Powell Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 230124008518.
- (b) **Approves** the Woodend-Sefton Community Board Plan 2022-25 (Trim: 230301028039).
- (c) **Authorises** the Chairperson to approve the final version of the Woodend-Sefton Community Board Plan 2022-25, if any further minor editorial corrections are required.

CARRIED

7 CORRESPONDENCE

Nil.

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for February 2023

- Attended the first workshop of the Integrated Transport Strategy – talked about Vision 2035 and having choices on how we travelled. They looked at earlier community feedback from the Boards area and the need for the Woodend Bypass and more frequent public transport. For the rural areas it was about modal choices. The workshops also dealt with the challenges and opportunities for the future, priorities for land use, integration and housing intensification, road safety, congestion, and parking management. Modal priority and public transport and the freight network was also discussed.

Moved: S Powell Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 230307031085).

CARRIED

9 MATTERS FOR INFORMATION

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 15 February 2023.
- 9.2. Rangiora-Ashley Community Board Meeting Minutes 15 February 2023.
- 9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 20 February 2023.
- 9.4. Submission on the Review into the Future of Local Government – Report to Council meeting 7 February 2023 – Circulates to all Boards.

- 9.5. Ratification of the Council submission to variation 1 of the Proposed District Plan – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 9.6. Submission on the Water Services Legislation Bill and Water Services Economic Efficiency and Consumer protection Bill – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 9.7. Establishment of a Property Portfolio working Group – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 9.8. Review of Elected Member Conference and Training Policy – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 9.9. Health, Safety and Wellbeing Report January 2023 – Report to Council meeting 7 February 2023 – Circulates to all Boards.
- 9.10. UV Treatment Strategy and Rationale – Report to Council meeting 8 February 2023 – Circulates to all Boards.
- 9.11. Aquatics February Update – Report to Community and Recreation Committee meeting 21 February 2023 – Circulates to all Boards.
- 9.12. July 2022 Flood Response Update - Report to Utilities and Roading Committee meeting 21 February 2023 – Circulates to all Boards.

Moved: P Redmond

Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the information in Items 9.1 to 9.12.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

R Mather

- Attended Grey Power meeting where concerns were expressed about footpath use and that they were for feet not wheels.
- Ronels Community Cuppa –Chris Brown (General Manager Community and Recreation) attended as a speaker to allow people an opportunity to ask questions before they submitted on the location of the Pegasus Community Centre.
- Waimakariri Access Group – very pleased to take part in the training day. It was very worthwhile and increased awareness of obstacles for disabled people.
- Went to the Woodend Methodist Church opening of their refurbished facilities – this was a good facility and available to everybody to hire.
- She asked what the next steps were for the Board in relation to Waka Kotahi and the request for a second entrance to Pegasus.

B Cairns asked if the idea was to have access to Gladstone Road. J McBride noted that the Council had made a decision regarding the opening of the 'emergency' entrance to Gladstone Road and it would require a decision from Council to reverse that now.

P Redmond

- Attended a site visit at Kate Valley.

B Cairns

- Attended a site visit at Kate Valley – enjoyed the visit. He was surprised by the methane and the generators that ran off it which powered around 4,000 homes. There was a proposal to put in more generators as the catchment of

methane increased. Once the land fill was filled, they would keep generating electricity for another 25 years.

- Rangiora Promotions requested additional \$20,000 funding to keep the organisation running.
- Attended the Rural and Provincial Conference in Wellington – he felt that the quality of the staff was next level at the Waimakariri District Council.

11 CONSULTATION PROJECTS

11.1 Pegasus Community Centre

<https://letstalk.waimakariri.govt.nz/pegasus-community-centre>

Consultation closes Wednesday 15 March 2023.

11.2 Environment Canterbury Draft Annual Plan 2023/24

<https://www.ecan.govt.nz/your-region/plans-strategies-and-bylaws/annual-plans/>

Consultation closes Monday 3 April 2023.

11.3 Huihui Mai – Greater Christchurch Partnership

<https://www.greaterchristchurch.org.nz/>

Consultation closes Sunday 26 March 2023.

The Board noted the consultation projects.

12 BOARD FUNDING UPDATE

12.1 Board Discretionary Grant

Balance as at 28 February 2023: \$5,210.

12.2 General Landscaping Fund

Balance as at 28 February 2023: \$13,090.

The Board noted the funding update.

13 MEDIA ITEMS

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

S Powell acknowledged T Tierney; this was her last meeting with the Board. She thanked her for her contribution to the Board.

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Tuesday 11 April 2023 at the Waikuku Beach Hall, 1 Bridge Street, Waikuku.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.13pm.

CONFIRMED



Chairperson

11 April 2023

Date

Workshop (8:13pm to 8:30pm)

- *Roading Capital Works Programme – J McBride (30 minutes)*
- *Members Forum*