

Agenda

Rangiora-Ashley Community Board

Wednesday 11 October 2023

7pm

Council Chamber
215 High Street
Rangiora

Members:

Jim Gerard QSO (Chairperson)

Kirstyn Barnett (Deputy Chairperson)

Robbie Brine

Ivan Campbell

Murray Clarke

Monique Fleming

Jason Goldsworthy

Liz McClure

Bruce McLaren

Joan Ward

Steve Wilkinson

Paul Williams

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AGENDA FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 11 OCTOBER 2023 AT 7PM.

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

	<u>BUSINESS</u>	PAGES
1.	<u>APOLOGIES</u>	
2.	<u>CONFLICTS OF INTEREST</u>	
3.	<u>CONFIRMATION OF MINUTES</u>	
3.1.	<u>Minutes of the Rangiora-Ashley Community Board – 13 September 2023</u>	12-30
	<i>RECOMMENDATION</i>	
	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 13 September 2023.	
3.2.	<u>Matters Arising (From Minutes)</u>	
4.	<u>DEPUTATIONS AND PRESENTATIONS</u>	
	Nil.	
5.	<u>ADJOURNED BUSINESS</u>	
	Nil.	

6. REPORTS

6.1. Approval of Design for Project 2 of the Transport Choices Programme (Rangiora Town Cycleway – Stage 1) – Kieran Straw (Civil Project Team Leader) and Don Young (Senior Engineering Advisor)

31-133

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230919145813.
- (b) **Endorses** the proposed detailed design of the cycleway, as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway (as identified in Option 1 (Section 4.2) of this report).

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (c) **Approves** the detailed design as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway.
- (d) **Notes** the Council have received 50 submissions which have been summarised as 26 generally in support, 22 in opposition for a number of reasons, and 2 blank.
- (e) **Approves** the installation of no stopping lines required as per the following schedule, noting that these will be added to the Councils Schedule of Parking Restrictions upon completion.
 - i. Railway Road West Outside 642 Lineside Road (southern end)
 - ii. Railway Road West Outside 642 Lineside Road (northern end)
 - iii. Railway Road West Outside 16 Railway Road
 - iv. Railway Road West Outside Allied Concrete 20
 - v. Railway Road East Angle parking south of Dunlops Road
 - vi. Railway Road East For 10m north of Dunlops Road (extending existing by 5m) to improve sight lines at level crossing.
 - vii. Torlesse Street South Outside No 36 Southbrook Road (Torlesse Street side)
 - viii. Coronation Street West Cul-de-sac head
 - ix. Country Lane Both South Belt to end of public laneway.
 - x. South Belt North No. 7 King Street
 - xi. South Belt South No. 99 37
- (f) **Notes** that these changes will result in the loss of 29 carparks partly balanced by the addition of 10 new carparks (leaving a nett loss of 19 carparks).

- (g) **Approves** the removal of 12 street trees, noting they will be replaced with at least as many new street trees:
- i. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway
 - ii. Railway Road East Outside Carters - To be replace in berm on western side of road
 - iii. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway
 - iv. Railway Road East Outside Carters - To be replace in berm on western side of road
 - v. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway
 - vi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - vii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - viii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - ix. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - x. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - xi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - xii. Coronation Street South No. 10 Coronation St - To be replaced west of Buckleys Road.
- (h) **Approves** the installation of “STOP” priority control on Railway Road (northbound) at Station Road intersection, a “STOP” control on the west of the Marsh Rd railway crossing, and removes the existing “STOP” priority control on Station Road (east bound) as per the proposed intersection design.
- (i) **Approves** the implementation of one-way (northbound) on Railway Road for approximately 60m between Station Road, and the rear PAK’nSave entrance.
- (j) **Notes** that feedback from the consultation process has been incorporated into the design where applicable.
- (k) **Notes** that as a result of consultation, staff have made significant changes to the South Belt connection to King Street, relocating the crossing location to the western side of the intersection.
- (l) **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 2025 (following a recent extension to the completion date), however construction will be programmed to be complete by December 2024.

- (m) **Notes** that the deadline for the approval of the detail design and Schedule 2 agreement for funding has been extended to 30 October 2023, and that Waka Kotahi have signalled that failure to meet that deadline will result in no funding being available. Also funding for construction is dependent on and will not be released until these have been approved by Waka Kotahi.
- (n) **Notes** that the detailed design drawings are subject to an Independent Road Safety Audit, and that this process is yet to occur. Further minor changes are likely to be required as a result.
- (o) **Notes** that the KiwiRail SFAIRP process has confirmed that the installation of half-arm barriers at the Marsh Road, and Dunlops Road level crossings are not financially practicable, and therefore not required as a result of the proposed cycleway.
- (p) Notes that the likely risk associated with projected usage of Marsh Rd and Dunlops Rd railway crossings will need reviewing as part of the Rangiora Eastern Link project, which may lead to either closure, or half arm barriers being installed at that point.
- (q) **Notes** that staff will proceed with the preparation of tender drawings, and documents in anticipation of receiving an approval to move to construction from Waka Kōtahi.

6.2. **Approval to Install No-stopping Restrictions at Multiple Locations in Rangiora – Allie Mace-Cochrane (Project Engineer) and Shane Binder- (Senior Transportation Engineer)**

134-141

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230718108142.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** the installation of the following no-stopping restrictions:
 - i. On the north side of High Street between the vehicle crossings of 2A Ayers Street and 364B High Street,
 - ii. Charles Upham Drive at the following locations:
 1. 17m north of the Salisbury Avenue intersection on the west side,
 2. 28m north and 14m south of the Valour Drive intersection on the east side,
 3. Between Salisbury Avenue and Chatsworth Avenue intersections on the west side,
 4. Between Elm Drive and Chatsworth Avenue intersections on the east side,
 5. 30m south of the Chatsworth Avenue intersection on the east side.

6.3. **Approval to Change the Victoria Street ‘Good Service Vehicles Only’ Sign to a ‘P15 Loading Zone’ Sign – Allie Mace-Cochrane (Project Engineer) and Shane Binder- (Senior Transportation Engineer)**

142-145

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230926152076.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** changing the operation of the Victoria Street ‘Good Service Vehicles Only’ loading zone (adjacent to Coffee Culture) to a ‘P15 Loading Zone.’
- (c) **Notes** that this change only requires the installation of a new sign, and no amendments need to be made to the road marking.

6.4. **Approval to Install Stop Controls at Various Intersections along Seddon Street, Rangiora – Allie Mace-Cochrane (Project Engineer) and Shane Binder- (Senior Transportation Engineer)**

146-155

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230707102697.
- (b) **Approves** the intersection control changes shown in Table 1, pursuant to Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* and with effect from the date of installation of the appropriate signage.

Table 1. Details of intersection control changes.

Side Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
Seddon Street	Ayers Street	Stop / Stop	Give Way
Seddon Street	White Street	Stop / Stop	Give Way
Seddon Street	Kinley Street	Stop / Stop	Give Way
Seddon Street	Ashgrove Street	Stop / Stop	Give Way
Seddon Street	West Belt	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roading Committee for their information.
- (d) **Notes** the existing road with priority will remain unchanged to avoid confusion, and it is the control only at the intersection which is to be changed.

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

156-189

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230907139328.
- (b) **Approves** a grant of \$..... to the Cust and Districts Historical Records Society Inc towards the purchase of a teardrop flag and spike base.
- OR**
- (c) **Declines** the application from the Cust and Districts Historical Records Society Inc.
- (d) **Approves** a grant of \$..... to the Tihiraki North Loburn School for the purchase of EPro8 equipment.
- OR**
- (e) **Declines** the application from the Tihiraki North Loburn School.
- (f) **Approves** a grant of \$..... to North Canterbury Swim Club towards the purchase of time ribbons.
- OR**
- (g) **Declines** the application from North Canterbury Swim Club.

6.6. 2024 Rangiora-Ashley Community Board's Meeting Schedule – Thea Kunkel (Governance Team Leader)

190-193

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230915144150.
- (b) **Resolves** to hold Community Board meetings in the Council Chambers, Rangiora Service Centre, commencing on Wednesdays at 7.00pm, on the following dates:
- 14 February 2024
 - 13 March 2024
 - 10 April 2024
 - 8 May 2024
 - 12 June 2024
 - 10 July 2024
 - 14 August 2024
 - 11 September 2024
 - 9 October 2024
 - 13 November 2024
 - 11 December 2024

7. CORRESPONDENCE

Nil.

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for September 2023

194

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 231004156399.

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 21 August 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 6 September 2023.
- 9.3. Woodend-Sefton Community Board Meeting Minutes 11 September 2023.
- 9.4. July 2023 Flood Response - Emergency and Immediate Works Expenditure – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.5. Moving Forward: Waimakariri Integrated Transport Strategy 2035+ Draft for Consult – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.6. Establish Rangiora Civic Precinct and Library Extension Project Steering Group – Report to Council Meeting 5 September 2023 – Circulates to Rangiora-Ashley Community Board.
- 9.7. District Regeneration - Annual Progress Report to June 2023 – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.8. Re-establishment of Solid and Hazardous Waste Working Party – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.9. Revocation Housing for the Elderly Policy – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.10. Submission: Strengthening the resilience of Aotearoa NZs critical Infrastructure system – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.11. Health, Safety and Wellbeing Report August 2023 – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.12. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Oxford-Ohoka Community Board Meeting 6 September 2023 – Circulates to Rangiora-Ashley, Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards.
- 9.13. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Woodend-Sefton Community Board Meeting 11 September 2023 – Circulates to Rangiora-Ashley, Oxford-Ohoka and Kaiapoi-Tuahiwi Community Boards.
- 9.14. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Kaiapoi-Tuahiwi Community Board Meeting 18 September 2023 – Circulates to Woodend-Sefton, Oxford-Ohoka and Rangiora-Ashley Community Boards.
- 9.15. Establish Rangiora Civic Precinct and Library Extension Project Steering Group – Report to Utilities and Rooding Committee Meeting 19 September 2023 – Circulates to Rangiora-Ashley Community Board.
- 9.16. July 2023 Flood Recovery Progress Update – Report to Utilities and Rooding Committee Meeting 19 September 2023 – Circulates to all Boards.

- 9.17. Transport Choices – New Footpath Programme for Approval – Report to Utilities and Roading Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.18. Amendment to Kerb & Channel Renewal Programme 2023/24 – Report to Utilities and Roading Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.19. Annual Report on Dog Control 2022/2023 – Report to District Planning and Regulation Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.20. Annual Report to the Alcohol Regulatory and Licensing Authority 2022/2023 – Report to District Planning and Regulation Committee Meeting 19 September 2023 – Circulates to all Boards.

Public Excluded

- 9.21. Proposed Sale of 136 Fishers Road, Okuku – Report to Council Meeting 5 September 2023 – Circulates to all Boards.

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) Receives the information in Items.9.1 to 9.20.
- (b) Receives the separately circulated public excluded information in Item 9.21.

Note:

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

10. MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board related information.

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

11. CONSULTATION PROJECTS

11.1. Libraries Survey 2023

<https://letstalk.waimakariri.govt.nz/libraries-survey>

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 30 September 2023: \$11,162.

12.2. General Landscaping Fund

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

13. MEDIA ITEMS

14. **QUESTIONS UNDER STANDING ORDERS**

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

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 8 November 2023.

Workshop

- *2023/24 Community Board Plan – Thea Kunkel (Governance Team Leader) – 30mins*
- *Members Forum*

MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 13 SEPTEMBER 2023 AT 7PM.

PRESENT

J Gerard (Chairperson), R Brine (arrived 7:09pm), I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, J Ward, S Wilkinson, and P Williams.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), G MacLeod (Greenspace Manager), S Binder (Senior Transportation Engineer), K Lindsay-Lees (Senior Communications and Engagement Advisor), C Taylor-Claude (Parks Officer), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

Three members of the public attended the meeting.

1. APOLOGIES

Moved: J Gerard

Seconded: P Williams

THAT apologies for absence be received and sustained by K Barnett and B McLaren.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 9 August 2023

Moved: M Fleming

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 9 August 2023.

CARRIED

3.2. Matters Arising (From Minutes)

J Gerard the Council's Management Team were asked to clarify Board delegations regarding property purchases and sales. A response had not yet been received to this query.

4. DEPUTATIONS AND PRESENTATIONS

4.1. John Knox Community Centre Rebuild – Jason King

J King spoke to the Board providing them with an update on the proposed John Knox Presbyterian Church rebuild. The congregation had been working over the last 11 years to get to the point of breaking ground.

After the 2010 and 2011 earthquakes the Church made the decision to demolish the old church and rebuild a more community-based centre. However, the Church now had resource consent and were in the process of tendering for the building of a new auditorium which was already funded. They were hoping to begin building in February 2024 and opening the new facility in May 2025. It was anticipated that the auditorium, where church services would be held, would have a capacity of 240.

J King explained that currently a dozen groups were using the community-based centre at any one time. They were still working toward securing funding for the proposed new community space. They would therefore be repurposing their current church to serve as a community space and develop an outdoor area community space as well. He noted that on High Street there would be a sign that said, 'John Knox Rangiora Presbyterian Church' and on the King Street side it would say 'John Knox Community Centre'.

M Fleming asked if they would need to relocate the current community groups that regularly uses the church. J King noted that they had liaised with the groups to ensure they were aware that they needed to relocate over the next 12 to 15 months. Their church services would be held at the Totara Club which was a part of Presbyterian Support.

J Gerard thanked J King for his presentation.

5. **ADJOURNED BUSINESS**

Nil.

6. **REPORTS**

6.1. **Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Rangiora-Ashley Board Ward Area – S Binder (Senior Transport Engineer), A Mace-Cochrane (Transport Engineer), J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)**

S Binder introduced the report which was the culmination of a long process and requested Board approval to consult on one of two options for the Speed Management Plan.

G Cleary explained that the report requested the Board to recommend to the Council to proceed with public consult of the proposed Speed Management Plan. Option one would be to only consult on the roads in proximity of schools in the Ward, and option two would result in consultation on all roads in the Ward.

J Gerard advised that the Community Board Chairs had met with the Mayor to discuss the proposed Speed Management Plan. It was suggested that current focus should only be on the roads near schools.

M Fleming questioned if the reason that staff had provided the recommendation to only consult on roads near schools versus all the roads, was due to an expected modification of the Land Transport Rule: Setting of Speed Limits 2022, if there was a change in Government after the national elections in October 2023. She further queried what the benefit was of only consulting on roads near schools. J McBride explained that the Land Transport Rule: Setting of Speed Limits 2022 required that Councils addressed 40% of the speed limits near schools by June 2024 and 100% by 2027. It was staff preference to proceed with public consult of all the roads in the Ward, which was based on various assessments.

In response to a question from J Goldsworthy, J McBride confirmed the Council currently had funding available to do the roll out of which needed to be completed by 30 June 2024. If the Council did not complete the work while this funding was available, it would need to reapply to the next National Land Transport Programme (NLTP) and there were no guarantees that the Council would receive more funding through that process.

Moved: P Williams

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads were within the Board's area.
- (c) **Notes** that Recommendation (b) was considered the 'bare' minimum that the Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

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

School name	Cat.	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)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

AND:

- (d) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (e) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.

- (f) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (g) **Notes** that while the draft Speed Management Plan was in line with National Strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (h) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (i) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

LOST

P Williams believed it was important for the Council to liaise with the community about traffic near schools. He requested a Safety Report on the incidents that occurred on roads near schools, as it was important for the Board to have all the facts when considering the matter in future. He noted that the Board had received several briefings on the proposed Speed Management Plan and there was no appetite from the Board for reducing speeds on other roads, hence no more workshops were needed.

R Brine believed that the Council should be looking at a district wide review of speed limits. It was his experience that speed was a contributing factor to most accidents. He noted that speed limits were too high in the district with all the country roads.

J Goldsworthy questioned if staff would still be undertaking a workshop with the Council, even if the Board recommended not further workshops in the future. G Cleary explained that it was the Council's prerogative to call for further workshops when it considered the feedback from each Community Board.

S Wilkinson asked if the public consulting would include the option of the status quo remaining. J McBride explained that the consultation would be based on what was proposed, requesting feedback on those proposed speed reductions around schools. It would have the specific detail around each school that would be included in the consultation information and was based on our national guidance and legislation.

Amendment

Moved: J Ward

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

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

Table 2. Extents of school speed limits within the Board's ward area.

School name	Cat.	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)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	

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

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

AND:

- (e) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (f) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (g) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.

- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (h) **Notes** that while the draft Speed Management Plan was in line with National Strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (i) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (j) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

CARRIED

A division was called:

For: (6) J Gerard, R Brine, M Fleming, J Goldsworthy, L McClure, and J Ward.

Against: (4) I Campbell, M Clarke, S Wilkinson, and P Williams.

Debate on the Amendment

J Ward commented that the Council had a long discussion on the Speed Management Plan, and they believe that with the upcoming national election things may change, and it would therefore be best for the Council if they reviewed the Speed Management Plan early in 2024. However, she supported the need to review speeds near schools and consulting the public on this was important. She also believed that it was important that the Council held further workshops once public opinion becomes known.

J Goldsworthy agreed that speed was a contributing factor to accidents of the district's roads. He understood that Speed Management Plans was never intended to reduce accidents, the main target was to reduce the impact of accidents. He noted that it was important that the Board made the statement to the community that they were actively promoting safety within the district. He was supportive of the motion, although he would have preferred the Council to consult on all the roads in the district.

R Brine concurred with J Goldsworthy and also would have preferred that the Council to consult on all the roads in the district, however he was comfortable with reviewed the Speed Management Plan in 2024.

M Fleming commented that she also preferred that the Council to consult on all the roads in the district

P Williams noted reason for not supporting further workshops was because the Board had already had a workshop and the indication from the Board was that they would not be in favour of the speed reductions on other roads. He acknowledged what R Brine was saying, and he therefore asked staff for the accident rates near schools.

The amendment became the substantive motion which was then put to the vote.

6.2. **Mural on Dudley Park Public Toilet by Artist Mel Eaton, funded by Keep New Zealand Beautiful – G MacLeod (Greenspace Manager) and C Taylor-Claude (Parks Officer – Greenspace)**

G MacLeod took the report as read and explained that a local artist, Mel Eaton, had originally requested the Council for permission to paint a mural on the pump station. Due to the possibility of this infrastructure being transferred to another entity if the Three Waters Reforms were enacted, staff suggested to M Eaton that the mural be painted on the public toilet instead. G MacLeod noted that the Waimakariri Youth Council was still investigating the possibility of a mural on the Squash Club building, and they felt a mural on the public toilet would complement their own mural. The mural had also received endorsement from the Waimakariri Public Arts Trust.

P Williams noted this was a brilliant proposal at no cost to the Council. He asked if the artist would be using anti-graffiti paint which would mitigate damage to the mural if it got vandalised and who would be responsible for any repairs needed. G MacLeod advised that staff expected that the mural would be covered under the Council's normal graffiti contract. M Eaton would be responsible for any touch-ups that the mural may require.

P Williams enquired who would be paying for the touch-ups to the mural if they were needed. G MacLeod did not expect that the Council would be paying, given that the mural was externally funded.

Moved: P Williams

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230720109808.
- (b) **Approves** the proposal by Mel Eaton to paint a mural on the public toilet at Dudley Park.
- (c) **Notes** that the project was funded by Keep New Zealand Beautiful as part of its Resene "Nature Mural" fund. As such a plaque would be placed on the toilet block as could be seen in attachment i of the report which acknowledged Keep New Zealand Beautiful.
- (d) **Notes** that the mural had been endorsed by the Waimakariri Public Arts Trust.
- (e) **Notes** that the Youth Council had endorsed the design and mural as they saw it would partner well with the mural, they were pursuing for the Squash building at Dudley Park.
- (f) **Notes** the design depicted a Blue Duck/Whio, swimming with chicks. The Blue Duck/Who was an endemic waterfowl to New Zealand with prehuman populations existing within North Canterbury. The Blue Duck/Whio was listed as endangered.
- (g) **Acknowledges** Mel Eaton for being proactive in obtaining this grant from Keep New Zealand Beautiful for the purpose of beautifying an asset on Dudley Park and within our district.

CARRIED

P Williams commented that this was a brilliant idea for Waimakariri, although he was a bit concerned about vandalism, however noted that most often murals were not targeted for graffiti.

M Fleming noted that this was originally going to go on the pump house and was very pleased that it would be going on the toilets instead.

6.3. **Installation of Bollard and Wire Fencing at Jack Graham Reserve – K Howat (Parks and Facilities Team Leader)**

G MacLeod spoke to the report noting that this had come because of feedback received from the Cust Advisory Group regarding people consistently parking in suboptimal conditions which was causing damage to the grounds. The option suggested was to install bollards funded via the Board's General Landscaping Budget. The Council used bollards to try and prevent people from accessing areas that was off limits. People expected to be able to park in this area which was why staff were also proposing the installation of a drop gate. The damage was normally caused by people visiting the Cust domain. However, there were instances where people had used their cars for recreational purposes. Staff had generally repaired the area either through spending significant funding at the end of the spring season or they had to mow it out.

P Williams noted the cost of the wire ropes and bollards seemed quite expensive. He asked how many quote staff had requested for the job. G MacLeod advised the project had not been explored enough to ascertain how much the bollards would cost to install it was more focused on how much the materials would cost from different suppliers.

M Fleming noted that staff had suggested that they could post on Facebook that the area was closed off during the wetter months. She wondered if installing signs on the ropes with summer access would be sufficient to explain to people the reasons for the bollards. G MacLeod noted that so far staff had not explored signage to prevent people from parking there.

S Wilkinson questioned if staff had any understanding of the remedial costs that had been spent during the last 12 months versus the fixed cost bearing in mind that the fixed cost was potentially not going to solve the problem if people expected to be able to drive on the reserve. G MacLeod explained that there was a chain, which would be dropped during the summer period. However, it was identifying that they had legitimate users that choose to use the area at the wrong time. The remedial costs were approximately \$200 to \$300.

R Brine noted that there were other areas such as Coldstream that also had this issue. He asked if staff were considering other areas where people, were parking. G MacLeod noted that Coldstream had come up during the Annual Plan process and staff had received follow up correspondence as well. At this point staff had not set aside funding specifically for that area and bollarding was one way to fix these sorts of problems. He believed it would be useful for staff to sit down with the Board to identify other areas prior to the Long Term Plan.

Moved: J Gerard

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

- (a) The report lies on the table to enable staff to investigate the proposal further and to provide additional information.

CARRIED

6.4. **Road Naming – Southbrook Holdings Limited – S Morrow (Rates Officer – Property Specialist)**

S Morrow spoke to the report noting that a Board decision was sought to approve new road names as part of a commercial subdivision on Todd's Road in Rangiora. He noted that the roads were continuations and were not creating new road names.

Moved: L McClure

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230831135025.
- (b) **Approves** the following proposed road names for the new roads marked as Roads 1 and 2 on the attached plan:
 1. Kingsford Smith Drive (Continuation).
 2. Southern Cross Road (Continuation).

CARRIED

6.5. **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting it was an annual report which reported back on the discretionary grants that the Board granted to community organisations and groups. She noted that the Board had considered 14 applications in the 2022/23 financial year and approved 12. Also, of the \$18,569 available funding the Board distributed \$10,503.

Moved: P Williams

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230815124675.
- (b) **Notes** that of the \$18,569 allocated to the Board for the 2022/23 financial year, \$10,503 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$8,066 was carried forward and added to the 2023/24 allocation of \$10,660, bringing the current financial year's total to \$18,726.00.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

CARRIED

6.6. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting that the first application came under the umbrella of the Waimakariri Access Group. One of its members was requesting funding to host an inclusive sports day at MainPower Stadium in September 2023. The primary aim for the day was for the disabled youth to participate in various sports. She noted that they had approach all four Community Boards for funding and had been granted \$500 by both the Oxford-Ohoka and Woodend-Sefton Community Boards.

Moved: P Williams

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230807119799.

- (b) Approves a grant of \$500 to the Waimakariri Access Group towards seeding costs to host an inclusive sports day.

CARRIED

T Kunkel noted that the Southbrook Cricket Club was well known in Rangiora. They were requesting funds to purchase three tablets for keeping scores at their matches due to new regulation introduced by New Zealand Cricket to keep digital scores and upload onto the internet.

Moved: J Gerard

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (c) **Approves** a grant of \$500 to the Southbrook Cricket Club towards the purchase of three tablets.

CARRIED

T Kunkel noted that the application was received from Rachel's House Trust which was a non-governmental service that offered a full wraparound service in response to needs within local communities to support and accommodate pregnant teenagers. They were requesting funding to host a community music event for children under six and their families. They were hoping the event would create awareness of the work they were doing in the community as well as raise funds for the other activities.

Moved: M Fleming

Seconded: P Williams

THAT the Rangiora-Ashley Community Board:

- (d) **Approves** a grant of \$430 to the Rachel's House Trust towards hosting a community music event.

CARRIED

T Kunkel noted that Waimak Touch Incorporated was a club that promoted sports as social interaction for children ages five to thirteen and they were requesting funding for essential sports gear.

Moved: S Wilkinson

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (e) **Approves** a grant of \$1,000 to Waimak Touch Incorporated towards the purchase of gear bags, balls and cones for the teams and coaches.

CARRIED

T Kunkel noted that the Classics Leisure Marchers' members were aged between 60 and 85 who have limited funds available to support their marching. The group wished to attend the National Leisure Marching event in Invercargill in March 2024 and were requesting for funding for the entry fee.

Moved: P Williams

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (f) **Approves** a grant of \$400 to the North Canterbury Classics Leisure Marchers Incorporated towards registration fees for the National Leisure Marching.

CARRIED

7. CORRESPONDENCE

7.1. Letter regarding the Boards Draft Annual Plan Submission

Moved: J Gerard Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230220022903.

CARRIED

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for August 2023

Moved: J Gerard Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230906138377.

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 July 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.
- 9.3. Woodend-Sefton Community Board Meeting Minutes 14 August 2023.
- 9.4. Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.5. Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.6. Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.7. Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.
- 9.8. Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group – Report to Council Meeting 15 August 2023 – Circulates to the Rangiora-Ashley Community Board.
- 9.9. Avian Botulism Management 2022/23 – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.10. Private Well Study – Results from 2022 Study – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.11. Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

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

Moved: J Goldsworthy

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.11.
- (b) **Receives** the separately circulated public excluded information in item 9.12.

CARRIED

10. MEMBERS' INFORMATION EXCHANGE

S Wilkinson

- Attended the cycleway consultation – general consensus was that there was a lack of enthusiasm towards the cycleway.
- Attended the Law and Order Night with Matt Doocy at the Rangiora RSA – good attendance. Mark Mitchell presented himself well in terms of what they were trying to achieve.
- Attended the Fire Brigade Quiz Night.

J Goldsworthy

- Council Workshop on flooding update on what damage had been done across the district.
- Attended a Rata Foundation evening for people who had applied for funding through them. The funding pie was not getting any bigger but there were a few more slices available. He understood a few organisations would be struggling.
- Civil Defense – The Council would be working on a submission on the Emergency Management Bill Act which was currently going through Parliament. Some of the major changes in the Bill was a suggested increase in Māori involvement in terms of the management of Civil Defences.
- He accompanied an Environmental Officer for a day, and he had not realized they did what they do. He got to see how well our district was performing in terms of parking. Complaints were tracking up. The Government was currently investigating the idea of introducing more competition in the consenting market.

L McClure

- Attended the Whanau Expo at Rangiora High School. All the local primary schools went along and celebrated what their learners had been doing throughout the year. It was good to see some production information and generally what had been going on in the education sector.
- Approached to be the Rangiora area coordinator for the Pink Ribbon Appeal.
- Early morning down East Belt Corde was usually out picking up rubbish along the High School, it looked amazing, but she would like to see the high school students picking up their own rubbish.

J Ward

- The Council had been starting with the Long Term Plan Workshops, they were gaining momentum during their discussions.
- Attended the Utilities and Roading Committee Meeting.
- Attended tender openings. It was encouraging to see a range of tender prices and competition.
- North Canterbury Sport and Recreation Board Meeting.
- Rangiora Airfield Advisory Group Meeting. They had a new manager at the Airfield.
- Chief Executive Review Committee Meeting.
- Audit and Risk Committee Meeting. Caught up with Chief Executive.
- Communications – picked up a hybrid car battery which was 35kg out of a curbside bin.
- Council had found asbestos at on old dump off Downs Road by the Waimakariri River which Environment Canterbury and staff were working on.
- Council Workshop on risks within the Council. They had a good discussion about various risks that they would need to think about and prioritize.
- Silverstream Retirement Village Site Visit. Stage two had been finished. The residents were loving being there and were very active.

R Brine

- Southbrook Park – 2022 elected as Chair for the fundraising committee because the pavilion needed to go but they had not gone on with a lot of stuff.
- Mayor had asked him to represent the Council on the Greater Christchurch Partnership Hearings. They had over 1,000 pages of submissions. It was chaired independently by someone that lived in Napier.
- Long Term Plan Workshops.

I Campbell

- Southbrook Cycleway consultation – seemed to be some strong views on the plan.

P Williams

- Drainage – pleased that the Council unanimously passed just over four million dollars towards drainage from the damage done to roading and drainage in the June/July 2023 flood event. It put into perspective how much of a problem we had with drainage.
- Mandeville Resurgence Drop in Session – the Council had a proposal of several different options; they were all in favor of doing it properly rather than a patchwork job. The problem with that was the staff estimate of 20 million dollars to mitigate issues with the Mandeville Drainage. At the drop in session staff found out that some people had water through their houses, but they did not know because when people were putting in a service request as a property drainage and staff had interpreted that they had flooding through their property.
- Long Term Plan Workshop – There were wants and there were needs. He believed some of the infrastructure roads, drainage was a need because Council could not afford to have water running through people's houses. Concentrating on keeping our rates as low as possible.

M Clarke

- Attended the meet the candidate meeting at GreyPower.
- Attended the Southbrook Cycleway Drop in – number of people at the session. Someone had asked who was in favor of the cycleway to put their hand up and no one did. The main concern seemed to be behind Pak'n'Save.
- Visited Cust Domain and looked at the grass area and could see the problem. He could not see the point in not having it fenced off.

- Attended the Fair at the end of Church Street. Raised \$2,600 and 50% was going to a charitable group.
- Pleased to see the reaction from the roading manager about the site entrance to the new development with the rest home where they had installed signs warning people to slow down and had repaired the road.
- At a previous Board meeting there was a workshop on the road being too wide by the War Memorial. He saw someone crossing the street and the lights had gone red before they had completed the crossing.

M Fleming

- Attended Waimakariri Access Group Annual General Meeting. The inclusive sports event was on 29 September 2023.
- Waimakariri Youth Council meet and greet. Impressed with how professional they were. They held a workshop where they looked at the future vision of High Street. The vision was more pedestrians and social interactions and no cars potentially.
- Attended tree planting Keep Rangiora Beautiful replacing trees that had died. Clean up Ashley River Sunday 24 September.
- All Boards Meeting.
- Wearable Arts North Canterbury.

11. CONSULTATION PROJECTS

11.1. Waimakariri Economic Development Strategy

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

Consultation closes Sunday 17 September 2023.

11.2. Playspaces in Kaiapoi East

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

Consultation closes Friday 22 September 2023.

11.3. Mandeville Resurgence Channel Upgrades

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

Consultation closes Friday 29 September 2023.

The Board noted the consultation projects.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 31 July 2023: \$13,860.

12.2. General Landscaping Fund

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

The Board noted the Board funding update.

13. MEDIA ITEMS

Nil.

14. QUESTIONS UNDER STANDING ORDERS

Nil.

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 11 October 2023.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8:41pm.

CONFIRMED

Chairperson

Date

UNCONFIRMED

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-115-02 / 230919145813

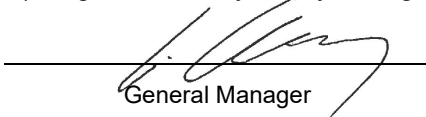
REPORT TO: RANGIORA ASHLEY COMMUNITY BOARD


DATE OF MEETING: 11 October 2023

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

SUBJECT: Approval of Design for Project 2 of the Transport Choices Programme (Rangiora Town Cycleway – Stage 1)

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval of the detailed design for the Rangiora Town Cycleway – Stage 1 (Project 2 of the Transport Choices Programme), to allow staff to progress to the tender phase of the project (see Attachment i).
- 1.2. Consultation on the proposed cycle connections closed on 11th September 2023, and the Council has received 50 formal responses via the “Let’s Talk:” consultation phase (see Attachment ii).
- 1.3. The consultation included a drop-in session at the Southbrook Rugby Club for the directly impacted stakeholders and residents to provide feedback on the design. In addition, a small meeting was held on 26th September 2023 with South Belt residents to discuss detailed design changes.
- 1.4. After the recent approval from the Council to consult on the concept, the staff have sent fliers to all residents and businesses along the route, held a community drop-in session, and a street meeting specifically on South Belt design.
- 1.5. The feedback has now been received and is summarised in Attachment iii. In summary, 50 submissions were received, of which 26 were in support of the cycleway (either with or without specific concerns), 22 had objections either in general or to a specific part of the route, and 2 were blank.
- 1.6. The staff commentary on the feedback is dealt with in more detail in Section 5.2 below.
- 1.7. In addition, Council staff have worked extensively with three key stakeholders, being KiwiRail, Southbrook School and PAK’nSave.
- 1.8. With regard to KiwiRail, they have agreed to the proposed design, and after viewing a So Far As Is Reasonably Practicable assessment (SFAIRP), accept that it is not reasonably practicable to install half arm barriers at the two level-crossings, located at Marsh Road, and Dunlops Road. (see Attachments vii and viii). A number of mitigation measures have been included to alleviate some of their concerns. In addition, the Council will need to reconsider the need for improved barriers as part of its decision-making relating to the Rangiora Eastern Link.
- 1.9. With regard to the Southbrook School, the staff have met with them on a number of occasions. However the school board did send a submission in objection to the plan (submitter #48 in Attachment 3). This was based on their interpretation of the plan that the

one way would require PAK'nSave trucks to all exit the area past the school. Following this submission, the staff met with them to explain the intention with PAK'nSave trucks. In response to that, the school sent an email effectively withdrawing their objection (see Attachment iv). Note they also requested signage preventing trucks from going past the school. Staff have considered this, but without a Council bylaw being prepared, this would not be enforceable.

- 1.10. With regard to PAK'nSave, the staff believe they have listened carefully to the concerns raised and have made significant alterations to alleviate these concerns. PAK'nSave have submitted that they remain in objection to the plan (submitter 50 in attachment iii). If the plan is supported by the Board and then the Council, then the staff will continue to meet with PAK'nSave to look for opportunities to mitigate their remaining concerns.
- 1.11. As a result of the drop-in session, the staff have also considered changes to the layout on South Belt. We have then met with the residents, and it appears that the changes have largely mitigated their concerns, although some issues remained. These include matters such as the location of the bus stop, the design of the crossing island, and drainage concerns, and these will be considered as the detailed design is finalised.
- 1.12. Note that Waka Kōtahi have extended the construction deadline for Transport Choices projects to June 2025, which provides additional time to tender and construct. However the Waka Kōtahi approval process for the detailed design of these projects has only been extended for one month. Therefore, final designs must be submitted to Waka Kotahi prior to 27 October 2023.

Attachments:

- i. Detailed Design for Project 2 (Trim no. 230915144615)
- ii. Let's Talk Survey Responses – Redacted version (Trim no. 230912141937)
- iii. Summary of Feedback (Trim no. 230927152525)
- iv. Email from Southbrook School (Trim no. 230928153324)
- v. Proposed Schedule of Parking Restrictions (Trim no. 230221023538 (V03))
- vi. Proposed schedule of street trees for removal (Trim no. 230223024638 (V03))
- vii. KiwiRail SFAIRP Report – Marsh Rd Trim no. 230925150076)
- viii. KiwiRail SFAIRP Report – Dunlops Rd (Trim no. 230927152109)

2. **RECOMMENDATION**

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230919145813.
- (b) **Endorses** the proposed detailed design of the cycleway, as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway (as identified in Option 1 (Section 4.2) of this report).

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (c) **Approves** the detailed design as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway.
- (d) **Notes** the Council have received 50 submissions which have been summarised as 26 generally in support, 22 in opposition for a number of reasons, and 2 blank.
- (e) **Approves** the installation of no stopping lines required as per the following schedule, noting that these will be added to the Councils Schedule of Parking Restrictions upon completion.

i.	Railway Road	West	Outside 642 Lineside Road (southern end)
ii.	Railway Road	West	Outside 642 Lineside Road (northern end)
iii.	Railway Road	West	Outside 16 Railway Road
iv.	Railway Road	West	Outside Allied Concrete 20
v.	Railway Road	East	Angle parking south of Dunlops Road
vi.	Railway Road	East	For 10m north of Dunlops Road (extending existing by 5m) to improve sight lines at level crossing.
vii.	Torlesse Street Street side)	South	Outside No 36 Southbrook Road (Torlesse
viii.	Coronation Street	West	Cul-de-sac head
ix.	Country Lane	Both	South Belt to end of public laneway.
x.	South Belt	North	No. 7 King Street
xi.	South Belt	South	No. 99 37

- (f) **Notes** that these changes will result in the loss of 29 carparks partly balanced by the addition of 10 new carparks (leaving a nett loss of 19 carparks).

- (g) **Approves** the removal of 12 street trees, noting they will be replaced with at least as many new street trees:

i.	Railway Road East carriageway	Outside Carters	- To be replaced in kerb build out within
ii.	Railway Road East of road	Outside Carters	- To be replace in berm on western side
iii.	Railway Road East carriageway	Outside Carters	- To be replaced in kerb build out within
iv.	Railway Road East of road	Outside Carters	- To be replace in berm on western side

- v. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway
 - vi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - vii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - viii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - ix. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - x. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - xi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road
 - xii. Coronation Street South No. 10 Coronation St - To be replaced west of Buckleys Road.
- (h) **Approves** the installation of “STOP” priority control on Railway Road (northbound) at Station Road intersection, a “STOP” control on the west of the Marsh Rd railway crossing, and removes the existing “STOP” priority control on Station Road (east bound) as per the proposed intersection design.
- (i) **Approves** the implementation of one-way (northbound) on Railway Road for approximately 60m between Station Road, and the rear PAK’nSave entrance.
- (j) **Notes** that feedback from the consultation process has been incorporated into the design where applicable.
- (k) **Notes** that as a result of consultation, staff have made significant changes to the South Belt connection to King Street, relocating the crossing location to the western side of the intersection.
- (l) **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 2025 (following a recent extension to the completion date), however construction will be programmed to be complete by December 2024.
- (m) **Notes** that the deadline for the approval of the detail design and Schedule 2 agreement for funding has been extended to 30 October 2023, and that Waka Kotahi have signalled that failure to meet that deadline will result in no funding being available. Also funding for construction is dependent on and will not be released until these have been approved by Waka Kotahi.
- (n) **Notes** that the detailed design drawings are subject to an Independent Road Safety Audit, and that this process is yet to occur. Further minor changes are likely to be required as a result.
- (o) **Notes** that the KiwiRail SFAIRP process has confirmed that the installation of half-arm barriers at the Marsh Road, and Dunlops Road level crossings are not financially practicable, and therefore not required as a result of the proposed cycleway.
- (p) **Notes** that the likely risk associated with projected usage of Marsh Rd and Dunlops Rd railway crossings will need reviewing as part of the Rangiora Eastern Link project, which may lead to either closure, or half arm barriers being installed at that point.
- (q) **Notes** that staff will proceed with the preparation of tender drawings, and documents in anticipation of receiving an approval to move to construction from Waka Kōtahi.

3. **BACKGROUND**

- 3.1. The Waimakariri District Council have committed to improving multi-modal transport options throughout the district. The intention is to provide safe and accessible facilities which encourage active movements within the community.
- 3.2. The Walking and Cycling Network Plan has been derived to deliver upon the actions which were agreed and endorsed in the Waimakariri Walking and Cycling Strategy 2017-2022. The vision of this strategy is “Waimakariri residents choose to walk and cycle, and that the environment is friendly, safe and accessible for walkers and cyclists”. Overall, the aim of the strategy is to encourage walking and cycling, both for recreational and commuter travel. This policy was developed with alignment to Regional Transport Plans and other national/regional policy documents.
- 3.3. A previous report was taken to All Boards in August 2021 seeking approval to consult on the draft Walking and Cycling Network Plan (refer to TRIM No. 210920151361 for further background information).
- 3.4. Following this district wide consultation, a further report was taken to the Boards and then the Council in October 2022 seeking adoption of the Walking and Cycling Network Plan, and associated Infrastructure Prioritisation Programme. This was adopted.
- 3.5. Report Trim no. 230131011979 sought approval of the scheme design for the Rangiora Town Cycleway for the purposes of consultation. Also present at both the Rangiora-Ashley Community Board, and the Utilities & Roothing Meeting were Foodstuff Representatives who presented a deputation outlining their concerns of the proposed scheme design. The resolutions of this meeting were as follows:
- a) *Requests a Safety Audit of the proposed scheme concept in relation to Southbrook.*
 - b) *Requests a reconsideration of alternative routes in the Southbrook area.*
 - c) *Notes staff will present a further report to the next Utilities and Roothing Committee meeting.*
- 3.6. Staff then re-evaluated alternative alignments and sought a Road Safety Technical note on the proposed scheme design. The outcomes of these were presented in Report 230322039767 where again Foodstuff representatives presented a deputation from their perspective. Following this presentation at the April 2023 meeting, the Utilities and Roothing Committee approved the Scheme Design for the purposes of consultation, with the following resolutions being particularly relevant to this report:
- (e) *Notes that any option that included a level crossing, or alignment within the KiwiRail Corridor would need to follow KiwiRail processes, which they have indicated this could take “years to complete.” This was due to staff shortages and a high workload within KiwiRail.*
 - (g) *Requests that staff worked collaboratively with PAK’NSAVE, Foodstuffs South Island and their representatives to address their concerns and endeavour to reach a mutual agreement on safety mitigation measures.*
- 3.7. In August 2023 a further report, Trim no. 230725112801, sought approval to take a revised scheme design to the directly impacted stakeholders and residents for Consultation, which was given by the Board and the Council. Consultation closed on 15th September 2023, and the scheme design has been amended in places to take account of this.
- 3.8. In parallel with the community consultation Council staff engaged an independent consultant to carry out a SFAIRP assessment for KiwiRail to determine whether half-arm barriers are required at the existing level crossings at Marsh Road, and Dunlops Road as a result of the proposed cycleway. The results of the SFAIRP assessment concludes that half-arm barriers are not required to be installed as a result of this project. Other mitigation

measures have been included within the detailed design. These are discussed in section 5.2 of this report.

4. **ISSUES AND OPTIONS**

- 4.1. The description of this cycleway route has been broken into sections and described below. The following descriptions should be read in conjunction with Attachment i of this report.

4.1.1. Railway Road (Lineside Road to Marsh Road intersection)

The proposed design of this section of the cycleway is recommended to remain unchanged, with a 2.5m Shared Path against the kerb (leaving approximately 700mm berm between property boundary and the path).

This alignment will require the removal of 5 street trees, which will be replaced either on the opposite side of Railway Road, or in on-road kerb build outs along this length.

This length received little feedback from the resident's and business's consultation.

4.1.2. Railway Road / Marsh Road intersection (including Railway Road to rear entrance of PAK'nSave)

This section of the proposed cycleway has been significantly redesigned following discussions with KiwiRail, and Foodstuffs / PAK'nSave. These changes are to mitigate concerns raised by these stakeholders, and the changes include the following:

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

The detailed design provides for a change in intersection priority which removes the need for west-bound traffic on Marsh Rd to come to a stop on the railway line to give way to traffic on Railway Road. In addition, the change in priority allows traffic approaching from the west to have the right of way, which again removes an area of potential conflict for these users. This has been requested by KiwiRail as part of the mitigation as it makes the intersection less complex for users crossing the level crossing and improve safety around the level crossing. This has therefore been included in the detailed design.

The addition of a Stop sign on Marsh Rd. for west-bound traffic will also add a safety element.

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

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

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

iii. Include “Rail X” marking on Station Road

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

iv. Creation of one-way length on Railway Rd, between Station Road, and PAK'nSave rear entrance

PAK'nSave raised concerns that, particularly immediately north of the intersection, the width of the site was too constrained.

The proposed design reclaims road space by pushing the kerbing back towards the boundary and converting the section of Railway Road between Marsh Road and the PAK'nSave entrance to one-way north. These two changes allow for a 2.0m planted (i.e., vertical) buffer between the proposed traffic lane, and the cycleway, and 3.0m truck parking bay.

As a result of the consultation, the location of the truck parking is now proposed on the western side of Railway Road. This change was made following feedback from PAK'nSave when the revised design presented to them.

v. Installation of traversable splitter islands at the Station Road / Railway Road intersection.

These fully traversable islands are intended to provide clear guidance to drivers as to where they should be travelling on the road at this complex intersection. However to ensure that PAK'nSave delivery vehicles, and other semi-trailers can navigate the intersection, they have been designed to be fully traversable so as to limit the impacts on the PAK'nSave deliveries.

Following the consultation period, a minor tweak was made to the painted median to allow stacking for a right turning vehicle coming from Marsh Rd, turning right into Railway Rd. This was requested by KiwiRail to minimise the possibility that a right turning vehicle would create queuing across the level crossing.

In addition to the above stakeholders, the Council has received a number of submissions in opposition to the proposed approach to Railway Rd. One of these is Southbrook school, who were under the impression that the one-way approach would require all PAK'nSave trucks to go past Southbrook school. When it was explained that this would not be the case (as the trucks will circle back to Station Rd), they emailed indicating they were satisfied.

They did request the Council consider signage preventing trucks from going past Southbrook School, but the staff advise that this would not be enforceable with a bylaw to mandate this, and that this was not recommended for timing, practicality and enforcement reasons.

Of the other submitters opposing the approach to Railway Rd, the submitters appeared to be under a similar impression regarding the PAK'nSave trucks. The actual situation will be explained to them as part of the Council response.

As a result of the consultation, a resident of Coronation Street has requested that no-stopping be installed outside their property. This request has specifically been considered; however this is not proposed as our level of service expectation for local streets is a minimum of one 4m traffic lane with parking on both sides. To reduce parking it could increase cut-through traffic volumes and speeds in Coronation Street. However, to improve intervisibility for the residents, parking limit lines will be installed to ensure parked vehicles are greater than 2.0m from the driveway.

4.1.6. Ellis Rd (Road Reserve behind Southbrook Park)

The proposed design for this section of the cycleway is recommended to remain unchanged from that previously proposed.

Construction of a 3.0m wide shared path is recommended to be constructed along the length of the unformed road reserve through to South Belt.

There is an opportunity to provide additional trees and landscaping within this length to improve the amenity and environmental value of this facility, however this will be balanced with the feedback from the residents that back on to this reserve as not all were supportive of the cycleway construction, with some wanting to retain their views (i.e., no landscaping), as well as some citing light pollution concerns, and security concerns.

Both at the meeting, and as part of some submissions, the suggestion was made to bring the cyclists down Buckleys Rd instead of Ellis Rd. This had been previously considered by staff at the start of this project, but at that time it was concluded that a shared path on the paper road would provide a safer and more attractive route than a neighbourhood green along Buckleys Rd would provide. As part of preparing this report, staff reconsidered whether this remained the best outcome, and have concluded that there are more benefits from a safety and amenity perspective to keeping the route on Ellis Rd.

4.1.7. Country Lane

Early in the project, prior to the formal consultation period, staff held a street meeting with residents of Country Lane. After that meeting, changes were made to the proposed design to include provision for car-parking and reduce vehicle speeds on entry to the Country Lane.

Despite these amendments there are some submitters who have submitted in opposition to the Ellis Rd / Country Lane route. As noted above, the staff recommend that this remains the route. If the cycleway is approved by the Council, then the staff will meet with those residents who back on to the paper road section of Ellis Rd and ensure that the design seeks to minimise any downside to them.

4.1.8. South Belt (Country Lane to King Street)

Following the consultation, changes were made to the proposed cycleway design along this length based on feedback received. These changes sought to address concerns relating to the impact on traffic turning right from South Belt into King Street as a result of the installation of the refuge crossing island on the eastern side of the intersection.

The detailed design relocates this refuge to the western side of the intersection and minimises the parking-loss by constructing a 3.0m shared use path (rather than the previously proposed separated facility).

It is noted that the assessment of the risks at the intersection was based on a 7-8 year timeframe, as this acknowledged that the Council will reconsider the situation at the time of designing the Rangiora Eastern Link. At that time, the council will need to consider either closing these crossings or implementing improved barriers.

4.1.3. Railway Road (Rear entrance to PAK'nSave to Torlesse Street)

The proposed design for this section of the cycleway is recommended to remain unchanged, with a "Neighbourhood Greenway" proposed. The existing angle parking against the railway line will be replaced with parallel parking to ensure cars do not reverse into the path of cyclists. Although the change to angle parking will reduce the number of vehicles that park south of Dunlop's Road, additional on-street parking spaces will be marked north of Dunlop's Road to make up for this.

KiwiRail have accepted this is a suitable treatment, and do not require half-arm barriers are installed a part of the work. They did raise an issue with regard to sightlines to an approaching train, which will be taken into consideration in terms of location of proposed formalised parking.

4.1.4. Torlesse Street

The proposed design for this section of the cycleway is recommended to remain unchanged from that previously presented.

The proposed solution for the full length of Torlesse St is to utilise the available width with a separated bi-directional on-road path. This path width is to be 2.9m wide and separated from the parking lane by 0.5m kerb separators.

The design minimises the loss of on-street parking, however one parking space will be required to be removed to accommodate the transition at the Torlesse / Southbrook intersection.

The road crossing at Southbrook Road will be fully signalised to allow for cyclists, and the works to prepare for this was included within the previous signalisation project.

4.1.5. Coronation Street

The proposed design for this section of the cycleway is recommended to remain unchanged from that previously presented.

A shared path is proposed to meander between the existing street trees on southern side of Coronation Street. One Street tree outside No. 10 Coronation Street will be required to be removed to accommodate the path. This tree will be replaced west of the Buckleys Road intersection.

The shared path will continue on the south side of Coronation Street, to the west of Buckleys Road.

A kerb and channel extension is required to formalise the cul-de-sac head at the western end of Coronation Street to provide separation from the shared path on the southern side of the street. The replacement street trees from Railway Road, outside PAK'nSave, will be reinstated in Coronation Street.

A street meeting was held on Tuesday 26th September to provide an update to residents impacted by this change in design. This meeting was productive, and residents were generally supportive of the proposed changes including moving the crossing to the west., and appreciative that staff had listened to their concerns. There remained some concerns about speed and the busy-ness of this area, and again a suggestion for the cycleway to come down Buckleys Rd, but the flavour was generally supportive. There were a number of other issues raised including the bus stop location, space for refuse bins, turning circles, and drainage. The staff will work through these as part of finalising the detailed design.

4.2. Option 1

The Board could choose to endorse the detailed design as presented, along with the associated other recommendations. This option would be in keeping with the previous objectives set by the Council regarding walking and cycling and would also be in keeping with the earlier district wide consultation on appropriate routes. This option would also ensure that the timeframe of submitting a final design to Waka Kōtahi by end of October 2023 would be met. This option is recommended.

4.3. Option 2

The Board could choose to decline endorsement of the detailed design, recommending to the Council that the cycleway does not proceed at all. This option is not recommended, as there remains a real need to connect the various elements of the cycle network plan, and the existing options through Southbrook are less safe.

4.4. Option 3

The Board could choose to decline endorsement of the detailed design, and recommend that the Council request staff to reconsider specific portions of the route such as railway Rd or Ellis Rd unformed section. This option is not recommended as any delay will mean that the Council does not meet its deadline of submitted detailed design by October 2023, and therefore the Waka Kōtahi funding would not be available. Also, alternative routes have already been considered and determined by the Board and the Council to be less satisfactory.

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

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

The project will include a significant landscaping allowance to further enhance the user experience, amenity, environmental aspects of this project.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

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

5.2. **Groups and Organisations**

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

Adjacent residents and businesses

Staff went door to door to speak to key businesses in Railway Road and Station Road, and discussed the plans with the appropriate representative from each business. No businesses had any significant concerns about the proposal, including the changes proposed at the Marsh Road intersection.

A flyer was sent to all residents along the route asking for feedback, and a community drop-in session was held at the Southbrook Rugby clubrooms on 31st August. This drop-in session was for “directly impacted stakeholders and residents” and was also open to the wider public.

There were approximately 40 to 50 attend the meeting, about half of these being residents or business owners from the area and the other half being other interested parties who were not directly impacted by the works. There were also a small number of elected members and the Mayor in attendance.

The discussions with the residents went well. As expected, there was a range of feedback received on the night, and this has been reflected in the submissions received since. Most of the residents were either generally supportive or had specific concerns about a portion of the cycleway. The staffs’ recommended response to those concerns is generally summarised in the actions noted in Section 4.1 above.

A group from the North Canterbury Renters & Ratepayers Association attended the meeting. Their concerns were generally relating to the prudent expenditure of Council money, querying whether this expenditure should be prioritised above other possible areas of expenditure, and stating that they did not believe this expenditure was warranted, especially given the current state of the community’s finances.

Prudent expenditure of Council money should always be considered carefully. It is important that the Council remains vigilant to expenditure of little value. However, it is suggested that the positive response to the original Walking and Cycling Strategy and the Cycle Network Plan, and then the reasonable number of submissions in support of the cycleway, signals that there is another significant portion of ratepayers who believe this expenditure is warranted. At time of consultation on the Cycling Network Plan, 80% of respondents were in support of greater investment in cycling infrastructure.

It is worthwhile noting that the subsidy level for this project is at 66%, and so the cost to Council is significantly lower than if the work was delayed and carried out as part of a future subsidised work programme. Also given that currently cycleway expenditure (outside of this programme) is unsubsidised, there is a strong risk that the ratepayer would be fully funding the work in the future.

The submissions received since the drop-in session are included in Attachment iii and summarised in attachment iv. In summary, the feedback is as follows:

In support	18
In support of a cycleway, but some concerns	8
Total in support	26
General opposition	2
Opposition on principle	12
Opposition to Railway Rd section	6
Opposition to Country Lane section	2

Total in opposition	22
No comment made	2
Total submissions	50

PAK'nSave:

PAK'nSave spoke at a deputation at both the March Community Board meeting, and the subsequent Utilities & Roading Meeting. A full list of their concerns can also be found in the previous report (Trim 230131011979), and the design has been updated to mitigate the majority of these.

Despite changes to the design to mitigate their concerns PAK'nSave, and Foodstuffs remain opposed to the installation of the cycleway.

Southbrook School

Southbrook School, along with several other respondents to the survey, interpreted the one-way section of Railway Road to mean that the PAK'nSave delivery vehicles would be required to exit to Southbrook Road via Railway Road and Torlesse Street, past the school gates.

Staff have met with the school to discuss their concerns, and the school were made aware of the design and the intent to keep trucks away from Torlesse Street. The school were again supportive of the project (as per Attachment v).

KiwiRail

KiwiRail have been extensively involved with the development of the design, and as part of these discussions, staff have commissioned and received a Level Crossing Safety Impact Assessment (LCSIA) from Stantec. Normally, KiwiRail require an existing facility upgrade to meet a C1 criteria (i.e. low or medium-low risk). This is usually provided by some sort of signalisation (i.e. half arm barriers). The outcome of the LCSIA is that the existing layout does not meet KiwiRail's C1 criteria.

However KiwiRail's process allows a C2 criteria to be met where the costs are not 'reasonably practical' in terms of the risk reduction. (Note a C2 criteria equates to 'not worsening the safety situation'). KiwiRail has an additional formal process called "So Far As Is Reasonably Practicable" assessment (SFAIRP), which is effectively a type of cost-benefit analysis to determine whether the expense of the recommended option (i.e. half arm barriers) was proportionate to the benefits (i.e. projected injuries or lives saved).

The outcome of the SFAIRP was that the benefits were not proportionate. This was in particular because the number of additional cyclists crossing the railway line at either Marsh Rd or Dunlops Rd, will be very small, and so the increase in risk of putting the cyclists parallel was minimal.

One assumption that has been made in reaching this conclusion is that consideration will be given to closing Marsh Rd and Dunlops Rd crossings once the Rangiora Eastern Link is constructed (effectively requiring residents to the east of the railway line to go east to get to Rangiora or Christchurch). This decision doesn't need to happen now, but the Council do need to be aware that a similar review process would be required once the REL is constructed, and the outcome may either be installation of half arm barriers is required then, or closure of the crossings.

Therefore the proposed design includes the mitigations as proposed below in the Detailed Design, in order to achieve KiwiRail's C2 criteria.

- I. Change intersection priority to give the east-west movement right of way and mark "STOP" on the western approach to the crossing.
- II. Install raised platforms on Station Road and Marsh Road.
- III. Consider "RAIL X" marking on Station Road

As the "Minimum Mitigations" proposed improve the level crossing score, and go on to achieve KiwiRail's C2 criteria, KiwiRail have now signed off the proposed design as part of their SFAIRP assessment.

5.3. **Wider Community**

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

Feedback on the route was carried out as part of the Walking and Cycling Network Plan. Specific consultation for this project has been focused on the targeted consultation with directly affected residents and business as outlined under bullet point 5.2, with information also being available on Council's website and the drop in session being open to the wider Community.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

A previous report (Trim 230619089921) went to Council in July 2023 seeking a decision on whether or not to reallocate budget from Project 4 (Rangiora on-road cycle lanes) to cover the likely shortfall across the other Transport Choices Projects. Council voted to not proceed with Project 4 and relocate the budget.

Therefore, the combined cost of the three remaining Strategic Cycleways is \$6,116,786.00, and there is a total combined budget of \$6,136,000.00. There is adequate budget to allow the design to proceed to tender.

The Engineers Estimate for Project 2 (Rangiora Town Cycleway) is \$1,170,336.00. This estimate will require Council approval. As Waka Kotahi are now extending their deadline for construction to June 2025, there will be time for the Council to receive and award the construction and still keep to time.

6.2. **Sustainability and Climate Change Impacts**

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

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

6.3 **Risk Management**

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

A number of residents and wider stakeholders object to the proposal, and their views need to be considered.

Foodstuffs / PAK'nSave remain opposed to the cycleway being installed on Railway Road. Should the Council adopt the proposed design, then the staff intend to continue to work with PAK'nSave to discuss further improvements.

There will be risks to road users and cyclists during and after implementation. However, the risks of the status quo situation are higher.

6.3 **Health and Safety**

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

The detailed design that is included as attachment i of this report has not yet been through an independent Road Safety Audit. An independent safety audit was however previously completed at Scheme Design stage, and a Safety Review was also carried out specifically relating to the Railway Road / Marsh Rd intersection

The detailed design is currently in the process of being independently safety audited, and as a result may require some further minor design changes. These are not anticipated to be major and if any larger changes were required then this would be reported back.

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Local Government Act 2002

7.3. **Consistency with Community Outcomes**

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

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

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

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

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

Transport is accessible, convenient, reliable, and sustainable.

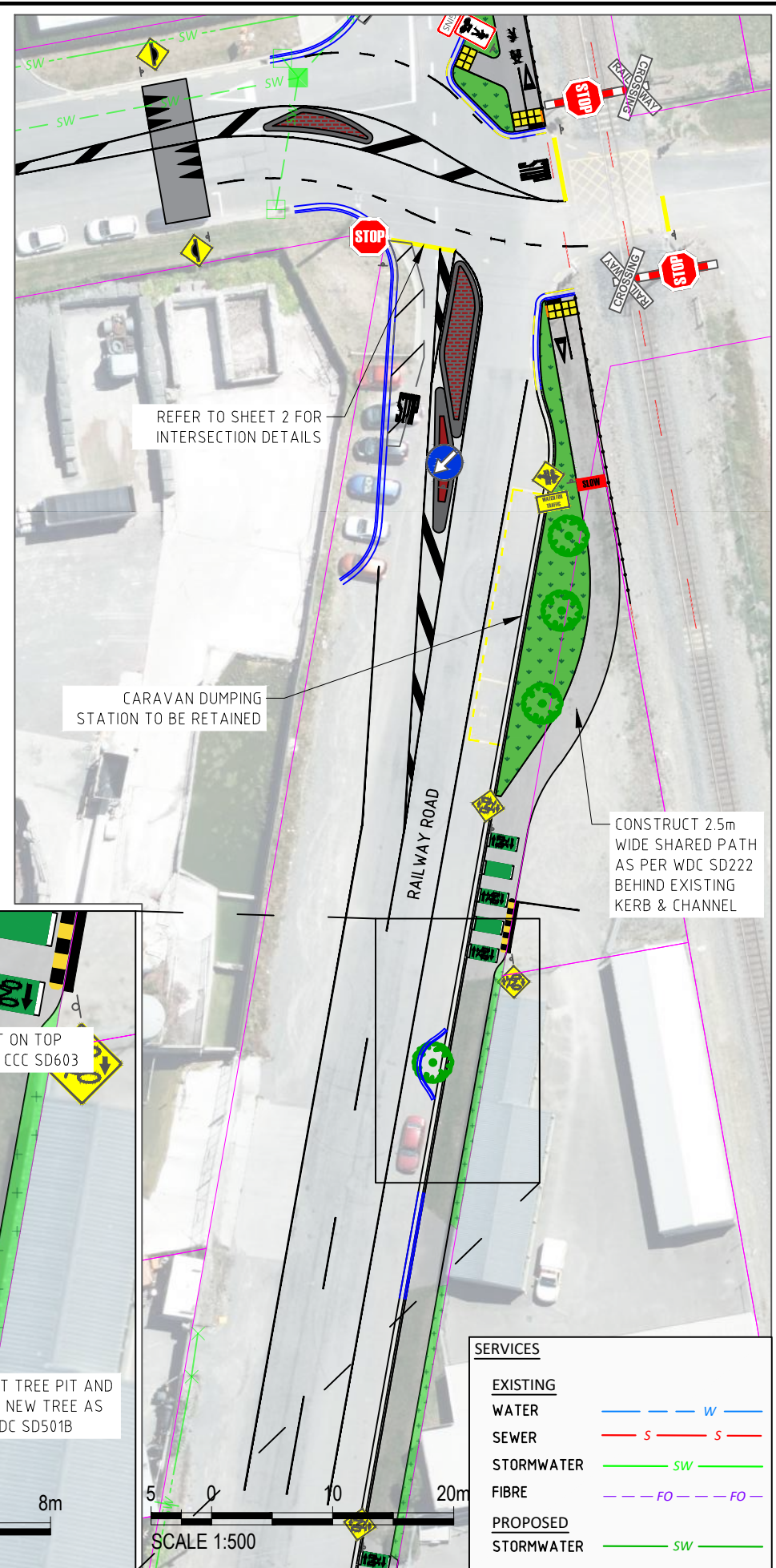
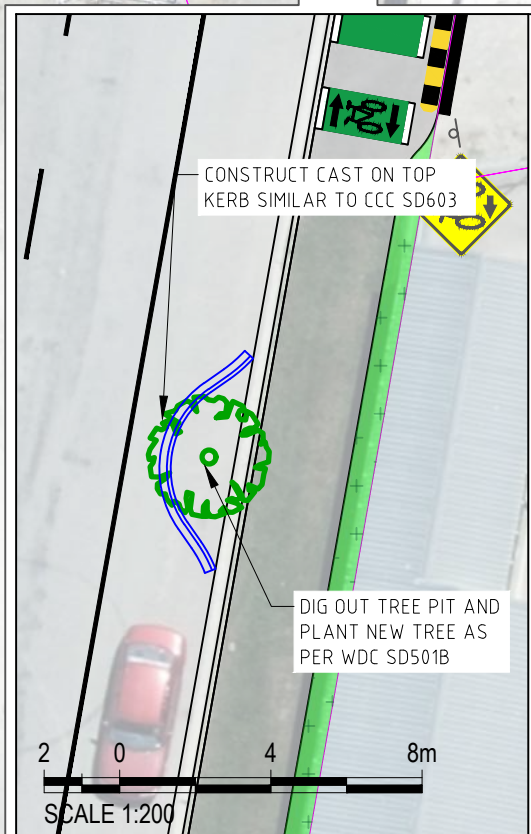
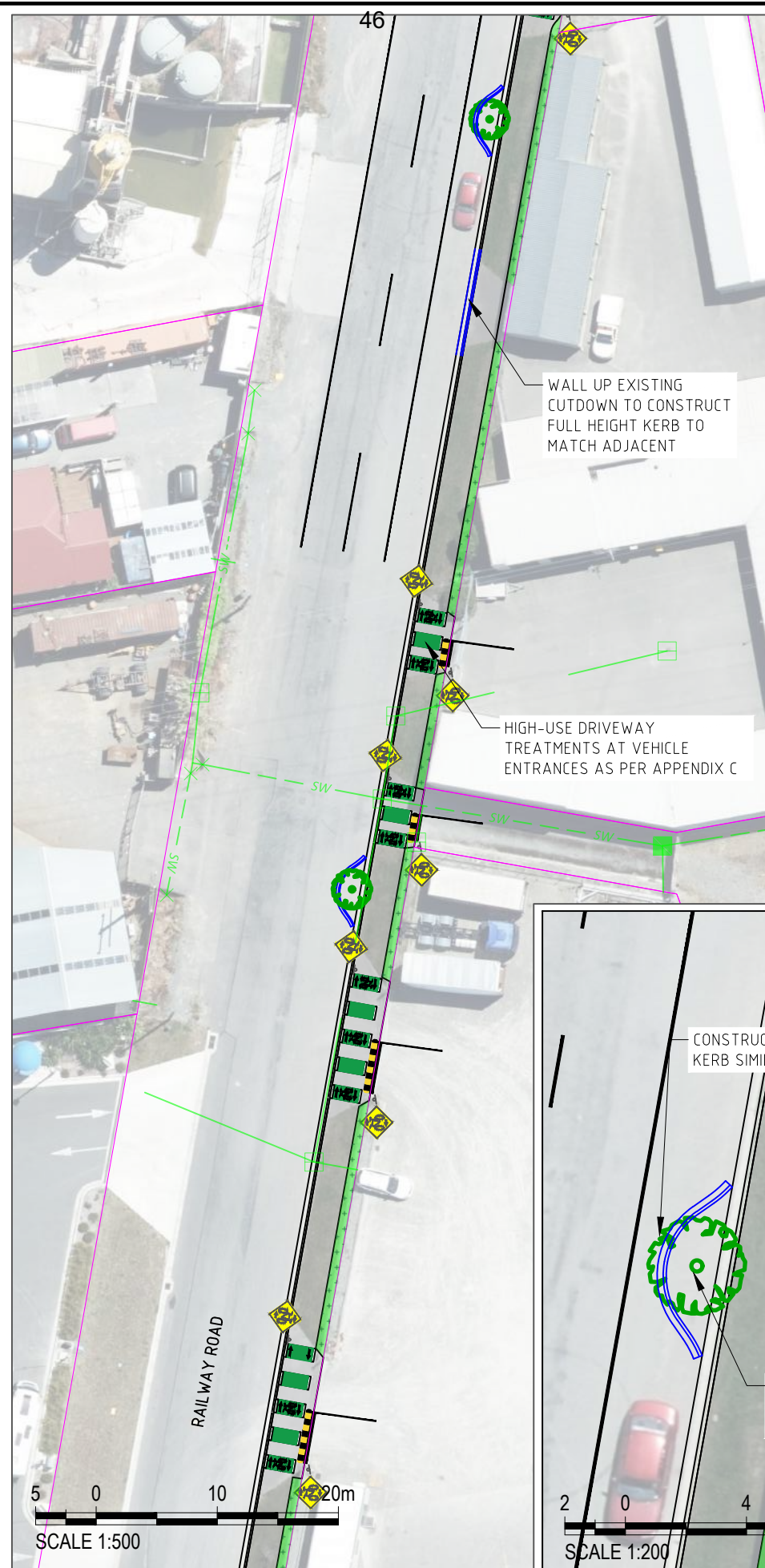
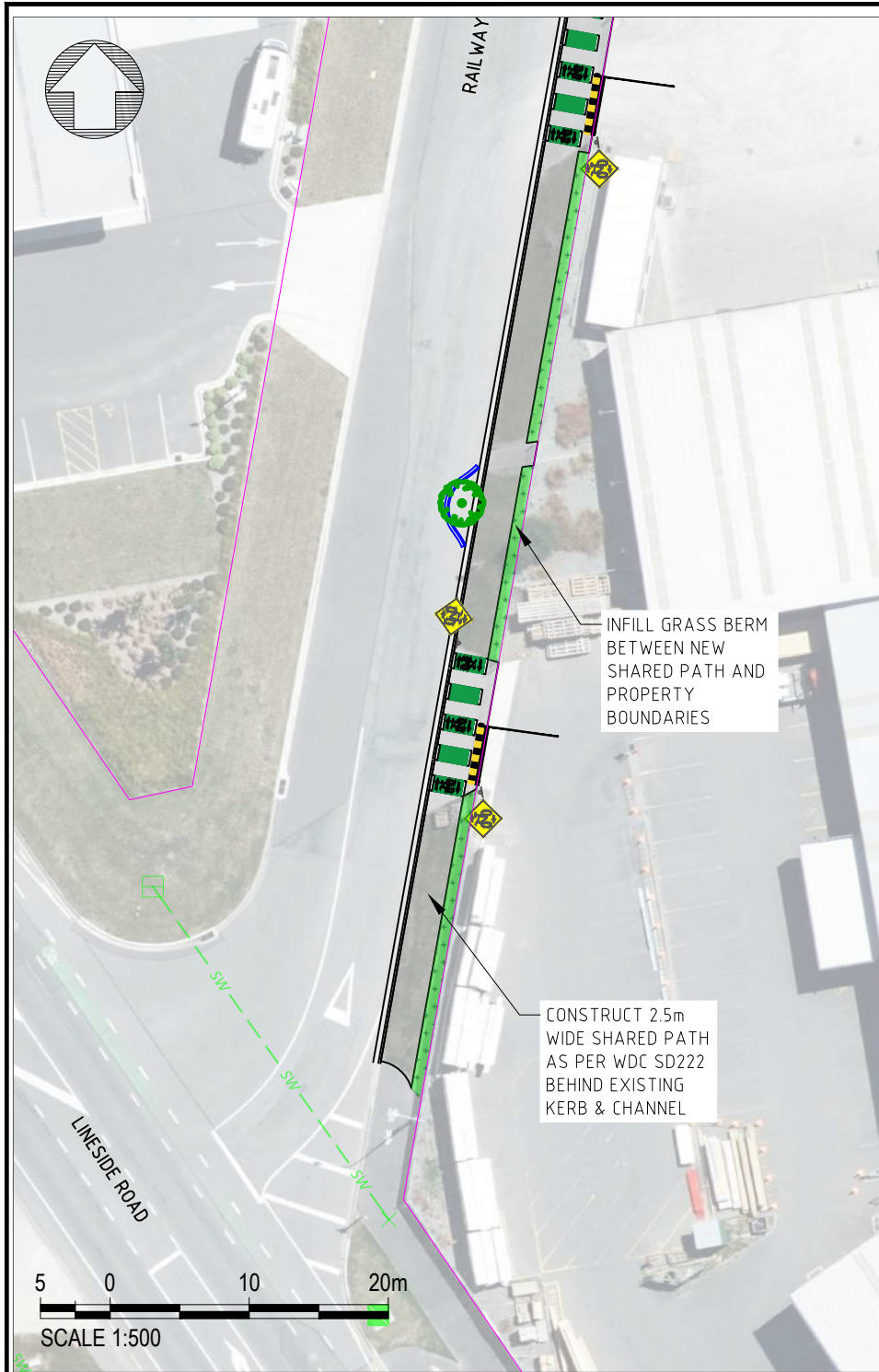
- The standard of our District's transportation system is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

7.4. **Authorising Delegations**

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

The Council are being asked to approve this report even though Utilities and Roading Committee have the Delegations to accept this report, and approve the Detailed Design of this cycleway, due to the public interest of this project.

The Council will need to consider the Tender approval due to the likely amount.



- NOTES**
1. CONTRACTOR TO VERIFY DESIGN LEVELS ON SITE AND INFORM ENGINEER OF ANY ADJUSTMENTS REQUIRED TO KERB SETOUT AT LEAST TWO DAYS PRIOR TO INSTALLATION.
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 6. ALL CONSTRUCTION INTERFACES WITH EXISTING SURFACES SHALL BE TRIMMED TO A NEAT VERTICAL FACE.
 7. KERB SETOUT DATA TO BE PROVIDED IN .DWG FILE TO CONTRACTOR. FILE WILL INCLUDE SETOUT INFO OF THE DESIGN FENDER FOR THE K&C.

SERVICES

EXISTING WATER	---	---
SEWER	S	S
STORMWATER	SW	SW
FIBRE	FO	FO
PROPOSED STORMWATER	SW	SW

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	DETAILED DESIGN	AK	KS	KS	18/09/2023

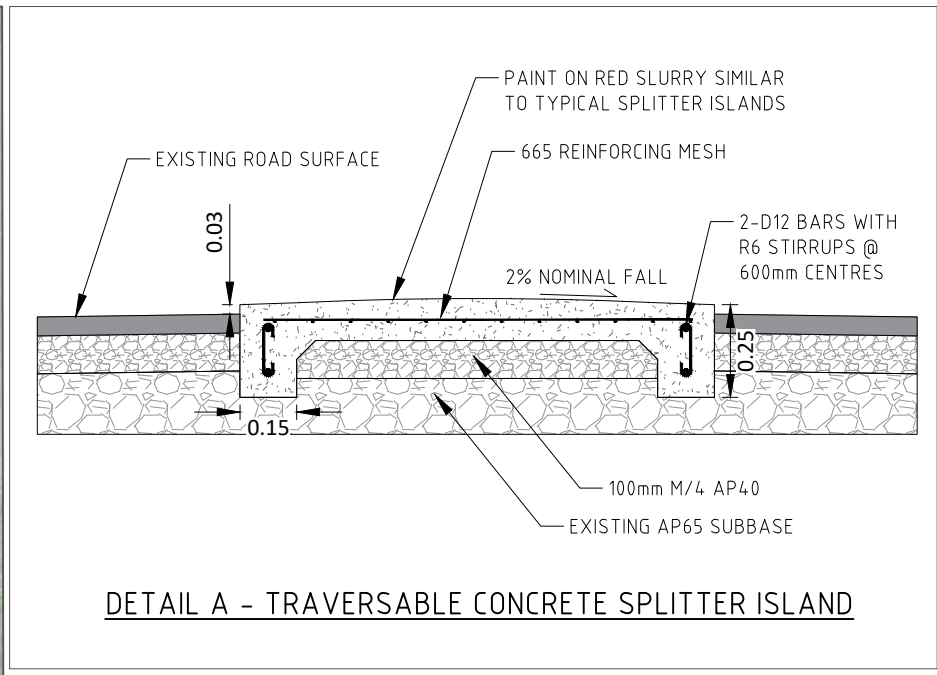
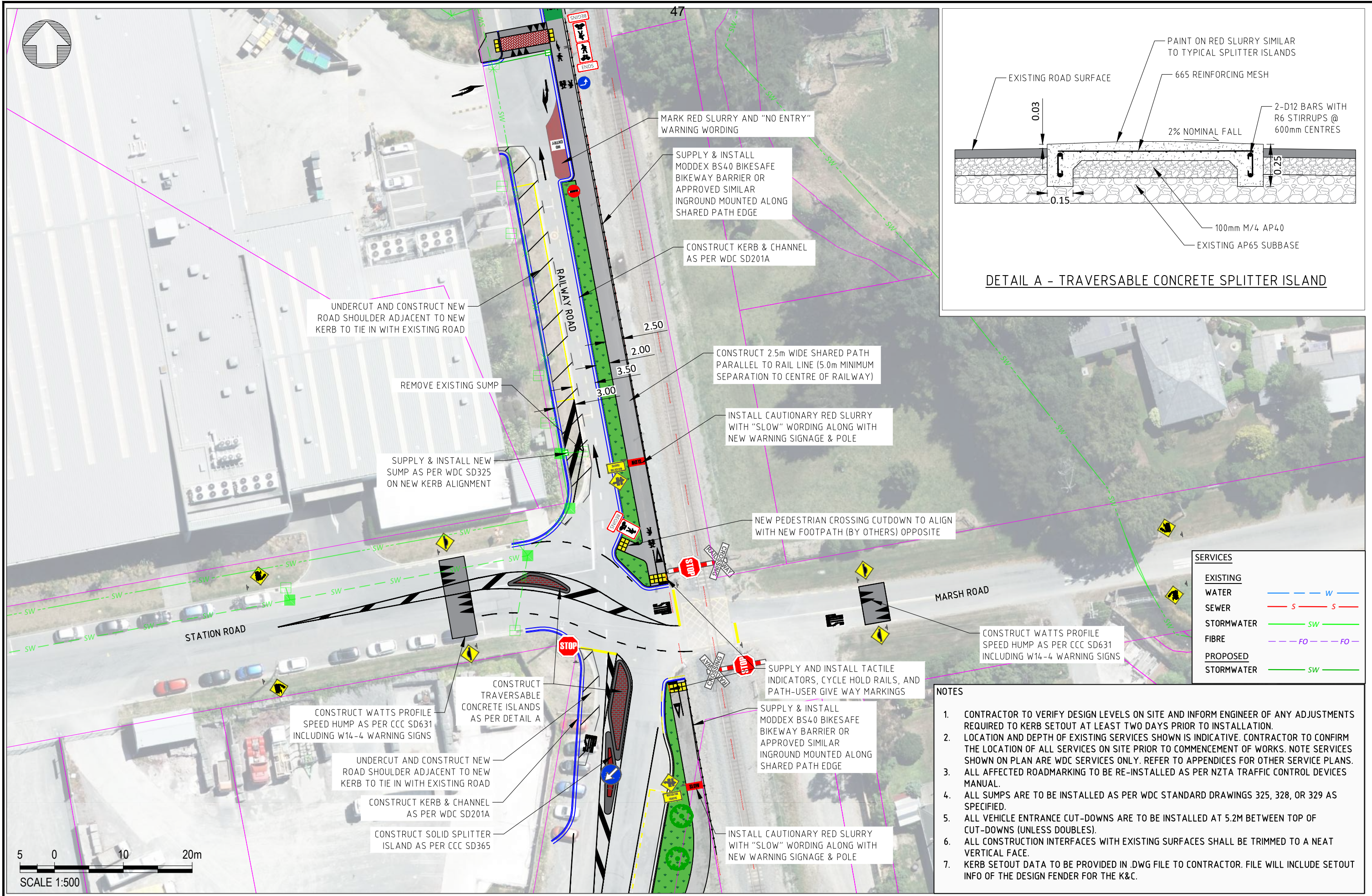
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DRAWN	AK	13/09/2023	CON No	
DRAWING CHKD	KS	15/09/2023	SCALE (A3)	AS SHOWN
DESIGNED	---	---	DATUM ORIGIN	
DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
RANGIORA TOWN CYCLEWAY

SHEET TITLE
RAILWAY ROAD - SOUTH

FOR APPROVAL
NOT FOR CONSTRUCTION
DRAWING
4354
SHEET
1
REVISION
A



SERVICES	
EXISTING	
WATER	— W —
SEWER	— S —
STORMWATER	— SW —
FIBRE	— FO —
PROPOSED	
STORMWATER	— SW —

- NOTES**
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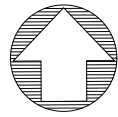
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DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
RANGIORA TOWN CYCLEWAY

SHEET TITLE
**STATION ROAD / MARSH ROAD
INTERSECTION CONSTRUCTION PLAN**

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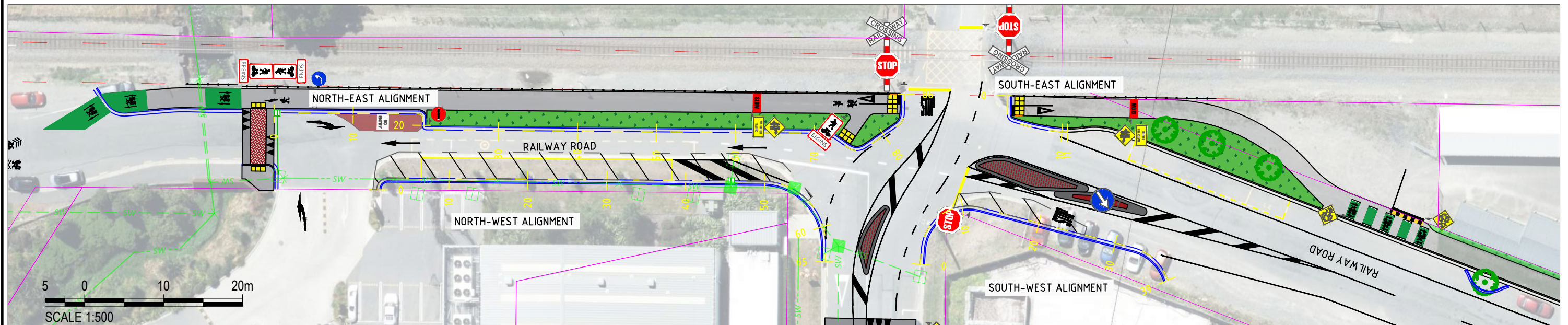


3D DESIGN TO COME

NORTH-EAST ALIGNMENT LONGSECTION

3D DESIGN TO COME

SOUTH-EAST ALIGNMENT LONGSECTION



3D DESIGN TO COME

NORTH-WEST ALIGNMENT LONGSECTION

3D DESIGN TO COME

SOUTH-WEST ALIGNMENT LONGSECTION

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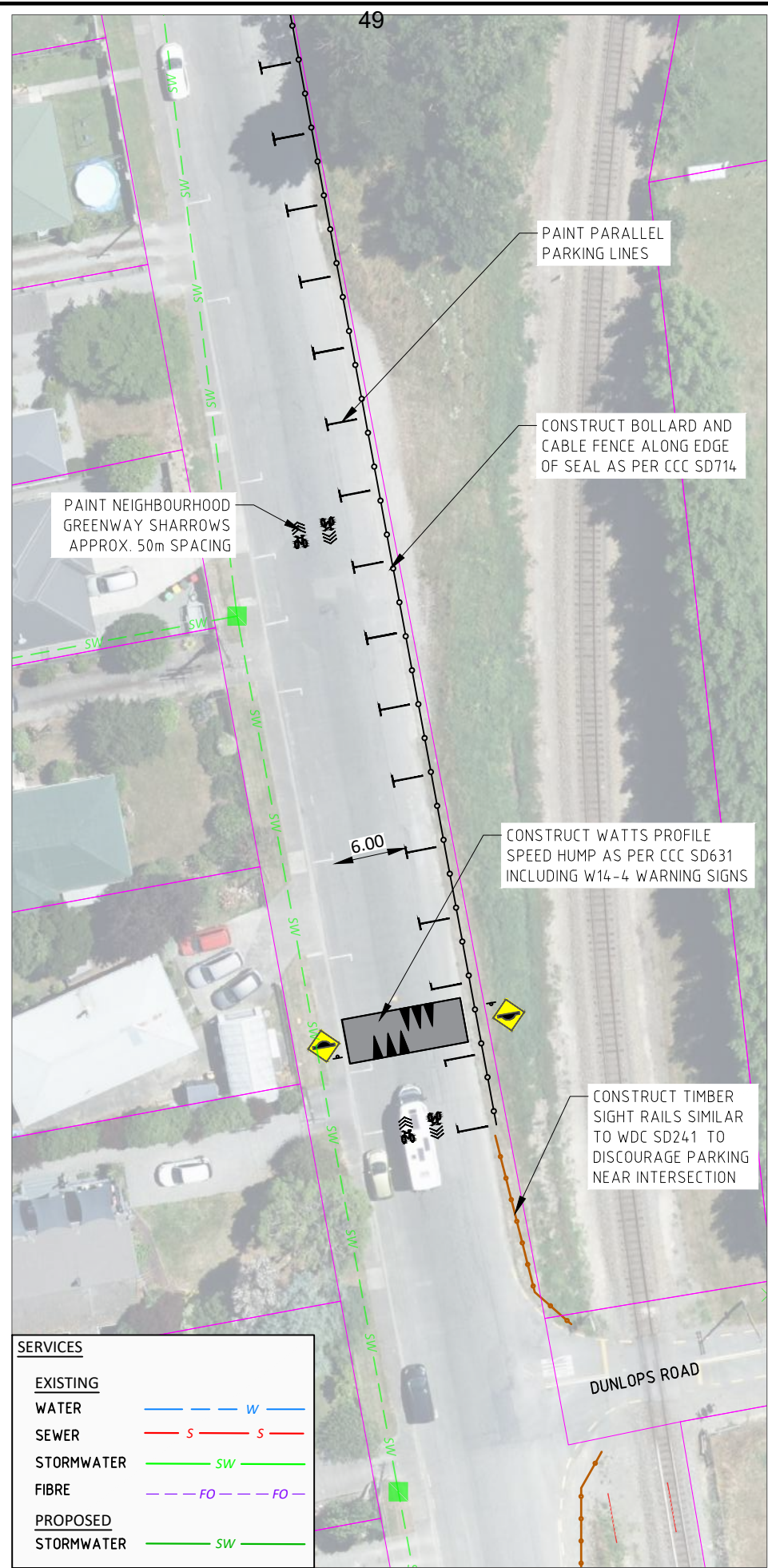
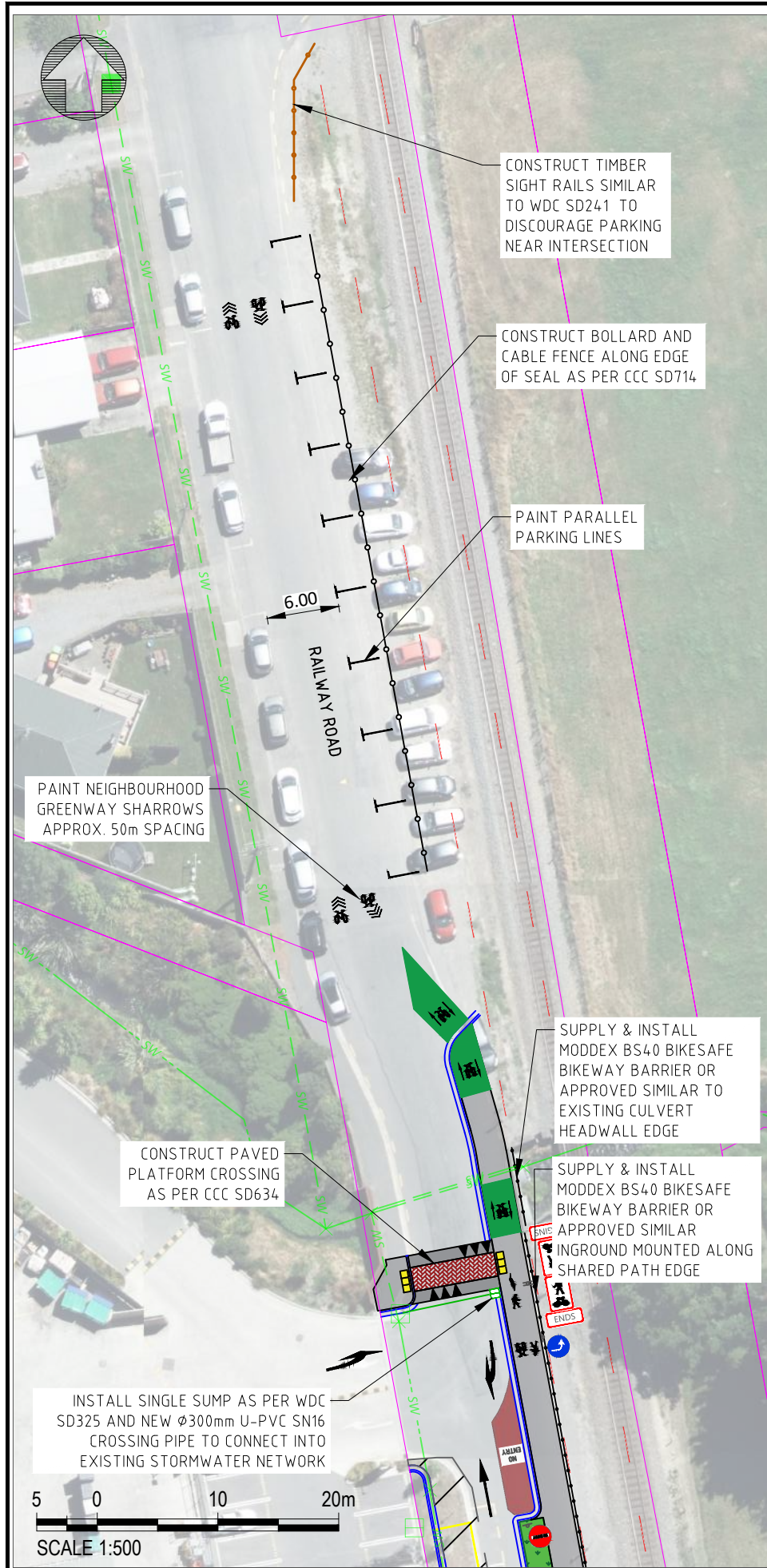
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APPROVED	---	---	VERTICAL	NZVD2016



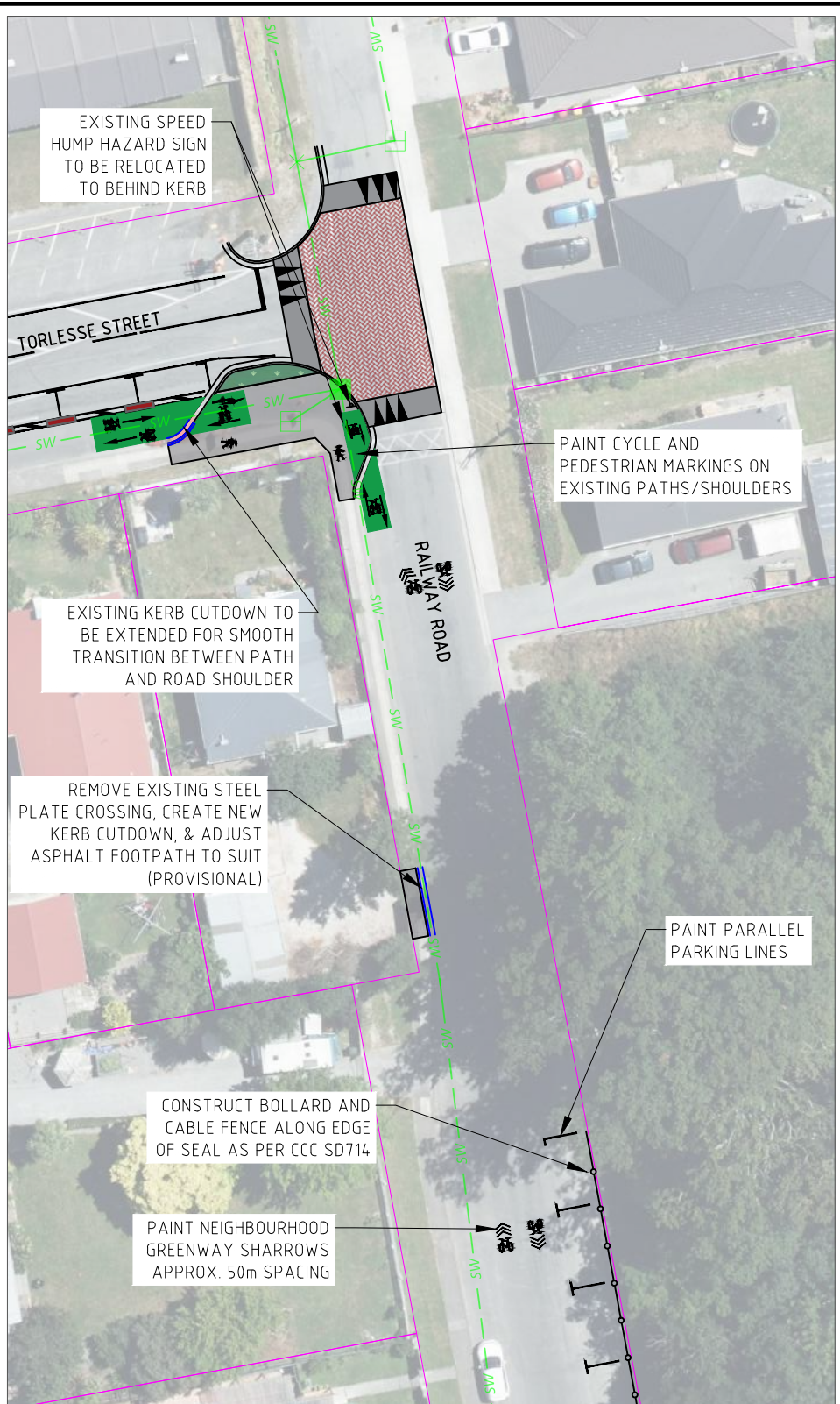
PROJECT	RANGIORA TOWN CYCLEWAY
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SHEET TITLE	STATION ROAD / MARSH ROAD LONG SECTIONS
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FOR APPROVAL NOT FOR CONSTRUCTION	
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SERVICES	
<u>EXISTING</u>	
WATER	— W — W
SEWER	— S — S
STORMWATER	— SW — SW
FIBRE	— FO — FO
<u>PROPOSED</u>	
STORMWATER	— SW — SW



- NOTES**
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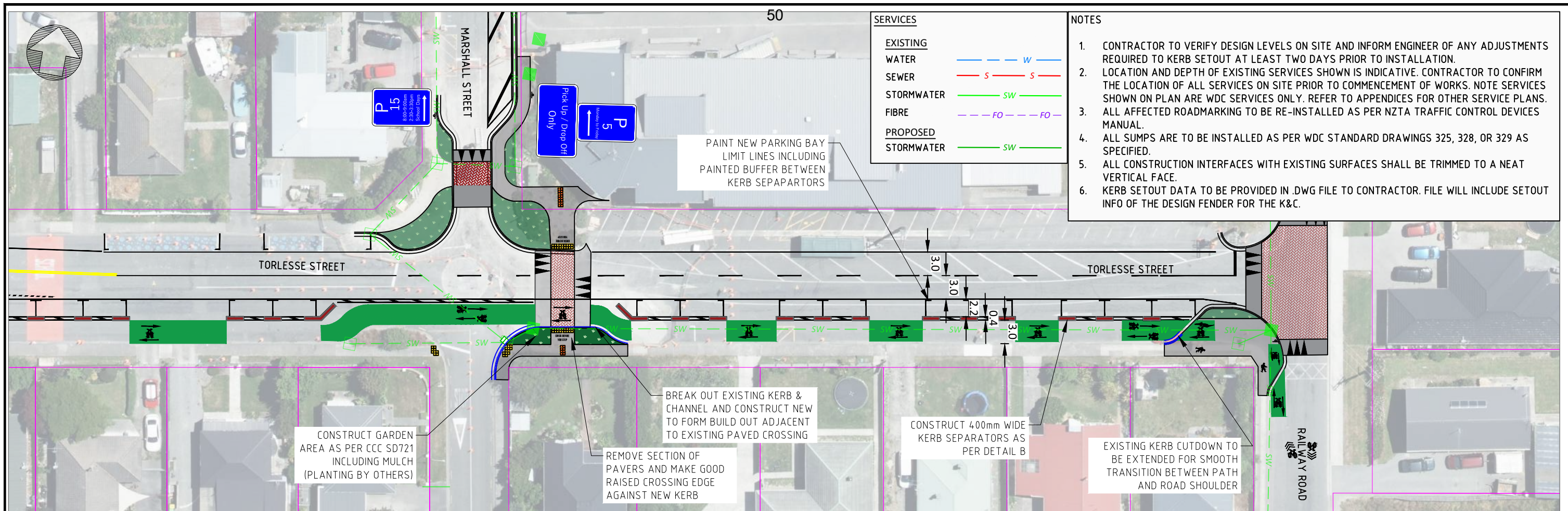
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APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
RANGIORA TOWN CYCLEWAY

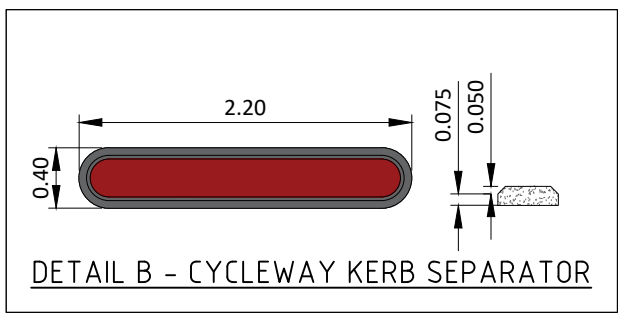
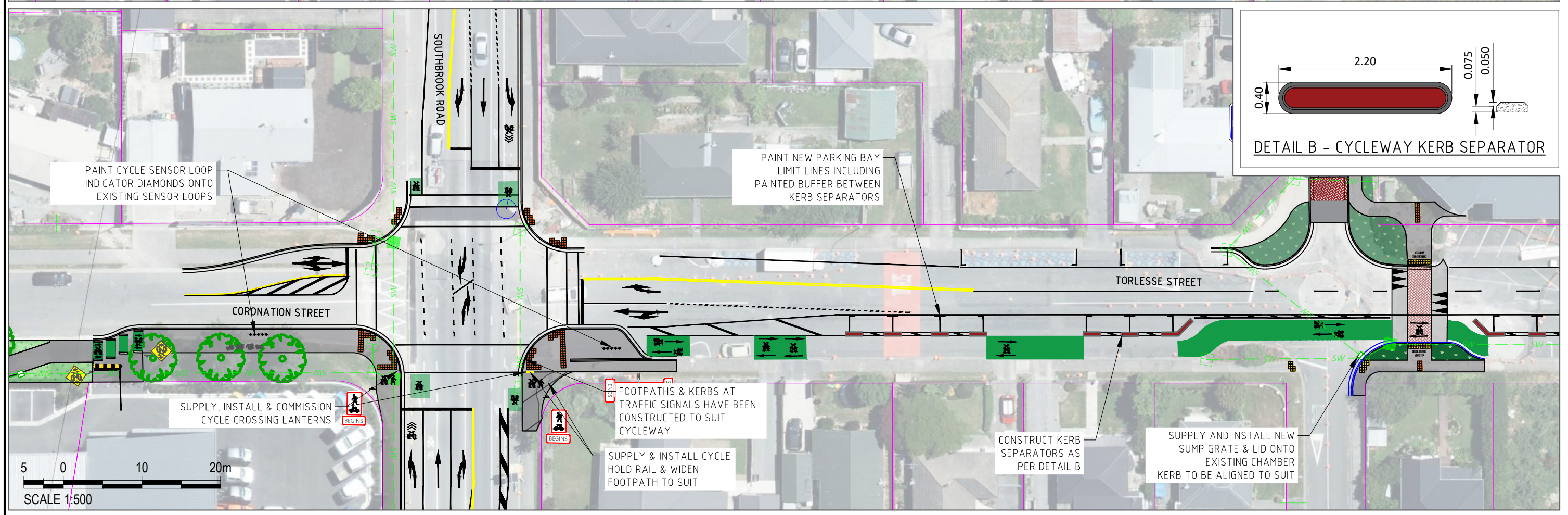
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RAILWAY ROAD - NORTH

FOR APPROVAL
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SERVICES	
EXISTING	
WATER	— W —
SEWER	— S —
STORMWATER	— SW —
FIBRE	— FO —
PROPOSED	
STORMWATER	— SW —

- NOTES**
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DRAWING CHKD	KS	15/09/2023	SCALE (A3)	1:500
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APPROVED	---	---	VERTICAL	NZVD2016



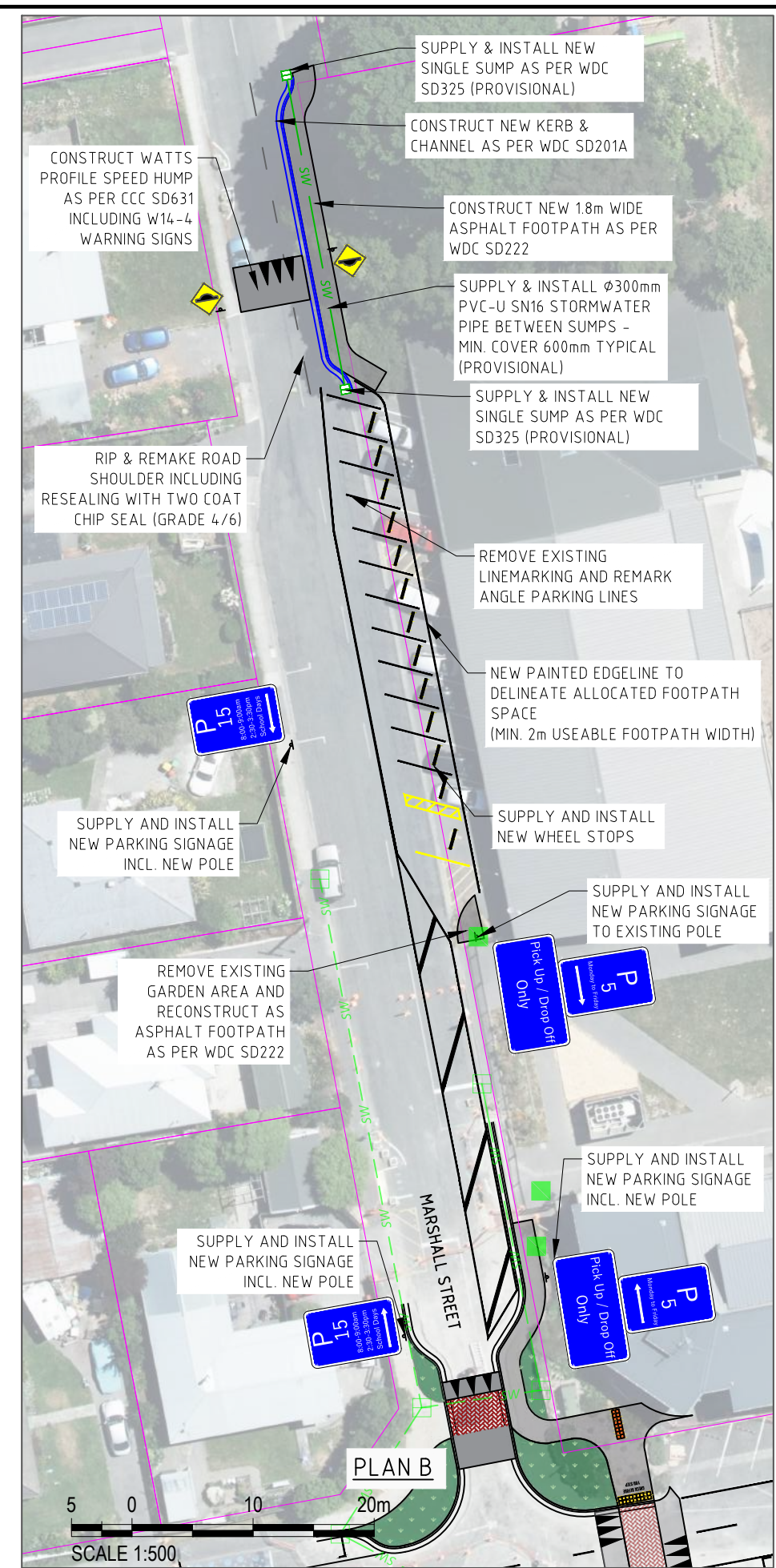
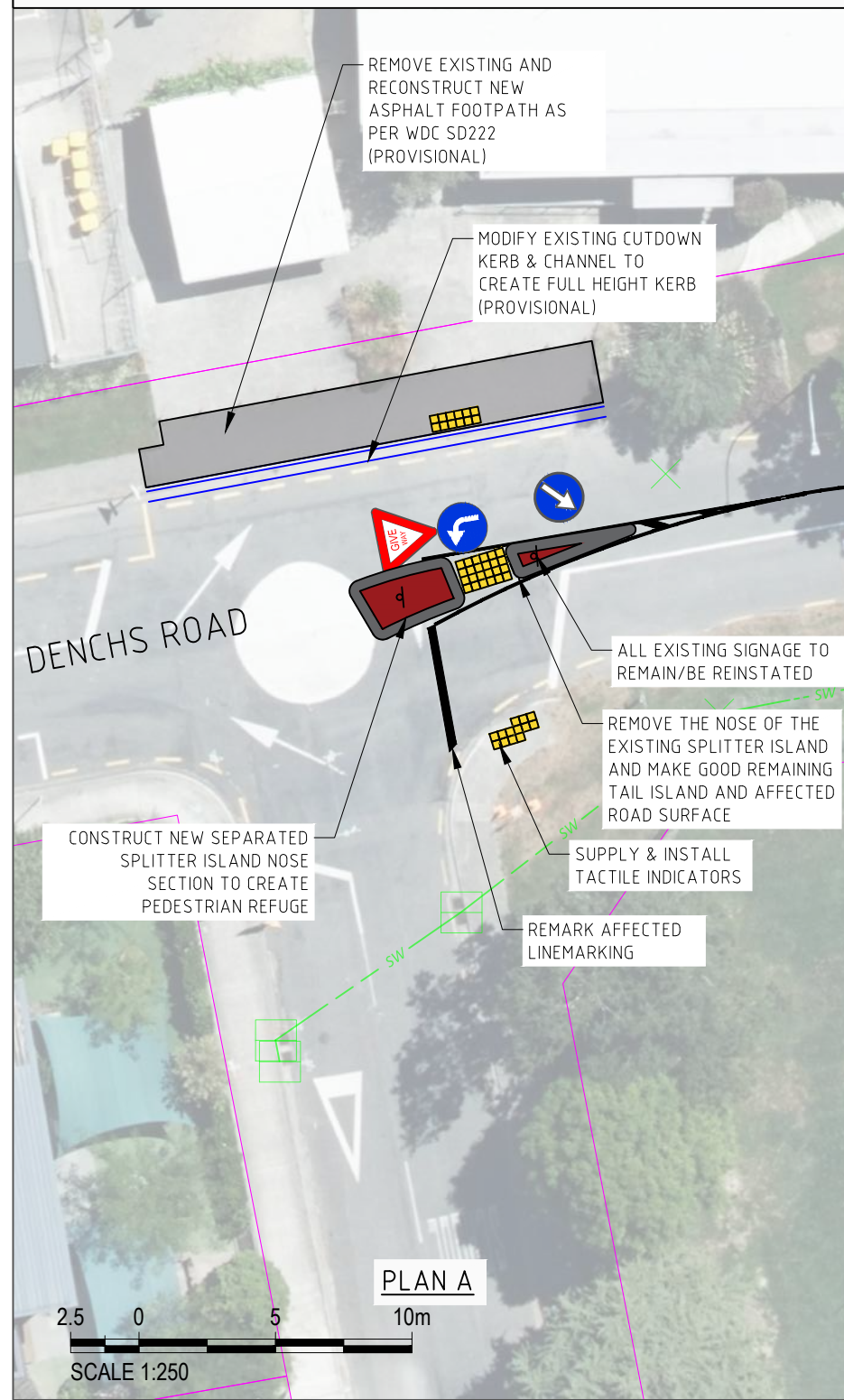
PROJECT
RANGIORA TOWN CYCLEWAY

SHEET TITLE
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FOR APPROVAL
NOT FOR CONSTRUCTION
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- NOTES** 51
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
RANGIORA TOWN CYCLEWAY

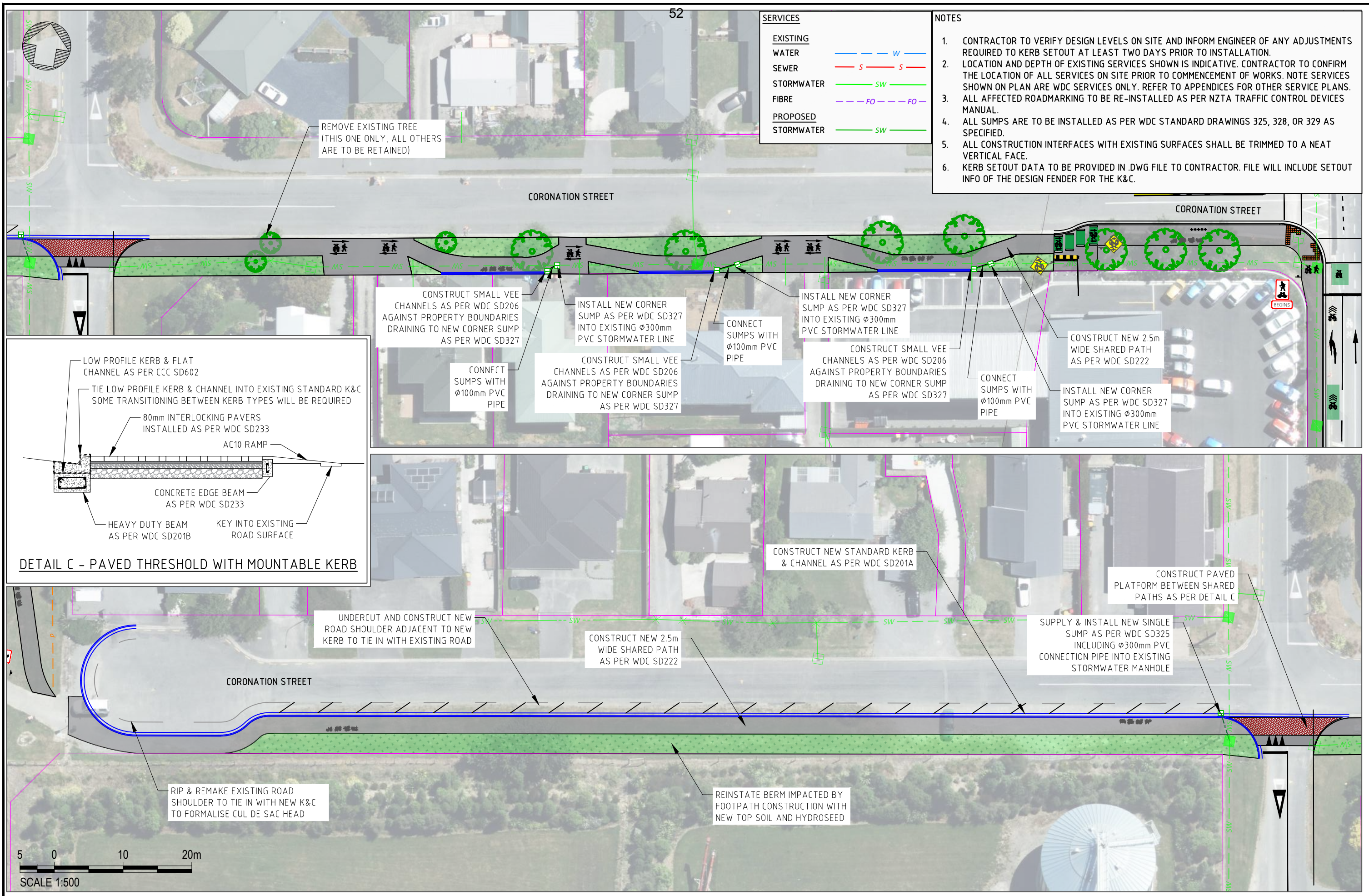
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MARSHALL STREET / DENCHS ROAD

FOR APPROVAL
NOT FOR CONSTRUCTION

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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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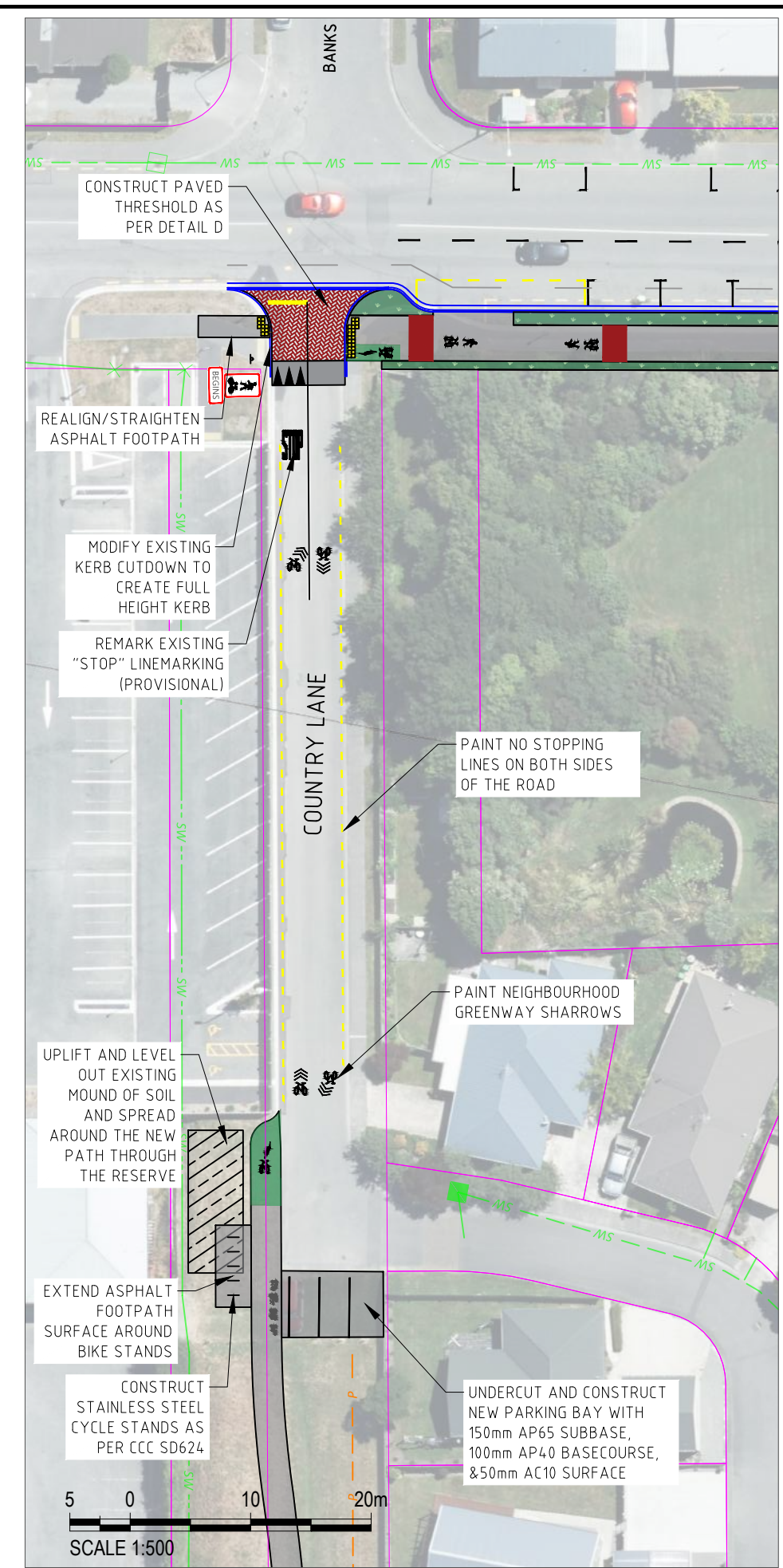
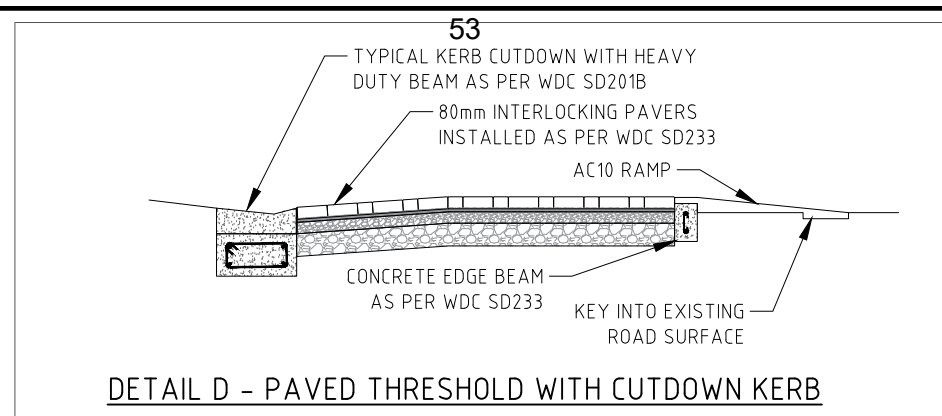
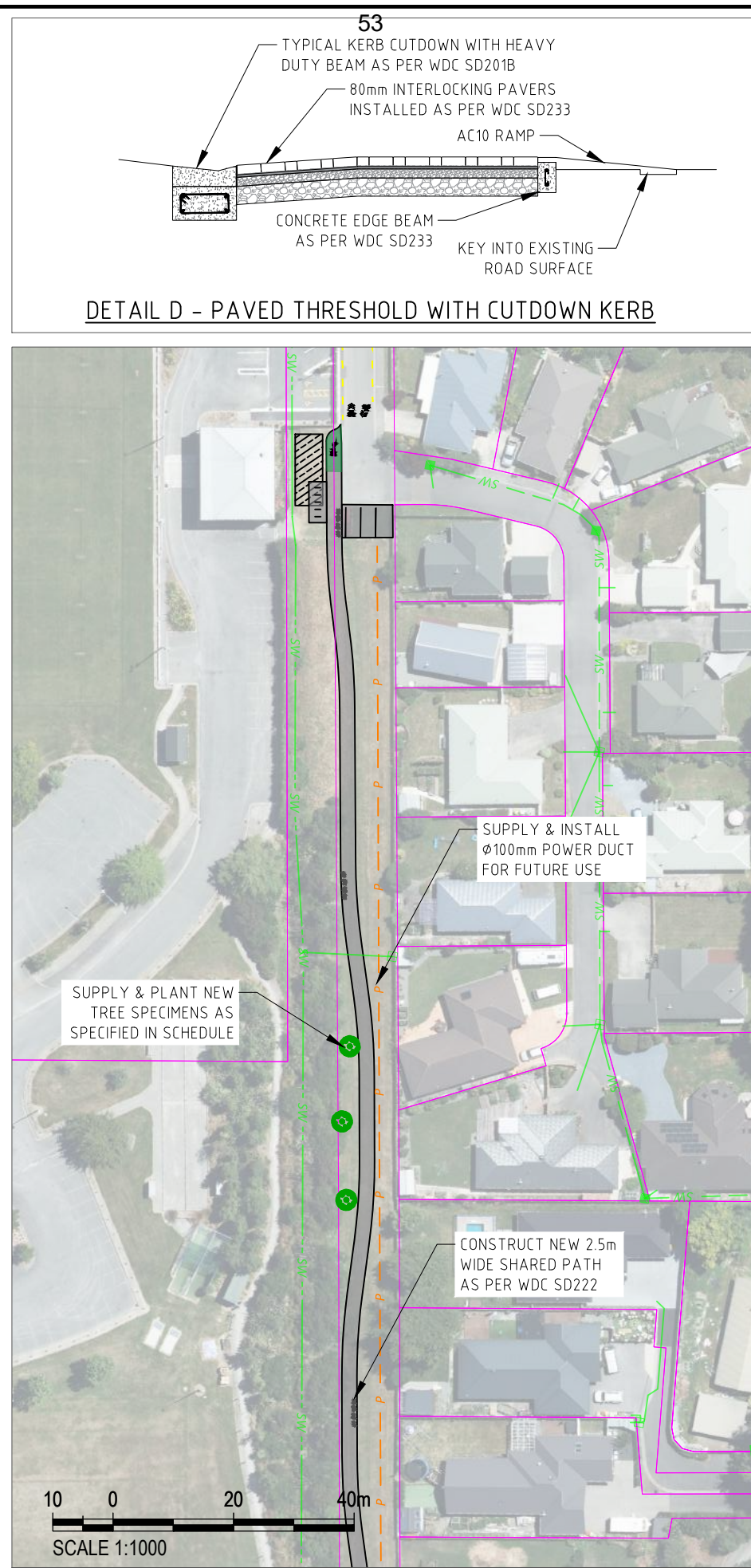
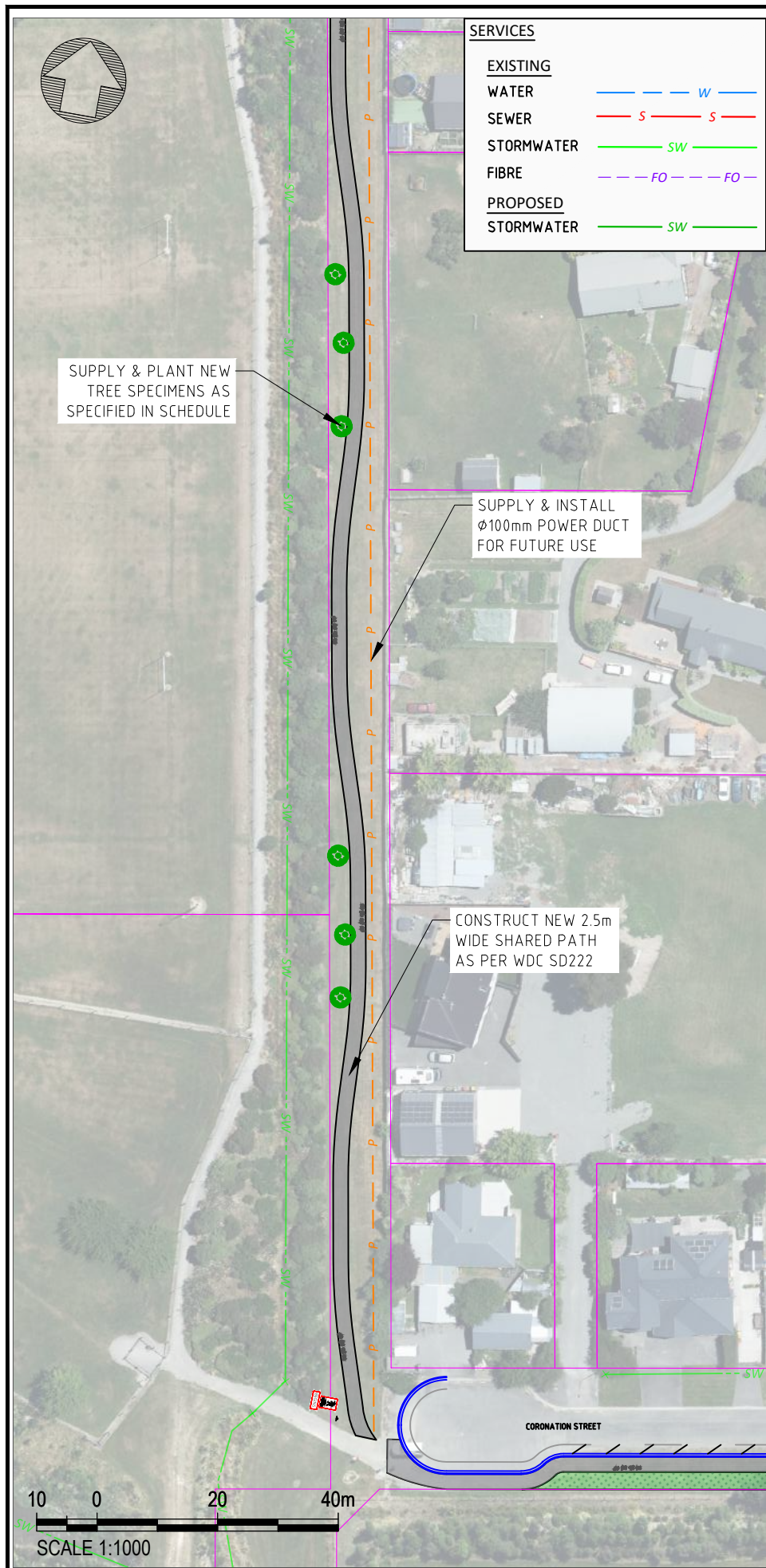
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DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
RANGIORA TOWN CYCLEWAY

SHEET TITLE
CORONATION STREET

FOR APPROVAL
 NOT FOR CONSTRUCTION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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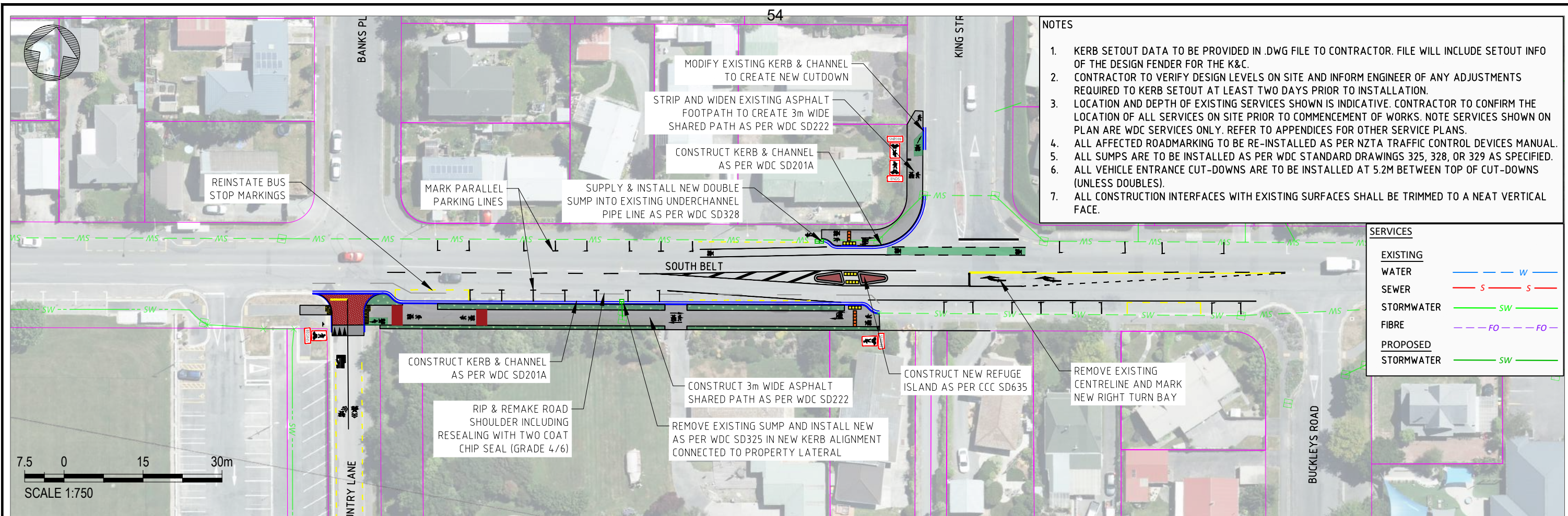
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DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD2016



PROJECT
 RANGIORA TOWN CYCLEWAY

SHEET TITLE
 SOUTHBROOK PARK LINK

FOR APPROVAL
 NOT FOR CONSTRUCTION
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 SHEET 8 REVISION A



- NOTES**
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SERVICES

EXISTING	PROPOSED
WATER	W
SEWER	S
STORMWATER	SW
FIBRE	FO
PROPOSED STORMWATER	SW

3D DESIGN TO COME

NORTH-WEST ALIGNMENT LONGSECTION

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	DETAILED DESIGN	AK	KS	KS	18/09/2023

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DESIGNED CHKD	---	---	HORIZONTAL	NZTM GD2000
APPROVED	---	---	VERTICAL	NZVD2016



PROJECT	RANGIORA TOWN CYCLEWAY
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SHEET TITLE	SOUTH BELT
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FOR APPROVAL NOT FOR CONSTRUCTION	
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SHEET	REVISION
9	A

Survey Responses

21 February 2020 - 11 September 2023

Tell us what you think

Let's Talk Waimakariri

Project: Rangiora Town Cycleway Stage One



VISITORS					
164					
CONTRIBUTORS			RESPONSES		
48			50		
48	0	0	50	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

**Respondent No:** 1**Login:** [REDACTED]**Email:** [REDACTED]**Responded At:** Aug 24, 2023 08:55:34 am**Last Seen:** Sep 06, 2023 00:06:07 am**IP Address:** [REDACTED]

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

A terrific idea and we will use it.

Q2. **Name:**

Q3. **Email/Phone:**



Respondent No: 2

Login:

Email:

Responded At: Aug 25, 2023 05:58:06 am

Last Seen: Sep 04, 2023 21:32:42 pm

IP Address:

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

The plan looks good

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 3**Login:****Email:****Responded At:** Aug 26, 2023 09:51:16 am**Last Seen:** Aug 25, 2023 21:41:37 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Making the section of Railway road between Marsh Road and Pack n Save is a thoughtless decision! It will be easy for the delivery trucks to enter Pack n Save, but where do they exit to??? If they have to turn left down railway road the only option is to drive right by Southbrook School and use the new traffic lights which will cause even more congestion not to mention endanger our tamariki's lives...or I guess they could drive through the Pack n Save car park and cause even more congestion there as well!!!! This has to be the stupidest suggestion ever. Since putting in the new lights that area has more traffic than it did before, we don't need huge delivery trucks clogging it up as well. Wouldn't it be a better idea to develop the cycleway to connect to Todd/Ellis Road and around behind Mitre 10 and out at Southbrook park? I use the dog park often and see lots of cyclists using the "track" that is already there.

Q2. Name:

Georgina

Q3. Email/Phone:

**Respondent No:** 4**Login:****Email:****Responded At:** Aug 26, 2023 10:00:02 am**Last Seen:** Aug 30, 2023 04:17:46 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Is it really necessary to move the current Southbrook Cycleway around the back when accident statistics suggest there is a not a problem where it is and the move will create other dangers that have been identified through this process

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 5**Login:****Email:****Responded At:** Aug 26, 2023 10:12:26 am**Last Seen:** Aug 25, 2023 22:03:02 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I think that the proposed cycle way is endangering children and families. Railway road is already very busy with cars and trucks being that a busy supermarket is there and 2 local schools. As a parent of a child at Southbrook School i feel this very strongly. We have been at the school for a total of 11 years and have seen some great improvements in the area but this cycle way will be a huge step backwards forcing trucks to use torleese street or go back through the pak n save car park. Either way it puts lives at risk unnecessarily. I have already witnessed cars traveling far too fast down railway road and adding even more traffic to the mix is a terrible idea for a narrow road that is already reaching maximum capacity especially during peak times like school drop off or pick up. The parking for residents and staff of the local businesses is already a concern, the cycleway will drastically reduce this.

Q2. Name:

not answered

Q3. Email/Phone:elizabethmorgan414@msn.com



Respondent No: 6

Login:

Email:

Responded At: Aug 26, 2023 13:31:53 pm

Last Seen: Aug 26, 2023 01:30:30 am

IP Address:

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Seems very complicated

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 7**Login:** **Email:** **Responded At:** Aug 27, 2023 17:30:47 pm**Last Seen:** Aug 27, 2023 05:20:20 am**IP Address:** **Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

While I think that this route is somewhat indirect, I do think that it is the best option given that the main road is so much busier and therefore much more dangerous for cyclists. This route is also good for providing a safe route for both cyclists and pedestrians to schools and the southern park and ride. As a result I think that this path will be useful for increasing cyclist numbers as well as public transport usage (especially when stage 2 is built as it will connect even more areas to the park and ride), and therefore will assist in reducing congestion along the main road. Overall I fully support this route and I think it will be a great piece of infrastructure for Rangiora

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 8**Login:****Email:****Responded At:** Aug 31, 2023 18:54:38 pm**Last Seen:** Aug 31, 2023 06:25:32 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

My young family and I reside at 11 Highfield Lane, which is one of the properties that back onto Country Lane, of which one section of the bike lane is proposed. I spoke to Aaron at the recent drop-in session, he took me considerably over the plans, and has kindly advised that he can keep me informed of the future developments (please forward this to Aaron on his request). BACKGROUND: We purchased our home a couple of years ago as we started our family because it seemed like a great location to bring up a family. Namely it was at the end of quiet cul de sac, with Country Lane and the planted vegetation creating a private and quiet separation from the public rugby grounds. We also noted mainly only locals walked down the lane, so it felt safe and secure to walk down at anytime of day. Accordingly, as one may appreciate, we are greatly concerned about the cycleway being proposed down our quiet Country Lane for a number of reasons, all of which will greatly impact our home life. Please see concerns listed below: 1. SAFETY. The cycleway will bring a lot more people and "eyes" down the back of our homes, especially at night when the lights are installed. This will impact the security of our homes, both during the day and night. In addition, we use the lane often with our young children (along with our neighbours) and there is the concern of bike safety for them too. If this cycleway goes ahead as planned down Country Lane, can you please advise what safety measures will be put in place given it is a hidden lane? e.g., security cameras. 2. NOISE. Country Lane and the planted vegetation creates a great sound belt between the public rugby grounds and the homes along Country Lane. This was a big drawcard to our purchase of our home. The cycleway will change that, both day and night. Please can you advise what will be done in terms of landscaping to cancel out noise for our property? 3. LIGHTING. We note there is plans to add lighting to the cycleway. This will likely create major light pollution at night to our property, again completely impacting our home as we know it. It will likely also attract more youth at night, again impacting safety. Please can you advise how light pollution will be mitigated from impacting our properties? 4. COST. When we first heard of the potential cycleway, we were rather perplexed at the creation of a whole new cycleway, and the large cost associated, given there seemed to us to be a couple of different alternative options that would be more cost effective and/or "kill two birds with one stone". The first option would be to simply turn Buckleys Road into a Neighbourhood Greenway as it is currently a relatively quiet street and would link in nicely to the planned cycle track. The second option would be to update/seal the current pathway around the outer rim of Southbrook Park, turning it into a pathway for both cyclists and walkers. This track is currently very rutty and muddy and thus is often left unused. By transforming this walkway into the cycleway, Council would be using ratepayers money more wisely as you are adding a cycleway at the same time as doing a much needed fix of an already created pathway. Thank you for hearing our concerns. We hope you will look at them seriously and consider the impact on us and our surrounding neighbours when there are easier and more cost effective alternatives available. Linda Graveson, on behalf of The Graveson Family

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 9**Login****Email****Responded At:** Aug 31, 2023 20:02:12 pm**Last Seen:** Aug 31, 2023 07:59:03 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Great idea. Would be ideal if you don't have to cross the road (twice) when coming from west side of town on your way south (once at traffic lights and once just before end of town)

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 10**Login:****Email:****Responded At:** Aug 31, 2023 22:33:38 pm**Last Seen:** Aug 31, 2023 10:13:40 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Hi There I am opposed to the cycle way as 1.5 million dollars could be better spent on fixing our roads. We are currently in a recession and the money could be spent on better things to help the ratepayer. Cycle ways in Christchurch are also in decline and not used as much as they should be to justify the outlay. There we're very little statistics to justify the cycle way as a health and safety benefit due to only three people being injured using the current Southbrook road over a ten year period. This hardly rates as a health and safety issue to justify a 1.5 million dollar spend. You would have that number of injuries at a netball game on the weekend. LGFA money is not free and is sourced from taxpayers. Pak n Saves delivery area is a big concern in regards to the 2mtr buffer zone and the amount of large trucks coming and going. I would be more concerned about the risk of a fatality by introducing the cycleway into an area with big trucks and blind spots. The disturbance to the business is also a factor that should be carefully considered. I don't believe the people of the Waimakariri District want this cycleway, and it appears it is being pushed by LGNZ which further increases our debt level.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 11**Login:****Email:****Responded At:** Aug 31, 2023 22:50:13 pm**Last Seen:** Aug 31, 2023 10:49:20 am**IP Address:**

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Don't know anything about it. But if it's climate change related I am not sold. Where do you get your science from?

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 12**Login:****Email:****Responded At:** Sep 01, 2023 09:47:40 am**Last Seen:** Aug 31, 2023 21:35:29 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I personally believe that building a cycle lane at the cost of 1.5 million dollars at this time, is a waste of tax payers resource. Congesting Rangiora's busiest road for a period of time to supplement individuals whose means of transport do not incur any road user taxes is ridiculous. Not to mention the fact that we are currently experiencing gross inflation, this project is an absurd way to be spending the hard earned tax and rate payers money. I would suggest utilising the proposed budget for something more meaningful.

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 13**Login:****Email:****Responded At:** Sep 01, 2023 15:54:20 pm**Last Seen:** Sep 11, 2023 21:33:28 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

We often cycle to Kaiapoi and are looking forward to having a safe way to connect from the Pachendale Track to Rangiora. However we have grave concerns about the proposed South Belt crossing which is in a position I would never choose to cross the road. ALTERNATE ATTACHED. (Hand drawn map in TRIM. Record number: 230901136061)

Q2. Name:**Q3. Email/Phone:**

not answered

**Respondent No:** 14**Login:****Email:****Responded At:** Sep 01, 2023 17:17:52 pm**Last Seen:** Sep 01, 2023 05:15:54 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Absolute waste of time and money , which could be better spent repairing current roading. In addition sharing on pavements is a no no a cyclists have no thought to other people, they also ignore road signs and traffic lights

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 15**Login:** **Email:** **Responded At:** Sep 01, 2023 20:19:00 pm**Last Seen:** Sep 01, 2023 08:15:24 am**IP Address:** **Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

This is a want, not a need. Not justified with the current level of council debt.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 16**Login:****Email:****Responded At:** Sep 03, 2023 08:34:34 am**Last Seen:** Sep 02, 2023 20:20:28 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Mon - Fri between 7.30 - 5.30 you can only drive one car down the street from the new lights. Cars are constantly backing up or turning into residential driveways to get out of the way. Children walking down the footpath are already at risk of being hit. Residents can't see around parked cars to get out of their driveways safely. Add a cycleway and this makes it even more unsafe for children at the two schools and one preschool that walk to school. So please fix the traffic issue parking issue before you put in the cycleway. Remove parking on one side of the street Monday - Friday 7.30 - 5.30. There is also a flooding issue outside 27 - 31 Coronation St this has been an issue since the council replaced the culvert/open drain in 1999 the current system has never worked. 60mtrs on railway road one way. Cars already take a short cut down there towards the schools to avoid the congestion at the Pak n save lights this will make it even faster for cars to take that option so will increase the traffic down that street and around the cycleway. Pak n save already class there carpark from railway road to southbrook road as the Pak n save highway so this will also increase this traffic thru their carpark.

Q2. Name:

Q3. Email/Phone:



Respondent No: 17

Login:

Email:

Responded At: Sep 03, 2023 17:09:19 pm

Last Seen: Sep 03, 2023 05:00:18 am

IP Address:

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

Excellent plan to provide a safer route for cyclists

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 18**Login:****Email:****Responded At:** Sep 03, 2023 22:15:53 pm**Last Seen:** Sep 03, 2023 10:12:35 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

This is an absolutely ridiculous waste of money and resources. Many people have already stated this, including cyclists. The route itself is unnecessary when it makes the route so much longer and the impact to the surrounding business and homeowners is unnecessary. We do not want our rates wasted on these ridiculous ideas, you're bleeding us dry as it is and you can guarantee if given the choice most residents would choose to have their rates lowered than have this.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 19

Login:

Email:

Responded At: Sep 04, 2023 06:09:10 am

Last Seen: Sep 03, 2023 18:08:13 pm

IP Address:

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

Not a fan, waste of our tax payers money

Q2. Name:

Q3. Email/Phone:



Respondent No: 20

Login: [Redacted]

Email: [Redacted]

Responded At: Sep 04, 2023 06:55:56 am

Last Seen: Sep 03, 2023 18:53:41 pm

IP Address: [Redacted]

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 21**Login:****Email:****Responded At:** Sep 04, 2023 07:00:09 am**Last Seen:** Sep 03, 2023 18:58:35 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I think it is a great idea - facing vthe traffic through Southbrook has put me off cycling the track to Kaiapoi

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 22**Login:****Email:****Responded At:** Sep 04, 2023 07:02:29 am**Last Seen:** Sep 03, 2023 19:01:13 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

What a waste of ratepayers money. It's just going to add to the traffic congestion in the area.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 23

Login:

Email:

Responded At: Sep 04, 2023 07:20:03 am

Last Seen: Sep 03, 2023 19:18:29 pm

IP Address:

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 24**Login:****Email:****Responded At:** Sep 04, 2023 07:27:49 am**Last Seen:** Sep 03, 2023 19:25:26 pm**IP Address:**

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Do not want this. Very quietly done. There should be huge discussions with the public.

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 25**Login:****Email:****Responded At:** Sep 04, 2023 08:14:01 am**Last Seen:** Sep 03, 2023 20:08:46 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Great plan, I cycled through southbrook to work in kaiapoi for over 15years and the route has got more dangerous each year especially after the chch earthquakes. The passendale track has made a huge difference to Cycle safety removing the risk of having to ride down lineside road. Makes sense to make the access to and from the cycleway safer.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 26

Login

Email:

Responded At: Sep 04, 2023 08:23:29 am

Last Seen: Sep 03, 2023 20:22:26 pm

IP Address:

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

A great initiative to keep cyclists safer and to encourage more cycling

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 27**Login:****Email:****Responded At:** Sep 04, 2023 11:52:25 am**Last Seen:** Sep 03, 2023 23:45:10 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Why are all ratepayers to be charged for the construction of this when a majority will not use it? Put the money into more widely used infrastructure eg light rail services which can also meet environmental challenges and \$s can be recouped with user pays! Has a survey ever been done to seek info re user numbers before moving forward with such projects - 'nice to have for a minority' is simply not good enough!

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 28**Login:****Email:****Responded At:** Sep 04, 2023 12:06:47 pm**Last Seen:** Sep 04, 2023 00:05:30 am**IP Address:**

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Building this cycleway sounds like a great investment, as currently it is quite dangerous to cycle down towards Pak n save

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 29**Login:****Email:****Responded At:** Sep 04, 2023 12:57:02 pm**Last Seen:** Sep 04, 2023 00:55:04 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

It's is going to be such a pain for vehicles not to be able to use the railway road to. No need for it. What is the gain?.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 30**Login:****Email:****Responded At:** Sep 04, 2023 18:57:22 pm**Last Seen:** Sep 04, 2023 06:54:58 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Waste of money. We live on Fernside/ Lineside Rd corner. Only a miniscule per cent of North Canterbury use it .

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 31**Login:****Email:****Responded At:** Sep 05, 2023 10:28:05 am**Last Seen:** Sep 04, 2023 22:26:35 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

The route down Railway road seems sensible and will provide a safe place for cyclists where they don't compete with motorists at the pinch point of Southbrook Road

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 32**Login:****Email:****Responded At:** Sep 05, 2023 10:34:48 am**Last Seen:** Sep 04, 2023 22:31:21 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I believe this would be hugely beneficial. The sealed connection from Woodend to Rangiora and Kaiapoi to Rangiora is great so if it could be similar to those it would be a very desirable cycle add on. I for one would absolutely be using it for recreational cycling.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 33

Login: [Redacted]

Email: [Redacted]

Responded At: Sep 05, 2023 11:10:18 am

Last Seen: Sep 04, 2023 23:03:08 pm

IP Address: [Redacted]

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

This is a very positive step toward providing better facilities for cyclists.

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 34**Login:** [REDACTED]**Email:** [REDACTED]**Responded At:** Sep 05, 2023 14:31:33 pm**Last Seen:** Sep 11, 2023 21:33:28 pm**IP Address:** [REDACTED]**Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

1. Comments the proposal along South Belt. • There are fourteen houses in Country Lane which can mean up to twenty-eight bins (2 per household) placed between Thursday evening and Friday evening. It gets crowded at the eastern corner of Country Lane at the moment and it will be worse with the cycle lane taking out the bulge in the kerb. • The relocated bus stop will be in the flow of traffic, rather than in a "pull in" to the side. As the popularity of the park and ride increases and the new rest home increases traffic, this could become a bottleneck causing irrational overtaking and other bad driving behaviour. The best place for the bus stop has always been to the west of the cycle storage boxes at the park and ride. This provides a pull in and it centralises the bus stops and the park and ride into a hub. The addition of a pedestrian crossing here would increase safety for bus travellers in both directions. 2. Comments on the route using the "paper road and Country Lane" • The "paper road" part of this route will have no lighting and could be perceived as unsafe for some. There are high fences to one side and high bushes to the other. • At the presentation on Thursday, someone asked why the cycle way was running east on South Belt then on the King Street, instead of west and up Bush Street. The engineer said it was a longer route into town and "have you ever tried to get cyclists not to take the shortest route available"? The obvious shortest route is to go from Coronation Street up Buckley's Ave. then a short dog leg onto King Street. There is a wide berm with an existing kerb between the berm and the road. Also, it has street lighting, so will be perceived as a safer route during the hours of darkness. Some trees may be in the way, but you can meander around them as your plan shows a meandering track up the "paper road". You may have to remove a couple of them. This is a favourite route for cyclists already. 3. Development of 101, South Belt. I am looking at future development of our land at the west of our section at 101, South Belt and have the following concerns. • Depending on the road type for South Belt (Urban Collector, Local or other), the minimum distance for a vehicle crossing from Country Lane could be 10m, which is right in the cycle lane transition between Country Lane and South Belt. I raised this at the presentation and the engineer suggested we discuss this further. • The proposed and existing bus stop location could also pose a problem. When the bus stop was placed there with no notification or consultation, I phoned the council and spoke to a lady, whose name I didn't record, and said I was concerned about the effect on future development. She said they wouldn't let it interfere so I took her word and left it at that. She will remember the conversation as I also said I was concerned about lazy parkers parking close to our driveway because it was closer than walking to/from the car park. Generally, I support the building of safe cycle ways and am happy with the proposal for one along South Belt, as long as the development potential of our property is not impacted.

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 35**Login****Email****Responded At:** Sep 05, 2023 14:41:17 pm**Last Seen:** Sep 05, 2023 02:31:20 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Very good cycle way plan ,except for the crossing over southbelt, as it should be west of king street not east as the traffic builds up on king street trying to turn into southbelt as well as the traffic coming down southbelt. It could pose a danger to people at the proposed crossing east on southbelt.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 36**Login:****Email:****Responded At:** Sep 05, 2023 16:43:08 pm**Last Seen:** Sep 05, 2023 04:33:51 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I cycle from the Passchendaele Memorial Path through to the Rangiora Town Centre on a semi-regular basis. During peak time and at school pick up and drop off times it is somewhat hazardous to be on a bicycle in the area where you are proposing changes, so I appreciate the efforts to offer a better option. The proposed route does however make the journey longer as it zigzags back and forth. If you want people to use bicycles in place of cars more, then obviously making it safe for them to do so is the first priority, but also making it convenient (and potentially less convenient for cars) is ideal if you want to create change. An uptake in bicycle usage provides a range of broader outcomes to the area, individuals and the community. To foster this, the bicycle routes would ideally be the shortest, fastest and the most convenient and safest way to get from A to B. A route that means you have to cover a greater distance than the less safe alternative will not be used as much as intended and the safety risk will therefore still remain. Any improvements you can come up with which shortens this route (or at least makes it very pleasant due to attractive landscapes) would be welcomed.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 37

Login:

Email:

Responded At: Sep 05, 2023 18:58:00 pm

Last Seen: Sep 05, 2023 06:57:39 am

IP Address:

Q1. **Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Love it - safe and easy!

Q2. **Name:**

Q3. **Email/Phone:**

**Respondent No:** 38**Login:****Email:****Responded At:** Sep 05, 2023 18:58:46 pm**Last Seen:** Sep 01, 2023 21:15:11 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Any improvement on current, for the better safety for cyclists is welcome. I run the bike group from Pegasus and we are often in Southbrook, as we arrive via Passchendale, we stop for coffee at Mitre 10, then head back to Rangiora via Southbrook Road/Percival Street. (not our favourite route, due to the amount of traffic), so any cycle path that keeps us off that main road, is a great step. A gravel path down Marsh Road, would be a great addition, to link us back onto Tuahiwi and out to the Rangiora/Woodend Road bike path, but I presume that's off the table. Question: Are there any plans for the area on the side of the Cam River/Cox Road, that might eventually link through to March Road ? Thank you for opportunity to comment, my group of 14 (and the separate Mens group), use all the cycle trails regularly.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 39**Login:** **Email:** **Responded At:** Sep 06, 2023 09:30:21 am**Last Seen:** Sep 05, 2023 21:25:59 pm**IP Address:** **Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

As long as its very well used its not a waste of ratepayer money. Users should pay, to use & maintain it, as that's the policy we are told applies to all things.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 40**Login:** **Email:** **Responded At:** Sep 06, 2023 13:50:26 pm**Last Seen:** Sep 06, 2023 01:46:14 am**IP Address:** **Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I support the cycleway. Bike paths encourage people to exercise as part of daily life, reducing the burden of obesity and metabolic disease in the population and improving mental health. Primary prevention reduces downstream costs on the health system. The use of bikes for transport reduces fossil fuel use, benefitting the environment for future generations.

Q2. Name:**Q3. Email/Phone:**



Respondent No: 41

Login:

Email:

Responded At: Sep 06, 2023 13:51:52 pm

Last Seen: Sep 06, 2023 01:47:04 am

IP Address:

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

It is great to see traffic planning moving in a more bicycle friendly direction

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 42**Login:****Email:****Responded At:** Sep 06, 2023 14:22:33 pm**Last Seen:** Sep 11, 2023 21:33:28 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Safety for children at 2 Local schools and one Preschool. Currently you can only get one car down Coronation St towards the lights, Mon-Fri 7:30 - 5pm. Residents have to watch for children, cars on street and now bikes. No issue with Bike Lane. Issue is unsafe exits from driveways. Need No Parking on one side of Coronation St from lights to 25 Coronation St Mon - Friday. Also Major flooding issue outside 31 & 27 Coronation St.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 43**Login:** [REDACTED]**Email:** [REDACTED]**Responded At:** Sep 07, 2023 06:24:49 am**Last Seen:** Sep 06, 2023 18:23:18 pm**IP Address:** [REDACTED]**Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I do not believe this is a good priority to spend money on. It is not something that benefits the majority.

Q2. Name:

N

Q3. Email/Phone:N

**Respondent No:** 44**Login:** [Redacted]**Email:** [Redacted]**Responded At:** Sep 07, 2023 11:17:35 am**Last Seen:** Sep 06, 2023 23:12:20 pm**IP Address:** [Redacted]**Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

As a keen cyclist I think cycleway connection of the Passchendaele Memorial Path through to the Rangiora Town centre is essential for cyclist safety and it has my full support.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 45**Login:****Email:****Responded At:** Sep 07, 2023 16:17:17 pm**Last Seen:** Sep 07, 2023 03:57:42 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I am in support of safe cycling infrastructure to both encourage people to ride bikes, and to create safer passage for cyclists through Southbrook. The Council reports that there was 'overwhelming feedback to invest the Council's level of investment in the provision of walking and cycling facilities', and in particular this specific route, during consultation for the Walking and Cycling Strategy. The Council would no doubt have spent a lot of time and money on both the Walking and Cycling Strategy and the options analysis and consultation for this Rangiora Town Cycleway. (If I interpret correctly, the idea for this route came about as a direct result of the Walking and Cycling Strategy (WCS) feedback). For a safe cycling route through Southbrook not to be supported by Council makes a mockery of their commitment to public participation, climate change and the provision of safe infrastructure. If feedback from the WCS consultation indicated that the communities preference was for a safer route through Southbrook, and there is government funding to assist, why would it not be supported by elected members? A safe route for Southbrook has been a long time coming since the opening of the Passchendaele Memorial Path. It's well known that a lack of appropriate infrastructure creates actual or perceived safety risks which are barriers to cycling. It seems that there is very little support from this Council on any type of safe cycling infrastructure, and they only seem to listen to the anti-cycling rhetoric, the loudest squeaky wheel or to those who think that because they don't see any cyclists the moment they pass through a particular area, that there are no cyclists (think Peraki Street). There are some interesting and concerning comments on the recent Facebook post from RACB member Steve Wilkinson commenting about how many accidents involving cyclists have occurred: 'seems a lot of money for what gain'. This is a short sighted and completely ignorant view. Why should people have to get killed or seriously injured before safe infrastructure is put in place? Many near misses and lower-level incidents are not reported to the Police but they do still happen. The comment from Damon Hurley: 'hardly any bikes using Southbrook Road'...has anyone ever thought that people may not use it because they feel it's unsafe? As pointed out in the consultation material, this is a major route carrying more than 25,000 cars and trucks a day and is obviously expected to grow as the districts population increases. My preference would be for the Council to look at Southbrook Road as a whole, rather than just how to get cyclists off it, although something is better than the current situation. (The proposed route isn't particularly direct for those who are more confident - please don't remove the existing lanes from Southbrook Road). If the Council is serious about climate change and mode shift, bus lanes along Southbrook Road should be a priority. These can also create a wider, safer corridor for cyclists to share with the bus. The Direct Bus is a convenient service until it gets to Southbrook Road where it comes to a complete stand-still and crawls along in the congestion. Does the Council have plans to create bus lanes through this area to further encourage people to use public transport? Or are elected members too concerned about what people will say about losing their precious on-street parking?

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 46**Login:****Email:****Responded At:** Sep 07, 2023 16:44:28 pm**Last Seen:** Sep 11, 2023 20:33:14 pm**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

I am a homeowner (Highfield Lane) whose property backs onto with an access gate into Country Lane. I have a number of concerns regarding a cycleway past my home (along with neighbours whom I am unsure whether they have made a formal submission or just spoken about it negatively over the dinner table!). Please note firstly that the deciding factor for purchasing where we did (along with my family, daughter, son-in-law and grandchild – soon to be grandchildren) was having a private back yard, lovely outlook and gate through the back of the property to the local park and dog park. I even loved that we had cows / farmland on the other side of the park but that, as you know, is now to have a 340+ house (so I understand) Summerset estate built on it. To be honest I have not noticed a large number of cyclists using Southbrook Road and/or Buckleys Road but that may of course increase with the new cycleway. That especially raises the question of whether it is really necessary to expend such huge amounts when those funds could be used more effectively elsewhere. My concerns in summary, should the cycleway go ahead down Country Lane, include: • Added noise and lack of privacy; • Not having easy access to the back of the property (for tree felling, pool maintenance etc); • Added lighting – the bright spotlight from the rugby club is enough thanks (will the lighting be perhaps knee high or at all?) • Easier access for criminals which, as you know, is becoming rather a large problem in Rangiora. Please advise what plans are in place to address my above concerns. Should you require me to expand on my comments / submission, please advise.

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 47**Login:****Email:****Responded At:** Sep 08, 2023 14:58:23 pm**Last Seen:** Sep 08, 2023 02:53:49 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Excellent idea. The plan make sense. We need safer route to access the Rangiora - Kaiapoi cycle way along the railway line.

Q2. Name:**Q3. Email/Phone:**

**Respondent No:** 48**Login:****Email:****Responded At:** Sep 10, 2023 14:05:49 pm**Last Seen:** Sep 08, 2023 03:58:51 am**IP Address:****Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

This feedback is on behalf of the Southbrook School Board. We are concerned about the impact of the changes proposed to Railway Road to allow the cycle lane to be put in there. We are particularly concerned that making Railway Road one-way between Marsh Road and the Pak'nSave entrance will result in large trucks using Torlesse Street to get back onto Southbrook Road. If trucks deliver to Pak'nSave, will the trucks leave via Pak'nSave rather than Torlesse Street, and what will be in place to control this? We are concerned primarily for our tamariki crossing the road when large trucks are more likely to be a risk than with the current layout, and secondly, that the design of the road means that Torlesse Street is already a narrow road, especially at the intersection of Railway Road and Torlesse Street, so trucks will be focusing on that and not on there being small people around. Secondly, in a more general sense we are concerned at the idea of the cycle lane going down Torlesse Street because it will likely encourage our tamariki to run across the road with their bikes to enter the cycle lane, when we aim to get everyone crossing at our designated crossings. Is the approved route a final route or have other routes been looked into? Perhaps a cycle lane down Todds Road onto Ellis Road, and along the lane to join up with the planned route would be a better option and not put Southbrook School tamariki at risk?

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 49**Login:** **Email:** **Responded At:** Sep 11, 2023 07:54:52 am**Last Seen:** Sep 10, 2023 01:37:02 am**IP Address:** **Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?**

Rangiora town cycleway (stage 1). This route will add an important link for people on bicycles in the Waimakariri district. Many users of the Passchendaele Memorial path do not have the confidence to cycle on Southbrook Road to connect the path into the centre of Rangiora. While the route looks a bit indirect, any route that provides a safer alternative to Southbrook Road is of value. The route also provides good connections to two schools. It will combine a variety of on-road, shared path and greenway treatments, so it will be a challenge to make the route coherent, attractive and safe. It sounds as if there has already been some significant negotiation with rail and road corridor users towards this. Where the route uses on road facilities, they should be designed so it's clear whether it's a shared lane or a reserved cycle path. Speed management measures might be needed for motor vehicles in any shared zone where they are used. Where the route crosses roads, it will be important to provide a crossing that looks helpful for a safe crossing. This will be especially important where the route crosses Lineside Rd to connect the Passchendaele Memorial path. Signposting for the route will be important. It won't attract users if they can't find it. It will be important to remember that some more confident people may still choose to cycle on Southbrook Road, especially in non-peak traffic, so the existing on-road cycle lanes should be retained. There should also be allowance for cycles making a switch between routes by turning at the Southbrook/Torlesse/Coronation intersection.

Stephen Wood & Spokes Canterbury

Q2. Name:

Q3. Email/Phone:

**Respondent No:** 50**Login:** [REDACTED]**Email:** [REDACTED]**Responded At:** Sep 11, 2023 16:23:05 pm**Last Seen:** Sep 11, 2023 03:47:00 am**IP Address:** [REDACTED]

Q1. Any feedback on the Rangiora Town Cycleway (Stage 1) ?

Foodstuffs South Island Properties and PAK'n SAVE Rangiora are unable to support the proposed Railway Road cycleway for the following reasons:

Operation of the cycleway: The cycleway directs users into an environment largely dominated by frequent heavy truck movements. We do not believe this is a safe passage for cyclists being located in a heavy truck environment within an industrial area.

Location of Truck Park: This location is an improvement to the initial design but does create visual barrier issues with the static signalled railway crossing. We remain unsure as to whether this design meets safety audit requirements. The location of the truck park requires consideration to the design to ensure that the visibility to the railway network is not compromised.

Perception of road safety: There is a perception that the proposed cycle way will be road safe. We remain extremely concerned with the risks involved in this cycle design and its location. The cycle lane design is adjacent to an active railway network system, a proven unsafe crossing point with poor visibility and high volume truck movements. We strongly suggest that Council have elevated the risks for cyclists through the placement of the cycle lane on Railway Road.

Extent of Works: PAK'n SAVE Rangiora is the employer of nearly 300 local staff, and operates 24/7 – seven days per week. Operations include truck and trailer units servicing the PAK'n SAVE which will be operating at the same peak times as cycleway use. Construction will be disruptive and will compromise access to the PAK'n SAVE and our operating conditions of consent. Construction Effects Operating our truck delivery times are set to strict times as these support stock to store, staff availability and rostering, product to shelf (such as fresh and bread products). Night works would therefore be the only option for construction works to occur on the roadway. These would be required to be limited to outside of our delivery times to ensure full accessibility to the PAK'nSAVE site. The impact these works would have on residential neighbours outweighs any benefit of a cycleway in this location.

Road Cycle Safety It is our understanding that the Council are not removing the cycleway on Southbrook Road which initially was the entire premise to divert cyclists off Southbrook Road. We feel that the Council has misguided both the community and its financial funding supporters.

Political Influence We remain extremely concerned that Council have prioritised funding and the short time frames to achieve immediate funding rather than a robust safety corridor for cyclists and road users of Rangiora. We are concerned that some elected representatives have dominated both Community Board and Council presentations with their own personal views rather than the stance of practical safety.

Higher priority streets for cycleways: According to publicly available data from NZTA provided by the NZ police there are at least 9 roads and streets that have had more (some significantly more) injury accidents involving cyclists than Southbrook Road in the Rangiora township. Priority should be given to these areas for safe cycleways if safety is the driver of this proposal.

No support from local businesses None of the businesses on the affected streets that I have spoken with were willing to offer their support of the proposal when asked.

Lack of consultation at early planning stage The opportunity to have input at the consultation stage was not given to PAK'nSAVE. Opposition to this proposal could have been tabled very early in the process which I believe would have lead to a different outcome and proposal.

Businesses that use this stretch of road for trucking: 1) Pak n Save 2) North Canterbury Truck and Tractor Services 3) Allied Concrete 4) Engineering North Canterbury 5) Paramount Plumbing 6) Aktron (formally oil distributors) 7) Fontera often use this corner as there is dairy farms down Marsh Road Have each of these businesses been openly consulted with and given the opportunity for comment? Planning design means large trucks would not be able to turn left onto Railway Road from Station Road without conflict of trucks exiting PAK'nSAVE due to shape of corner. Road layout on the latest plan limits the ability of trucks to safely turn left into Station Road (Northbound on Railway Rd) with a truck and trailer due to changing corner shape and low visibility through existing building structures. Any vehicle waiting to cross the railway heading North on Marshs Rd will have to wait blocking traffic from all other directions at the noted Stop sign. The traffic lights at Torlesse Street are being underutilised and people are still using the PAK'nSAVE lights to get onto Southbrook Road in peak traffic. This design has the potential to exacerbate the issue and force more cars to use PAK'nSAVE as a thoroughfare due to reducing options to exit the area by adding one way traffic to an area that doesn't currently have that. The conflict point of trucks, trains, cars, cycles and pedestrians at the intersection of the four roads is dangerous by design and does not adequately ensure the safety of all cycleway and road users at an already dangerous intersection. There are three recorded crashes of trains and cars at the intersection already, how does this design improve the safety of cycleway and road users?.

Respondent #	SUPPORT		OPPOSE			
	Generally support	Support but have concerns re design	General objection	General objections to expenditure on Cycleways	Oppose railway Road portion	Oppose Country lane section
1	1					
2	1					
3						1
4						1
5						1
6			1			
7		1				
8						1
9	1					
10					1	
11					1	
12					1	
13		1				
14					1	
15					1	
16			1			
17	1					
18					1	
19					1	
20						
21	1					
22					1	
23						
24					1	
25	1					
26	1					
27					1	
28	1					
29						1
30					1	
31	1					
32	1					
33	1					
34		1				
35		1				
36		1				
37	1					
38	1					
39		1				
40	1					
41	1					
42		1				
43					1	
44	1					
45		1				
46						1
47	1					
48						1
49	1					
50						1
SUBTOTAL	18	8	2	12	6	2
TOTAL	26			22		

Kieran Straw

From: Aaron Kibblewhite
Sent: Wednesday, 27 September 2023 2:18 PM
To: Don Young
Subject: FW: Rangiora Town Cycleway - Let's Talk
Attachments: icons8-facebook-circled-02_3a69da14-9fa0-426c-abb5-683778f84960.png

Hi Don,

Please see below email response from Southbrook School.

Regards,
Aaron

Aaron Kibblewhite | Senior Project Engineer
Project Delivery Unit



From:
Sent: Wednesday, September 13, 2023 2:57 PM
To: Dan Gordor

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

Kia ora Aaron

Thank you for your time this afternoon to reassure us about our concerns around truck traffic around our school.

We now understand that the new system should direct trucks away from our school roads and ensure the safety of our tamariki.

We also discussed the possibility of having signs to ensure that the trucks do not come past Southbrook School.

We appreciate that we can keep an open dialogue if issues should arise.

Ngā mihi

Rebekah Hennessey Presiding Member

Subject: Re: Rangiora Town Cycleway - Let's Talk

Good morning Aaron

We met as a Board last evening. We are extremely concerned about the proposed road changes. We believe this will cause our roads to be extremely unsafe for our tamariki at Southbrook School.

The Board would like the opportunity to meet with you to discuss our concerns further.

We look forward to hearing from you.

Ngā mihi

Principal

Southbrook School

Rangiora

On Fri, Aug 25, 2023 at 9:23 AM Aaron Kibblewhite

> wrote:

Good Morning,

Please use the below link or see the attached to find out more information about the upcoming Rangiora Town Cycleway project. We are having a drop in session on Thursday evening next week at the Southbrook Rugby Clubrooms where we look forward to discussing the current plans and receiving feedback.

If you would like to contact us regarding this project but cannot make it to the drop-in session feel free to get in touch via the website survey link, print and mail back the attached feedback form, or simply contact either Kieran or myself.

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

Kind regards,
Aaron

Aaron Kibblewhite | Senior Project Engineer
Project Delivery Unit

waimakariri.govt.nz

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

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Rangiora	Railway Road	West	Outside 642 Lineside Road (southern end)	4	1	Planted kerb build out (i.e not no stopping lines)
	Rangiora	Railway Road	West	Outside 642 Lineside Road (northern end)	4	0	Planted kerb build out (too small for parking currently)
	Rangiora	Railway Road	West	Outside 16 Railway Road	4	1	Planted kerb build out (i.e not no stopping lines)
	Rangiora	Railway Road	West	Outside Allied Concrete	20	8*	Informal angle parking outside Allied Concrete
	Rangiora	Railway Road	East	Angle parking south of Dunlops Rd For 10m north of Dunlops Rd (extending existing by 5m) to improve sight lines at level crossing	65	10*	Informal angle parking converted to formal parallel parking spaces. Additional on-road spaces will be added north of Dunlops to balance this.
	Rangiora	Railway Road	East	improve sight lines at level crossing	10	1	
	Rangiora	Torlesse Street	South	Outside No 36 Southbrook Rd (Torlesse St side)	6	1	Required to fit off-road cycle facility in conjunction with traffic signals
	Rangiora	Coronation Street	West	Cul-de-sac head	45	0	Alters parking to remove parking from turn around area. No formal existing spaces lost Residents request following street meeting. Design allows for 3 x parks at end of lane for visitor
	Rangiora	Country Lane	Both	South Belt to end of public laneway.	100	16	parking
	Rangiora	South Belt	North	No. 7 King Street	25	3	For pedestrian refuge
	Rangiora	South Belt	South	No. 99	37	6	For pedestrian refuge

Waimakariri District Council: Schedule of Trees to be removed

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

SAFETY, HEALTH AND ENVIRONMENT

ENTERPRISE-WIDE SHE TEMPLATE (Adapted for LCRAG SFAIRP Process)

04-TEM-006-SHE SFAIRP STATEMENT REPORT

1. DOCUMENT DETAILS

Project Name:	Waimakariri District Council cycle path development at Rangiora – Marsh Rd Level Crossing, c27.2km MNL
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Project Stage:	Design <input checked="" type="checkbox"/>	Implementations/Closeout (Construction) <input type="checkbox"/>	Operations <input type="checkbox"/>
-----------------------	--	--	-------------------------------------

Disciplines Covered:					
Track <input checked="" type="checkbox"/>	Civil <input type="checkbox"/>	Structures <input type="checkbox"/>	Signals & Comms <input checked="" type="checkbox"/>	Mechanical <input type="checkbox"/>	Traction/Elec <input type="checkbox"/>
Facilities <input type="checkbox"/>	Operations <input checked="" type="checkbox"/>	Rollingstock <input type="checkbox"/>	Network Services <input checked="" type="checkbox"/>	Ships <input type="checkbox"/>	
Others Please Specify:					

Document Control:		
DRAFT v1	For KiwiRail review.	07/08/23
DRAFT v2	Updated after KiwiRail review. For all stakeholders review.	18/08/23
FINAL	Updated after all stakeholders review.	14/09/23

2. DOCUMENT APPROVAL

Project Assurance SFAIRP Due-diligence Declaration Confirming that:	Completed
1. SHE Risk Assessment has been implemented as intended and communicated to the key stakeholders and that the hazard/risks associated with project stage have been established, understood, and the relevant controls have been identified, implemented or planned.	<input type="checkbox"/>
2. SFAIRP statement demonstrate a reasoned and supported arguments, that there are no other practical measures that could reasonably be taken to reduce risks further and that the controls implemented provide the highest level of protection that is reasonably practicable for these circumstances.	<input type="checkbox"/>
3. Due diligence checks have been undertaken verifying that the identified controls are appropriate and documented evidence is available to confirm the risks have been mitigated to a degree consistent with KiwiRail systems and standards.	<input type="checkbox"/>

Prepared by Author:	Phil McQueen Ltd	Signature		Date	14/09/23
Content Reviewed by:	Senior Level Crossings Engineer	Signature	E COOK	Date	14/9/2023
Technical Authority Approval:	Professional Head Signals	Signature	martin.tompkins <small>Digitally signed by martin.tompkins Date: 2023.09.14 13:21:39 +1200</small>	Date	
Operations Approval:	GM SI Operations	Signature		Date	25/9/23
Zero Harm Approval:	Head of Safety Risk Assurance	Signature		Date	26/09/2023

3. PURPOSE AND SCOPE OF THIS REPORT

The Waimakariri District Council (WDC) are planning to construct a new cycleway adjacent to the railway corridor on Railway Road in Rangiora. The cycleway is a separate 2.5m shared use path at the southern end of Railway Road (where it passes by Marsh Road), and transitions to a “neighbourhood Greenway” where it passes by Dunlops Road. The cycleway will pass by (and therefore informally connect) to the existing level crossings at Marsh Road and Dunlops Road, which constitutes a Change in Use. WDC has commissioned an LCSIA report from Stantec to assess the safety risk at the crossings and to provide safety recommendations for level crossing upgrades, and subsequently have commissioned this SFAIRP report.

This SFAIRP report is for Marsh Rd level crossing. A separate report has been prepared for Dunlops Rd.

In summary:

- Marsh Rd is a minor road in Southbrook, Rangiora, where it crosses the Main North Line railway, and runs east through predominantly rural land.
- The existing road level crossing is controlled by Stop signs.
- There are no formed pedestrian/ cycle level crossings. The LCSIA creates a “pseudo” cycle crossing for analysis purposes, but notes that there is no formal pedestrian crossing at present, nor would one be constructed because of the adjacent cycleway.
- The LCSIA reports that user volumes for both rail and road are expected to remain close to the current level, without any significant increase. Train speeds are also expected to remain the same as the existing scenario. The main change for motorists using the crossing will be the addition of cyclists waiting on the new cycleway to give way to vehicles, before crossing the road.
- The LCSIA report describes the effects on the road level crossing and on the pseudo cycle crossing, the associated changes in risk, and recommends safety improvements.
- The LCSIA report found that risk at the pseudo cycle crossing will increase and recommends various safety improvements. FLB are required to achieve criteria 1 & 2, and a lesser set of improvements will achieve criterion 1 only.

- A SFAIRP review of whether FLB are reasonably practicable for the pseudo cycle crossing has not been sought.
- The LCSIA report found that risk at the road crossing will increase due to the change in use (by a small amount from LCSS 42 to 44) and recommends various safety improvements. HAB are required to achieve criteria 1 & 2, and a lesser set of improvements to achieve criterion 2 only.
- Waimakariri DC has advised that a new road is to be built linking Lineside Road to Rangiora East and is planned for completion in 2030 at which time the Marsh Road, and Dunlops Road level crossings will be closed, and access will be provided from the new road.
- Waimakariri DC considers that installing HAB at the road crossing may not be “reasonably practicable” and has commissioned an SFAIRP review to assist in reaching a conclusion.

Therefore the purpose of this SFAIRP Report is to review whether HAB is “reasonably practicable” for the road crossing, by applying the process described in the LCRAG (v5), Appendix 9.

The figures below show the existing crossing and are extracted from the LCSIA report figures 4-1 and 4-2.

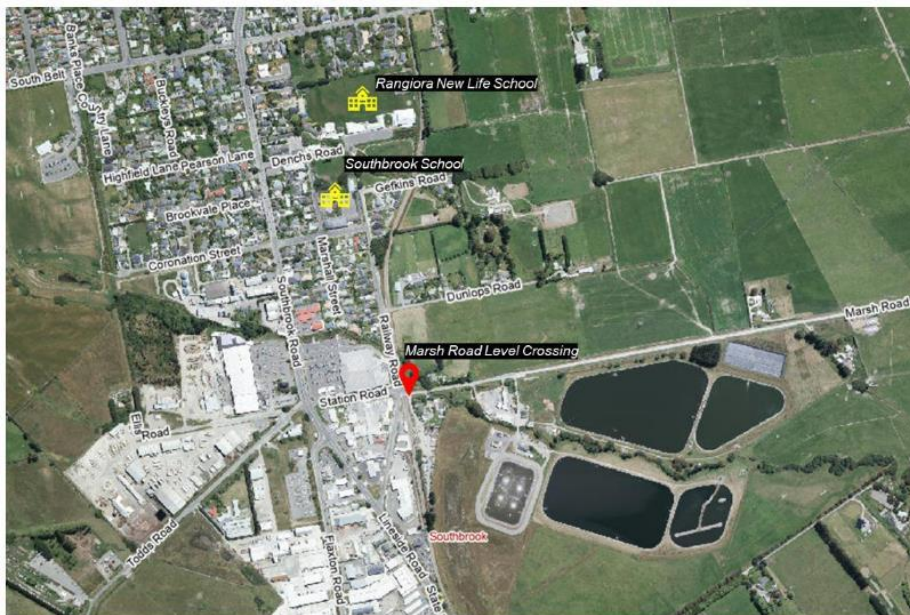


Figure 4-1: Marsh Road level crossing location (Canterbury Map Viewer)



Figure 4-2: Marsh Road level crossing aerial (Canterbury Map Viewer)

4. APPLICABLE REGULATIONS, ACTS AND STANDARDS

Type	Description
KiwiRail Engineering Standards	KiwiRail Infrastructure has a comprehensive suite of engineering standards and supporting documents, including those applying to level crossings. In particular, the Signals and Telecommunication Standard: Active Level Crossings (S-ST-LC-2103), which specifies minimum levels of protection at crossings.
NZTA Traffic control devices manual (TCD manual) – Part 09: Level crossings	The TCD manual provides standards for traffic control devices including at level crossings.
Level crossing risk assessment	The <u>Level Crossing Safety Impact Assessment (LCSIA)</u> and <u>Australian Level Crossings Assessment Model (ALCAM)</u> are methods used in NZ for assessing level crossing risk and identifying appropriate risk controls. The <u>Level Crossing Risk Assessment Guide (LCRAG)</u> , prepared jointly by KiwiRail and NZTA Waka Kotahi, provides guidance on risk assessment and describes the SFAIRP review process to be used if there are risk controls identified that are considered to be “not reasonably practicable” to implement.
Act	Railways Act 2005
Act	Health & Safety at Work Act 2015
Regulations	Health & Safety at Work Regulations 2016

5. KEY CONSTRAINTS, ASSUMPTIONS, AND DEPENDENCIES

The risk has been assessed, and safety recommendations identified, using the LCSIA process.

This SFAIRP Report has been prepared using the process set out in LCRAG (v5) Appendix 9 and relies on the information contained in the reference documents listed in section 10, and where noted further information provided separately.

6. STAKEHOLDER ENGAGEMENT

The Key Stakeholders are:

Stakeholder	Reason for Engagement
KiwiRail	The KiwiRail South Island Region is responsible for the maintenance of the infrastructure and the rail operations at the level crossing. KiwiRail Engineering Services and Zero Harm groups are KiwiRail's technical authorities re level crossing design and safety risk.
Waimakariri District Council (WDC)	WDC is the Road Controlling Authority for the road at the level crossing.
Waimakariri District Council (WDC)	WDC is the proponent for the new cycleway affecting the level crossing.

Engagement with stakeholders took place as part of the LCSIA of the crossing and included all relevant parties including worker representatives. Details are in the LCSIA report.

7. RISKS BEING CONSIDERED

Risk/Hazard ID	System/Rail Network - Key Risks/Hazards Description
	The risk of harm caused by a train vs road user collision at the road level crossing for the future use cases.

The key factors driving this risk are the existence of a level crossing of road and rail, and the change in use of the adjacent intersection arising from the planned cycleway.

This risk is not new, as it exists to a degree today at the existing crossing. Neither is it novel, as the same risk exists in varying degrees at numerous other level crossing locations on the rail network. However, the changes at the crossing will result in increased traffic levels with an associated change in risk which must be considered, and appropriate controls identified.

8. SFAIRP JUSTIFICATION STATEMENT

KiwiRail currently manages this risk through a number of existing controls, selected and applied to each crossing site as appropriate, and which fall under KiwiRail’s Safety Case and Licence to Operate. Therefore, this SFAIRP statement focuses on how existing controls will be applied at the crossing site.

The Risk has been assessed and the following Hierarchy of Controls considered:

Controls Considered		Results
Elimination	Grade Separation Closure	Not considered in this report
Substitution	N/A	N/A
Engineering	Half Arm Barriers.	Not Practicable
Engineering	Road/rail intersection layout and design details and physical works.	To be Implemented
Administrative	Signs and road markings.	To be Implemented

The LCSIA report found that risk at the Marsh Road road crossing will increase due to the change in use (by a small amount from LCSS 42 to 44) and recommends various safety improvements. HAB are required to achieve criterion 1, and a lesser set of improvements to achieve criterion 2. Waimakariri DC has advised that Marsh Road crossing will close in 2030 (ie in 7 years from now) in conjunction with the opening of a new road that will provide alternative access. WDC considers that HAB for the road crossing may not be reasonably practicable and has commissioned an SFAIRP review to assist in reaching a conclusion.

HAB are a suitable control and an available control.

Regarding cost proportionality, the analysis shows that for a 7 year life, the ICAF ratio is 23 (using the 2021 MoT VoSL of \$4.88m) or 9 (using the 2023 WK VoSL of \$12.5m). Therefore the cost of HAB is grossly disproportionate or is at the high end of the LCRA “grey area” of 2 – 10 where cost proportionality is inconclusive.

Considering that the cycleway change induces just a small proportion of the assessed risk, and that there are alternative treatments to achieve criterion 2, and that Waimakariri DC intends to close the crossing in 2030, HAB, in the circumstances and context of this cycleway development and future road closure, are not a reasonably practicable control. The planned closure of Marsh Rd crossing by 2030 is subject to Council processes. If it does not eventuate, this may alter the SFAIRP conclusion and the requirement for HAB at Marsh Rd would need to be revisited.

Implementing the recommended safety improvements without HAB will reduce the risk SFAIRP and be fit for the future use of the road level crossing by the projected future traffic in the context of the proposed development.

The following section “Controls Implemented / Considered” provides further detail on the controls proposed to be implemented and those that were considered and found to be not reasonably practicable.

It should be noted that this report is focused on the safety risk reduction aspects of the proposed solution and does not have scope to consider any wider amenity and development opportunities which might drive a different solution for other reasons as well as safety risk reduction.

9. CONTROLS IMPLEMENTED / CONSIDERED

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.	<p>Half arm barriers.</p> <p><i>[Half-arm barriers (HAB).</i></p> <p><i>HAB are a suitable control as they would reduce the risk at the crossing.</i></p> <p><i>HAB are an available control as they are an established and accepted control which is widely used in the industry including in NZ.</i></p> <p><i>Considering cost proportionality:</i></p> <ul style="list-style-type: none"> - <i>The comparison is between installing: <ul style="list-style-type: none"> o <i>all the recommended safety improvements identified by the LCSIA <u>including</u> HAB.</i> o <i>all the recommended safety improvements identified by the LCSIA but <u>excluding</u> HAB.</i> </i> - <i>This is to consider whether the additional cost for HAB is proportionate to the safety benefit obtained.</i> - <i>The fatal return period (FRP) calculated by the ALCAM analysis for the Future stage changes from 1,860 years to 729 years if HAB are not installed. This equates to an additional 0.025 fatalities over 30 years (the assumed life of an HAB installation).</i> - <i>However, WDC plans to build a new road which will connect to Marsh Rd and enable the crossing to be closed with completion in 2030. Therefore the HAB would be in use for 7 years, or less if installation lead time is allowed for. This equates to an additional 0.006 fatalities over 7 years.</i> - <i>The latest Ministry of Transport VoSL (June 2021 update) is \$4.88M, which gives a value of risk reduction of \$28k for a 7 year life.</i> - <i>The recent Waka Kotahi (2023) VoSL is \$12.5m, which gives a value of risk reduction of \$73k for a 7 year life.</i> - <i>The cost to install HAB at Marsh Rd has not been provided. However, previous indicative estimates from KiwiRail for other sites are typically</i> 		Engineering

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
		<p><i>for a cost of “\$500k upwards”, and another recent SFAIRP review was advised of a cost range for HAB of \$600-900k.</i></p> <ul style="list-style-type: none"> - <i>While a bespoke estimate for Marsh Rd HAB would be preferable, in order to progress the analysis, and after discussion with KiwiRail, a cost of \$650k has been assumed.</i> - <i>The ICAF ratio for the addition of HAB is 23 (MoT 2021 VoSL) or 9 (Waka Kotahi 2023 VoSL) assuming a 7 year life.</i> - <i>The LCRAG App 9 guidance is that an ICAF ratio of</i> <ul style="list-style-type: none"> o <i>2 or less will generally be considered proportionate.</i> o <i>10 or greater will generally be considered grossly disproportionate.</i> o <i>Between 2 and 10 will require specific consideration and justification.</i> - <i>Using the MoT 2021 VoSL, ICAF is 23 and the cost is grossly disproportionate.</i> - <i>Using the Waka Kotahi 2023 VoSL, ICAF is 9, at the high end of the LCRAG “grey area” of 2 – 10 where cost proportionality is inconclusive.</i> <p><i>Based on the information available, HAB are a suitable control, are an available control, and the cost is grossly disproportionate, or inconclusive, depending on the VoSL assumption, for the 7 year life of the installation.]</i></p>		
	<p>The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.</p>	<p>Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. <i>[Includes:</i></p> <ul style="list-style-type: none"> - <i>Change intersection priority to give the east-west movement right of way and mark STOP on the western approach to the crossing.</i> - <i>Raised platforms on Station Road and Marsh Road approaches.</i> - <i>Install adjacent corridor fencing to the level crossing.]</i> 	Engineering	
	<p>The risk of harm caused by a train vs road vehicle collision</p>	<p>Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. <i>[Includes:</i></p>	Administrative	

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
	at the level crossing for the future use cases.	<ul style="list-style-type: none"> - Consider RAIL X marking on Station Road. - Review the location of the limit line for cyclists on both approaches to Marsh Road.] 		

Summary of ALCAM fatal return period outputs for Marsh Rd from LCSIA report Table 4-13:

Table 4-13: Marsh Road level crossing ALCAM changes

Scored Items	Updated Existing	Change in Use	Minimum Mitigation	Proposed Design	Future Score
ALCAM risk band	Medium High	Medium High	Medium High	Medium Low	Medium Low
ALCAM risk score % change	N/A	+8%	+6%	-60%	-58%
Fatal return period	770 years	716 years	729 years	1,940 years	1,860 years

10. REFERENCE DOCUMENTS

1. Stantec report: Marsh Road and Dunlops Road Level Crossing Safety Impact Assessment, Rev 1, 10/07/23.
2. Joint KiwiRail and Waka Kotahi publication: Level Crossing Risk Assessment Guide (LCRAG), v5.

SFAIRP Statement Report - Marsh Rd FINAL

Final Audit Report


2023-09-25


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SAFETY, HEALTH AND ENVIRONMENT

ENTERPRISE-WIDE SHE TEMPLATE (Adapted for LCrag SFAIRP Process)

04-TEM-006-SHE SFAIRP STATEMENT REPORT

1. DOCUMENT DETAILS

Project Name:	Waimakariri District Council cycle path development at Rangiora – Dunlops Rd Level Crossing, c27.4km MNL
----------------------	--

Project Stage:	Design <input checked="" type="checkbox"/>	Implementations/Closeout (Construction) <input type="checkbox"/>	Operations <input type="checkbox"/>
-----------------------	--	--	-------------------------------------

Disciplines Covered:					
Track <input checked="" type="checkbox"/>	Civil <input type="checkbox"/>	Structures <input type="checkbox"/>	Signals & Comms <input checked="" type="checkbox"/>	Mechanical <input type="checkbox"/>	Traction/Elec <input type="checkbox"/>
Facilities <input type="checkbox"/>	Operations <input checked="" type="checkbox"/>	Rollingstock <input type="checkbox"/>	Network Services <input checked="" type="checkbox"/>	Ships <input type="checkbox"/>	
Others Please Specify:					

Document Control:		
DRAFT v1	For KiwiRail review.	08/08/23
DRAFT v2	Updated after KiwiRail review. For all stakeholders review.	18/08/23
FINAL	Updated after all stakeholders review.	14/09/23

2. DOCUMENT APPROVAL

Project Assurance SFAIRP Due-diligence Declaration Confirming that:	Completed
1. SHE Risk Assessment has been implemented as intended and communicated to the key stakeholders and that the hazard/risks associated with project stage have been established, understood, and the relevant controls have been identified, implemented or planned.	<input type="checkbox"/>
2. SFAIRP statement demonstrate a reasoned and supported arguments, that there are no other practical measures that could reasonably be taken to reduce risks further and that the controls implemented provide the highest level of protection that is reasonably practicable for these circumstances.	<input type="checkbox"/>
3. Due diligence checks have been undertaken verifying that the identified controls are appropriate and documented evidence is available to confirm the risks have been mitigated to a degree consistent with KiwiRail systems and standards.	<input type="checkbox"/>

Prepared by Author:	Phil McQueen Ltd	Signature		Date	14/09/23
Content Reviewed by:	Senior Level Crossings Engineer	Signature	E COOK	Date	14/9/2023
Technical Authority Approval:	Professional Head Signals	Signature	martin.tom pkins <small>Digitally signed by martin.tom pkins Date: 2023.09.14 13:20:13 +1200</small>	Date	
Operations Approval:	GM SI Operations	Signature		Date	25/9/23
Zero Harm Approval:	Head of Safety Risk Assurance	Signature		Date	26/09/2023

3. PURPOSE AND SCOPE OF THIS REPORT

The Waimakariri District Council (WDC) are planning to construct a new cycleway adjacent to the railway corridor on Railway Road in Rangiora. The cycleway is a separate 2.5m shared use path at the southern end of Railway Road (where it passes by Marsh Road), and transitions to a “neighbourhood Greenway” where it passes by Dunlops Road. The cycleway will pass by (and therefore informally connect) to the existing level crossings at Marsh Road and Dunlops Road, which constitutes a Change in Use. WDC has commissioned an LCSIA report from Stantec to assess the safety risk at the crossings and to provide safety recommendations for level crossing upgrades, and subsequently have commissioned this SFAIRP report.

This SFAIRP report is for Dunlops Rd level crossing. A separate report has been prepared for Marsh Rd.

In summary:

- Dunlops Rd is a minor no-exit road in Southbrook, Rangiora, where it crosses the Main North Line railway, and runs east providing access to five houses before dead ending.
- The existing road level crossing is controlled by Stop signs.
- There are no formed pedestrian/ cycle level crossings. The LCSIA creates a “pseudo” cycle crossing for analysis purposes, but notes that there is no formal pedestrian crossing at present, nor would one be constructed because of the adjacent cycleway.
- The LCSIA reports that user volumes for both rail and road are expected to remain close to the current levels, although notes there may be an increase in cyclists using the crossing and the new cycleway for school trips. Train speeds are also expected to remain the same as the existing scenario.
- The LCSIA report describes the effects on the road level crossing and on the pseudo cycle crossing, the associated changes in risk, and recommended safety improvements.
- The LCSIA report found that risk at the pseudo cycle crossing will increase but does not make any recommendations for cyclist specific safety improvements. FLB are required to achieve criteria 1 & 2, otherwise criterion 1 only is achieved.

- A SFAIRP review of whether FLB are reasonably practicable for the pseudo cycle crossing has not been sought.
- The LCSIA report found that risk at the road crossing will increase due to the change in use (by a small amount from LCSS 31 to 32) and recommends various safety improvements. HAB are required to achieve criteria 1 & 2, and a lesser set of improvements to achieve criterion 2 only.
- Waimakariri DC has advised that a new road is to be built linking Lineside Road to Rangiora East and is planned for completion in 2030 at which time the Marsh Road, and Dunlops Road level crossings will be closed, and access will be provided from the new road.
- Waimakariri DC considers that installing HAB at the road crossing may not be “reasonably practicable” and has commissioned an SFAIRP review to assist in reaching a conclusion.

Therefore the purpose of this SFAIRP Report is to review whether HAB is “reasonably practicable” for the road crossing, by applying the process described in the LCRAG (v5), Appendix 9.

The figures below show the existing crossing and are extracted from the LCSIA report figures 5-1 and 5-2.



Figure 5-1: Dunlops Road level crossing location (Canterbury Map Viewer)

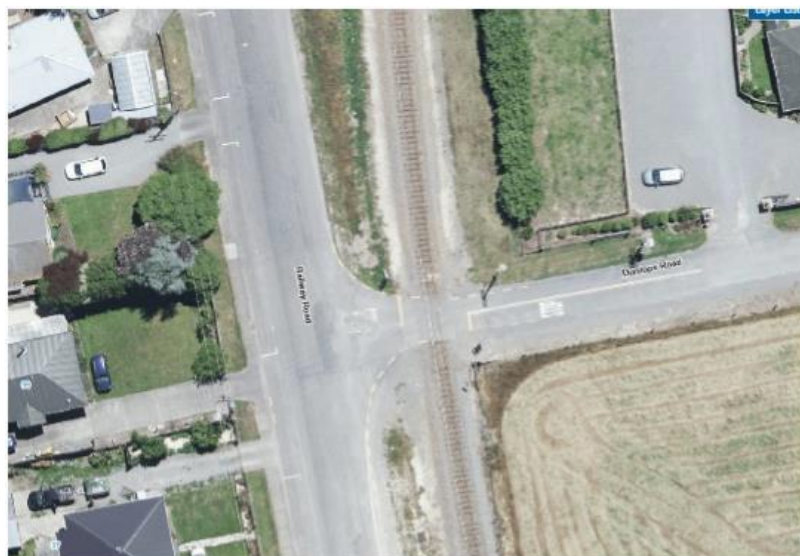


Figure 5-2: Dunlops Road level crossing aerial (Canterbury Map Viewer)

4. APPLICABLE REGULATIONS, ACTS AND STANDARDS

Type	Description
KiwiRail Engineering Standards	KiwiRail Infrastructure has a comprehensive suite of engineering standards and supporting documents, including those applying to level crossings. In particular, the Signals and Telecommunication Standard: Active Level Crossings (S-ST-LC-2103), which specifies minimum levels of protection at crossings.
NZTA Traffic control devices manual (TCD manual) – Part 09: Level crossings	The TCD manual provides standards for traffic control devices including at level crossings.
Level crossing risk assessment	The <u>Level Crossing Safety Impact Assessment (LCSIA)</u> and <u>Australian Level Crossings Assessment Model (ALCAM)</u> are methods used in NZ for assessing level crossing risk and identifying appropriate risk controls. The <u>Level Crossing Risk Assessment Guide (LCRAG)</u> , prepared jointly by KiwiRail and NZTA Waka Kotahi, provides guidance on risk assessment and describes the SFAIRP review process to be used if there are risk controls identified that are considered to be “not reasonably practicable” to implement.
Act	Railways Act 2005
Act	Health & Safety at Work Act 2015
Regulations	Health & Safety at Work Regulations 2016

5. KEY CONSTRAINTS, ASSUMPTIONS, AND DEPENDENCIES

The risk has been assessed, and safety recommendations identified, using the LCSIA process.

This SFAIRP Report has been prepared using the process set out in LCRAG (v5) Appendix 9 and relies on the information contained in the reference documents listed in section 10, and where noted further information provided separately.

6. STAKEHOLDER ENGAGEMENT

The Key Stakeholders are:

Stakeholder	Reason for Engagement
KiwiRail	The KiwiRail South Island Region is responsible for the maintenance of the infrastructure and the rail operations at the level crossing. KiwiRail Engineering Services and Zero Harm groups are KiwiRail's technical authorities re level crossing design and safety risk.
Waimakariri District Council (WDC)	WDC is the Road Controlling Authority for the road at the level crossing.
Waimakariri District Council (WDC)	WDC is the proponent for the new cycleway affecting the level crossing.

Engagement with stakeholders took place as part of the LCSIA of the crossing and included all relevant parties including worker representatives. Details are in the LCSIA report.

7. RISKS BEING CONSIDERED

Risk/Hazard ID	System/Rail Network - Key Risks/Hazards Description
	The risk of harm caused by a train vs road user collision at the road level crossing for the future use cases.

The key factors driving this risk are the existence of a level crossing of road and rail, and the potential for the cycleway to drive an increase in cyclists using the crossing.

This risk is not new, as it exists to a degree today at the existing crossing. Neither is it novel, as the same risk exists in varying degrees at numerous other level crossing locations on the rail network. However, the changes at the crossing will result in increased traffic levels with an associated change in risk which must be considered, and appropriate controls identified.

8. SFAIRP JUSTIFICATION STATEMENT

KiwiRail currently manages this risk through a number of existing controls, selected and applied to each crossing site as appropriate, and which fall under KiwiRail’s Safety Case and Licence to Operate. Therefore, this SFAIRP statement focuses on how existing controls will be applied at the crossing site.

The Risk has been assessed and the following Hierarchy of Controls considered:

Controls Considered		Results
Elimination	Grade Separation Closure	Not considered in this report
Substitution	N/A	N/A
Engineering	Half Arm Barriers.	Not Practicable
Engineering	Road/rail intersection layout and design details and physical works.	To be Implemented
Administrative	Signs and road markings.	To be Implemented

The LCSIA report found that risk at the Dunlops Road road crossing will increase due to the change in use (by a small amount from LCSS 31 to 32) and recommends various safety improvements. HAB are required to achieve criterion 1, and a lesser set of improvements to achieve criterion 2. Waimakariri DC has advised that Dunlops Road crossing will close in 2030 (ie in 7 years from now) in conjunction with the opening of a new road that will provide alternative access. WDC considers that HAB for the road crossing may not be reasonably practicable and has commissioned an SFAIRP review to assist in reaching a conclusion.

HAB are a suitable control and an available control.

Regarding cost proportionality, the analysis shows that, for a 7 year life, the ICAF ratio is 41 (using the 2021 MoT VoSL of \$4.88m) or 16 (using the 2023 WK VoSL of \$12.5m). Therefore the cost of HAB is grossly disproportionate for the 7 year life of the installation.

Considering that the cycleway change induces just a small proportion of the assessed risk, and also that there are alternative treatments to achieve criterion 2, and that Waimakariri DC intends to close the crossing in 2030, HAB, in the circumstances and context of this cycleway development and future road closure, is not a reasonably practicable control. The planned closure of Dunlops Rd crossing by 2030 is subject to Council processes. If it does not eventuate, this may alter the SFAIRP conclusion and the requirement for HAB at Dunlops Rd would need to be revisited.

Implementing the recommended safety improvements without HAB will reduce the risk SFAIRP and be fit for the future use of the road level crossing by the projected future traffic in the context of the proposed development.

The following section “Controls Implemented / Considered” provides further detail on the controls proposed to be implemented and those that were considered and found to be not reasonably practicable.

It should be noted that this report is focused on the safety risk reduction aspects of the proposed solution and does not have scope to consider any wider amenity and development opportunities which might drive a different solution for other reasons as well as safety risk reduction.

9. CONTROLS IMPLEMENTED / CONSIDERED

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
	<p>The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.</p>	<p>Half arm barriers. <i>[Half-arm barriers (HAB).</i></p> <p><i>HAB are a suitable control as they would reduce the risk at the crossing.</i></p> <p><i>HAB are an available control as they are an established and accepted control which is widely used in the industry including in NZ.</i></p> <p><i>Considering cost proportionality:</i></p> <ul style="list-style-type: none"> - <i>The comparison is between installing:</i> <ul style="list-style-type: none"> o <i>all the recommended safety improvements identified by the LCSIA <u>including</u> HAB.</i> o <i>all the recommended safety improvements identified by the LCSIA but <u>excluding</u> HAB.</i> - <i>This is to consider whether the additional cost for HAB is proportionate to the safety benefit obtained.</i> - <i>The fatal return period (FRP) calculated by the ALCAM analysis for the Future stage changes from 2,893 years to 1,231 years if HAB are not installed. This equates to an additional 0.014 fatalities over 30 years (the assumed life of an HAB installation).</i> - <i>However, WDC plans to build a new road which will connect to Dunlops Rd and enable the crossing to be closed with completion in 2030. Therefore the HAB would be in use for 7 years, or less if installation lead time is allowed for. Repeating the calculation for this scenario equates to an additional 0.003 fatalities over 7 years.</i> - <i>The latest Ministry of Transport VoSL (June 2021 update) is \$4.88M, so the value of the risk reduction is \$16k for a 7 year life.</i> - <i>The recent Waka Kotahi (2023) VoSL is \$12.5m, which gives a value of risk reduction of \$41k for a 7 year life.</i> - <i>The cost to install HAB at Dunlops Rd has not been provided. However, previous indicative estimates from KiwiRail for other sites are</i> 		<p>Engineering</p>

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
		<p><i>typically for a cost of "\$500k upwards", and another recent SFAIRP review was advised of a cost range for HAB of \$600-900k.</i></p> <ul style="list-style-type: none"> - <i>While a bespoke estimate for Dunlops Rd HAB would be preferable, in order to progress the analysis, and after discussion with KiwiRail, a cost of \$650k has been assumed.</i> - <i>The ICAF ratio for the addition of HAB is 41 (MoT 2021 VoSL) or 16 (Waka Kotahi 2023 VoSL) assuming a 7 year life.</i> - <i>The LCrag App 9 guidance is that an ICAF ratio of</i> <ul style="list-style-type: none"> o <i>2 or less will generally be considered proportionate.</i> o <i>10 or greater will generally be considered grossly disproportionate.</i> o <i>Between 2 and 10 will require specific consideration and justification.</i> - <i>Using the MoT 2021 VoSL, ICAF is 41 and the cost is grossly disproportionate.</i> - <i>Using the Waka Kotahi 2023 VoSL, ICAF is 16, and the cost is grossly disproportionate.</i> <p><i>Based on the information available, HAB are a suitable control, are an available control, and the cost is grossly disproportionate for the 7 year life of the installation, therefore HAB is not reasonably practicable.]</i></p>		
	<p>The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.</p>	<p>Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. [Includes: - <i>Install street lighting at crossing.]</i></p>	Engineering	
	<p>The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.</p>	<p>Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. [Includes: - <i>Install Advance warning signs and road marking as per TCD Pt 9.</i> - <i>Gate the STOP signage at the crossing.</i></p>	Administrative	

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
		- <i>Install cross hatching over the crossing.]</i>		

Summary of ALCAM fatal return period outputs for Dunlops Rd from LCSIA report Table 5-11:

Table 5-11: Dunlops Road level crossing ALCAM changes

Scored Items	Updated Existing	Change in Use	Minimum Mitigation	Proposed Design	Future Score
ALCAM risk band	Medium	Medium	Medium	Medium Low	Medium Low
ALCAM risk score % change	N/A	+7%	-4%	-61%	-58%
Fatal return period	1,191 years	1,117 years	1,231 years	3,066 years	2,893 years

10. REFERENCE DOCUMENTS

1. Stantec report: Marsh Road and Dunlops Road Level Crossing Safety Impact Assessment, Rev 1, 10/07/23.
2. Joint KiwiRail and Waka Kotahi publication: Level Crossing Risk Assessment Guide (LCRAG), v5.

SFAIRP Statement Report - Dunlops Rd FINAL


Final Audit Report


2023-09-25


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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 230718108142

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 11 October 2023

AUTHOR(S): Allie Mace-Cochrane – Transportation Engineer
Shane Binder – Senior Transportation Engineer

SUBJECT: Approval to Install No-stopping Restrictions at Multiple Locations in Rangiora

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 to install no-stopping restrictions at the locations listed below.
- High Street, between the vehicle crossings of 2A Ayers Street and 364B High Street.
 - Charles Upham Drive at the following locations:
 - 17m north of the Salisbury Avenue intersection on the west side,
 - 28m north and 14m south of the Valour Drive intersection on the east side,
 - Between Salisbury Avenue and Chatsworth Avenue intersections on the west side,
 - Between Elm Drive and Chatsworth Avenue intersections on the east side,
 - 30m south of the Chatsworth Avenue intersection on the east side.
- 1.2. Staff have received a service request around on-street parking impeding access to the High Street vehicle crossing of 2A Ayers Street.
- 1.3. As part of the north-western Rangiora development, the intersections of Chatsworth Avenue/Charles Upham Drive and Valour Drive/Salisbury Avenue/Charles Upham Drive have been designed for construction. To ensure there is sufficient sight distance at the Valour Drive/Salisbury Avenue/Charles Upham Drive intersection and to allow for a pedestrian refuge island to be constructed at the Chatsworth Avenue/Charles Upham Drive intersection, no-stopping restrictions are proposed for various extents.
- 1.4. To ensure safe traffic movements at the intersections along Charles Upham Drive and the High Street vehicle crossing of 2A Ayers Street, it is recommended that the installation of no-stopping restrictions is approved for the extents indicated in this report.

Attachments:

- i. Salisbury Avenue and Charles Upham Drive Intersection Layout Plan (TRIM No. 230718108147)
- ii. Chatsworth Avenue and Charles Upham Drive Intersection Layout Plan (TRIM No. 230718108145)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230718108142.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

(a) **Approves** the installation of the following no-stopping restrictions:

- i. On the north side of High Street between the vehicle crossings of 2A Ayers Street and 364B High Street,
- ii. Charles Upham Drive at the following locations:
 1. 17m north of the Salisbury Avenue intersection on the west side,
 2. 28m north and 14m south of the Valour Drive intersection on the east side,
 3. Between Salisbury Avenue and Chatsworth Avenue intersections on the west side,
 4. Between Elm Drive and Chatsworth Avenue intersections on the east side,
 5. 30m south of the Chatsworth Avenue intersection on the east side.

3. **BACKGROUND**

3.1. High Street is a strategic road in Rangiora that provides the main east-west connection through the town and to the main shopping area. The property, 2A Ayers Street, is on the corner of High Street and Ayers Street and is serviced by a vehicle crossing on High Street, as is shown below in Figure 1.



Figure 1. Locality of the property

- 3.2. Stages of the development on the north-western corner of Rangiora are nearing completion. As such, Salisbury Avenue and Chatsworth Avenue are due to be connected with Charles Upham Drive. Refer to Attachment i and Attachment ii for the design of the two intersections.

4. ISSUES AND OPTIONS

- 4.1. Service requests have been received from the property owner of 2A Ayers Street regarding on-street parking impeding access to their vehicle crossing on High Street.
- 4.2. There is approximately 4.0 m between the vehicle crossing of 2A Ayers Street and 364B High Street. The Waimakariri District Plan requires a minimum width of 5.0 m for an unobstructed parallel carpark and an additional 1.0 m is required from each vehicle crossing to the start of the carpark as per the *Land Transport (Road User) Rule 2004*. This means that a total width of 7.0 m is required between the two vehicle crossings for a vehicle to park there without obstructing the use of the vehicle crossing and the driver sight lines. Given the higher on-street parking demand in this area, the space often has a vehicle parked in it, partially obstructing the two adjacent driveways.
- 4.3. As there is insufficient width available at this location, it is recommended that no-stopping restrictions are installed for the extent shown in blue in Figure 2.



Figure 2. Proposed extents of no-stopping restrictions, High Street

- 4.4. To ensure sufficient sight lines are available at the intersection of Valour Drive/Salisbury Avenue/Charles Upham Drive, it is proposed that no-stopping restrictions are installed as indicated in Attachment i. The extents proposed are required due to the off-set nature of this intersection.
- 4.5. To allow for the installation of a pedestrian refuge island north of the Chatsworth Avenue/Charles Upham Drive intersection, it is proposed that no-stopping restrictions are installed as indicated in Attachment ii. These are required to ensure parked vehicles do not impede the sight lines of through traffic to pedestrians using the crossing point. The refuge island will be installed in this location to allow pedestrians to safely cross Charles Upham Drive while only crossing one direction of traffic at a time.
- 4.6. The Rangiora-Ashley Community Board has the following options available to them:

- 4.7. Option One: Approve the installation of no-stopping restrictions at the various locations in Rangiora.
- 4.7.1. This option involves the Rangiora-Ashley Community Board recommending that the Utilities and Rooding Committee approve the installation of no-stopping restrictions at the location shown in Figure 2, and the locations shown in Attachment i and Attachment ii.
- 4.7.2. This is the recommended option because it allows for safe use of the vehicle crossing at 2A Ayers Street, and for appropriate sight lines to be available at the intersections of Chatsworth Avenue/Charles Upham Drive and Valour Drive/Salisbury Avenue/Charles Upham Drive.
- 4.8. Option Two: Approve an ad-hoc installation of no-stopping restrictions.
- 4.8.1. This option involves the Rangiora-Ashley Community Board recommending that the Utilities and Rooding Committee approve the installation of no-stopping restrictions at either the location shown in Figure 2, locations in Attachment i, or the location in Attachment ii.
- 4.8.2. This is not the recommended option because there are safety implications of not installing no-stopping restrictions at all of the sites proposed in this report.
- 4.9. Option Three: Retain the status quo.
- 4.9.1. This is not the recommended option because there are safety implications of not installing no-stopping restrictions at all of the sites proposed in this report.
- 4.10. Implications for Community Wellbeing
- 4.10.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.10.2. The installation of no-stopping restrictions improves safety at all of the proposed locations.
- 4.11. 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 not likely to be affected by or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. The property owner at 2A Ayers Street has requested that no-stopping restrictions are considered between the High Street vehicle crossing of 2A Ayers Street and the vehicle crossing of 364B High Street.
- 5.2.3. There is currently no connection between Salisbury Avenue and Valour Drive/Charles Upham Drive. Given the no-stopping restrictions are closely associated with the extents of the new intersection, it is assumed there will be no resultant loss of parking due to their installation.

5.2.4. The installation of no-stopping restrictions for the extents shown in Attachment ii will result in the loss of approximately 16 carparks. As there are no properties which directly access Charles Upham Drive via a vehicle crossing or a footpath extending to any, it is assumed that there will be little effect on on-street parking and this can be accommodated at the southern end of Charles Upham Drive, on Chatsworth Avenue or on Elm Drive.

5.3. **Wider Community**

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

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

6.1.2. There are minimal costs associated with installing no-stopping lines along these streets, as all it involves is line marking. These costs can be accommodated within the Road Maintenance budgets.

6.2. **Sustainability and Climate Change Impacts**

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

6.3. **Risk Management**

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

6.4. **Health and Safety**

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

6.4.2. These risks are associated with the physical works required to install the no-stopping restrictions; if desired following public consultation.

6.4.3. Physical works will be undertaken through the Road Maintenance Contract, in which, the contractor has a Health and Safety Plan, and a SiteWise score of 100.

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. Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices".

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.

7.3.2. 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.

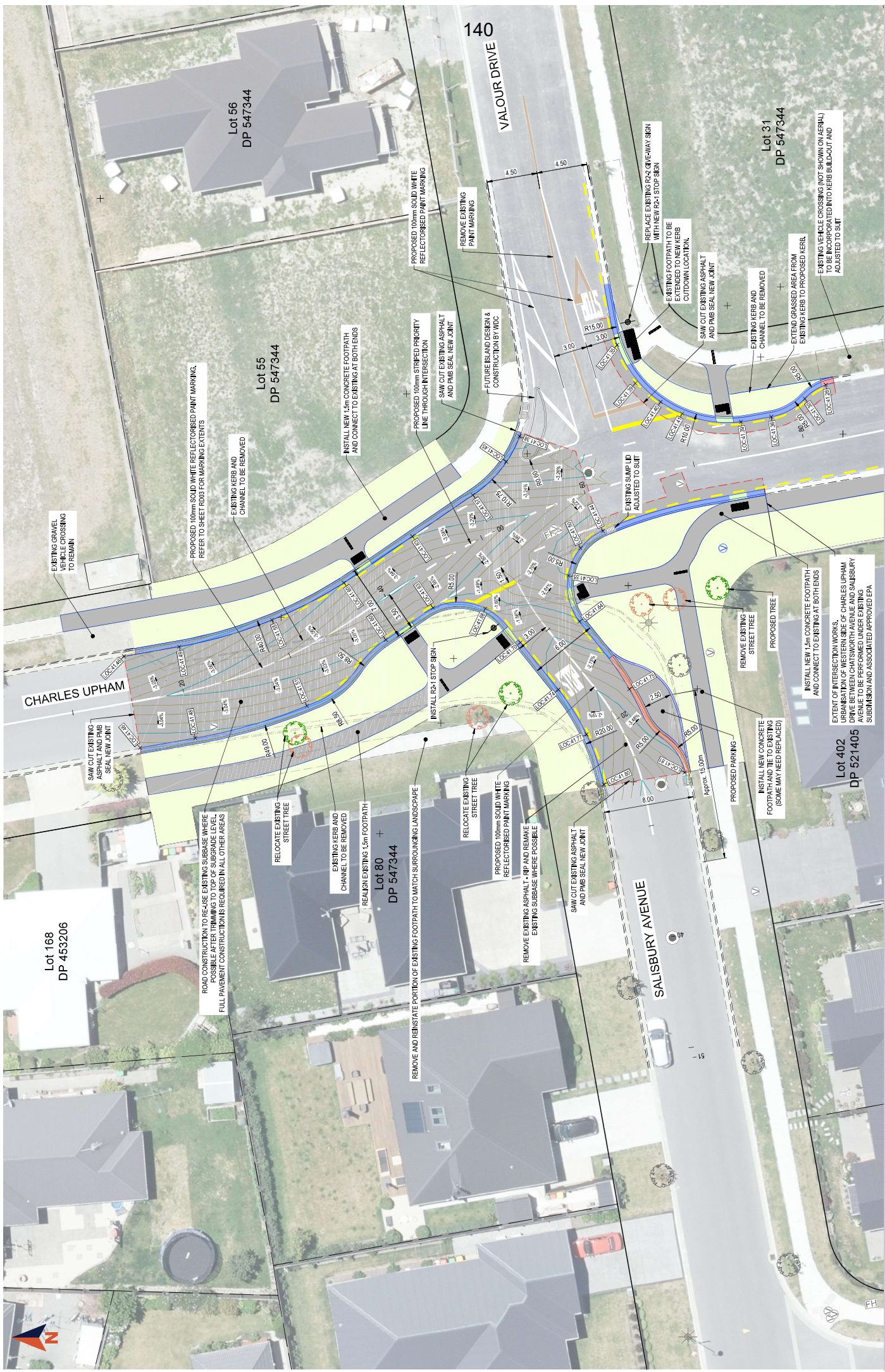
7.3.3. Transport is accessible, convenient, reliable and sustainable:

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

7.4. **Authorising Delegations**

7.4.1. As per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve traffic control and constraint measures on streets within its ward area.

7.4.2. The Utilities and Roading Committee is responsible for roading and transportation activities, including road safety, multimodal transportation, and traffic controls.



CLIENT		PROJECT		JOB NUMBER		SCALE (B/A)	
FARMLANDS DEVELOPMENT TRUST	NEW INTERSECTIONS - CHARLES UPHAM DRIVE	6011	1:150	6011	1:150		
SHEET TITLE		SALISBURY AVE & CHARLES UPHAM DR - INTERSECTION LAYOUT PLAN		DATE		SURVEYED: 15/12/2022	
SHEET NO.		R001		DRAWN: 15/12/2022		DESIGNED: 15/12/2022	
SHEET		R001		CHECKED: 15/12/2022		APPROVED: 15/12/2022	
REV		REVISION DETAILS		DATE		SURVEYED: 15/12/2022	
A	FOR COUNCIL COMMENT			15/12/2022		SURVEYED: 15/12/2022	
B	AMENDED FOR COUNCIL			15/12/2022		SURVEYED: 15/12/2022	
C	UPDATED - FOR STAKEHOLDER FEEDBACK			15/12/2022		SURVEYED: 15/12/2022	
D	FOR ENGINEERING PLAN APPROVAL			15/12/2022		SURVEYED: 15/12/2022	
E	FOR ENGINEERING PLAN APPROVAL RPH1			15/12/2022		SURVEYED: 15/12/2022	

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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 230926152076

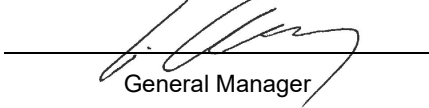

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 11 October 2023

AUTHOR(S): Allie Mace-Cochrane – Transportation Engineer
Shane Binder – Senior Transportation Engineer

SUBJECT: Approval to Change the Victoria Street ‘Good Service Vehicles Only’ Sign to a ‘P15 Loading Zone’ Sign

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

1. SUMMARY

- 1.1. The purpose of this report is to seek approval from the Rangiora-Ashley Community Board to change the Victoria Street ‘Good Service Vehicles Only’ zone to a ‘P15 Loading Zone.’ The loading zone is located immediately adjacent to Coffee Culture Rangiora.
- 1.2. The reason for this change is because enforcement under the *Land Transport (Road User) Rule 2004* requires the Environmental Service Unit (ESU) to observe an unattended vehicle parked in the loading zone for five minutes before an infringement can be issued. Further, defining good service vehicles can be challenging to enforce.
- 1.3. This change has been proposed based on feedback from ESU staff, who have raised challenges in defining "goods vehicles" for purposes of enforcement as well as required observation times to issue an infringement. These challenges impact the ability of ESU staff to efficiently undertake their enforcement duties.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230926152076.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** changing the operation of the Victoria Street ‘Good Service Vehicles Only’ loading zone (adjacent to Coffee Culture) to a ‘P15 Loading Zone.’
- (c) **Notes** that this change only requires the installation of a new sign, and no amendments need to be made to the road marking.

3. BACKGROUND

- 3.1. There is a loading zone sign posted as ‘Good Service Vehicles Only’, immediately adjacent to Coffee Culture on Victoria Street, as shown below in Figure 1 and Figure 2. The purpose of this sign is to limit parking to good service vehicles in this allocated space.

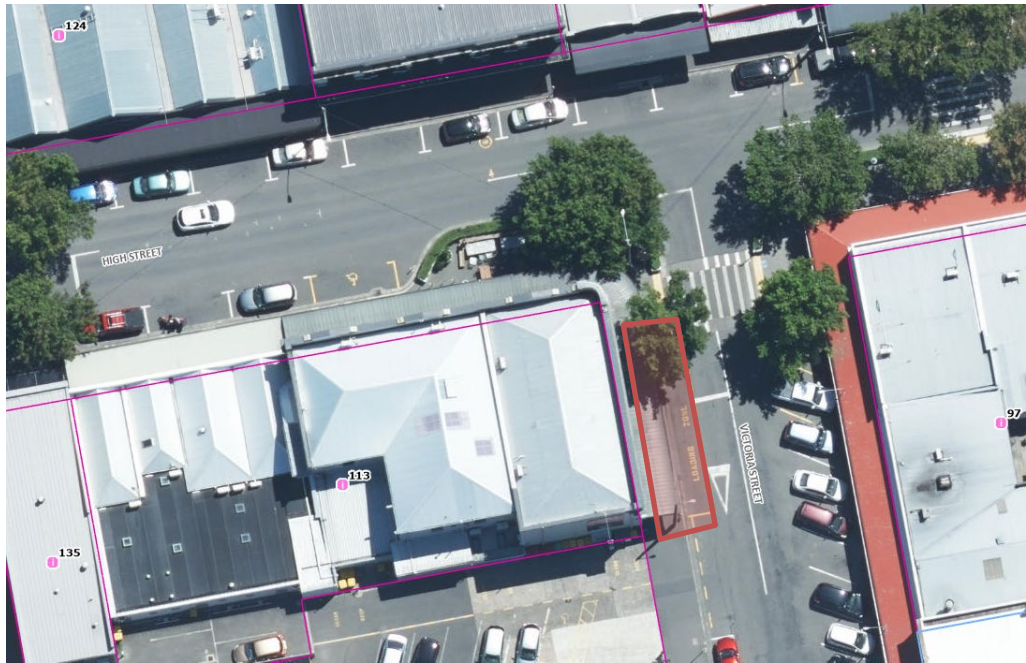


Figure 1. Location of the loading zone.



Figure 2. Street view of the sign and loading zone.

4. **ISSUES AND OPTIONS**

- 4.1. ESU staff have indicated that it is very challenging to enforce goods vehicles, due to the variability in vehicle types which are used to deliver goods. Furthermore, interpretation of the *Land Transport (Road User) Rule 2004* suggests that an ESU officer can only issue an infringement following five minutes observation of a vehicle being unattended in the loading zone. This period of time is generally not long enough for that officer to undertake other enforcement in the area, and therefore, impacts their ability to undertake their duties efficiently.
- 4.2. It is therefore recommended that the 'Good Service Vehicles Only' sign is changed to a 'P15 Loading Zone' sign. This will not result in a change in operation of the loading zone and instead will allow for easier enforcement.

- 4.3. Implications for Community Wellbeing
 - 4.3.1. There are not implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.4. 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 not likely to be affected by or have an interest in the subject matter of this report.
- 5.2. **Groups and Organisations**
 - 5.2.1. There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
 - 5.2.2. The change from a 'Good Service Vehicles Only' loading zone to a 'P15 Loading Zone' does not impact how the loading zone space will operate. The change is proposed to make enforcement of the loading zone easier for ESU staff.
- 5.3. **Wider Community**
 - 5.3.1. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

- 6.1. **Financial Implications**
 - 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
 - 6.1.2. There are minimal costs associated with installing a new sign at the Victoria Street loading zone. The existing signpost can be reused; therefore, all that is required is the installation of the new sign. These costs can be accommodated within the Road Maintenance budget.
- 6.2. **Sustainability and Climate Change Impacts**
 - 6.2.1. The recommendations in this report do not have sustainability and/or climate change impacts.
- 6.3. **Risk Management**
 - 6.3.1. There are not risks arising from the adoption/implementation of the recommendations in this report.
- 6.4. **Health and Safety**
 - 6.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
 - 6.4.2. These risks are associated with the physical works required to replace the existing sign. Physical works will be undertaken through the Road Maintenance Contract, in which, the contractor has a Health and Safety Plan, and a SiteWise score of 100.

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. Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.2.2. Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road as a loading zone to which a time restriction may also apply."

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.

7.3.2. 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.

7.3.3. Transport is accessible, convenient, reliable and sustainable:

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

7.4. **Authorising Delegations**

7.4.1. As per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve traffic control and constraint measures on streets within its ward area.

7.4.2. The District Planning and Regulation Committee have the delegated authority to approve timed parking traffic controls.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-30 / 230707102697

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 11 October 2023

AUTHOR(S): Allie Mace-Cochrane – Transportation Engineer
Shane Binder, Senior Transportation Engineer

SUBJECT: Approval to Install Stop Controls at Various Intersections along Seddon Street, Rangiora

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 to install stop controls at the following intersections in Rangiora:
- On Seddon Street at the intersection with Ayers Street;
 - On Seddon Street at the intersection with White Street;
 - On Seddon Street at the intersection with Kinley Street;
 - On Seddon Street at the intersection with Ashgrove Street; and
 - On Seddon Street at the intersection with West Belt.
- 1.2. The intersection of Seddon Street, with Ayers Street, White Street, Kinley Street and Ashgrove Street are 90-degree crossroad intersections. Ayers Street, White Street, Kinley Street, and Ashgrove Street are all priority roads running north-south, with the minor approaches of Seddon Street running east-west.
- 1.3. The intersection of Seddon Street and West Belt is a 90-degree T-intersection. West Belt is the priority road running north-south, with the minor approach of Seddon Street intersecting from the east.
- 1.4. A review of all the intersections along this street has been undertaken, following concerns being raised about safety at the intersections and visibility on the approaches. As none of the intersections meet the required sight distance for a Give Way control, it is recommended that all are changed to 'Stop' controls.
- 1.5. In all situations sight visibility at the intersections are blocked by features within private property (such as fences or vegetation) which cannot be easily removed.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230707102697.
- (b) **Approves** the intersection control changes shown in Table 1, pursuant to Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* and with effect from the date of installation of the appropriate signage.

Table 1. Details of intersection control changes.

Side Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
Seddon Street	Ayers Street	Stop / Stop	Give Way
Seddon Street	White Street	Stop / Stop	Give Way
Seddon Street	Kinley Street	Stop / Stop	Give Way
Seddon Street	Ashgrove Street	Stop / Stop	Give Way
Seddon Street	West Belt	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roading Committee for their information.
- (d) **Notes** the existing road with priority will remain unchanged to avoid confusion, and it is the control only at the intersection which is to be changed.

3. BACKGROUND

3.1. The intersection of Seddon Street and Ayers Street is a slightly off-set crossroads intersection. Ayers Street is the priority road running north-south, while Seddon Street intersects on both the east and west side, as is shown below in Figure 1. Vegetation located within the northern and southern property boundaries limits visibility in both directions, when approaching the intersection on the eastern leg. On the western leg, the established hedgerow of the northern property and the impermeable fence of the southern property limits visibility on approach to the intersection.



Figure 1. Available sight distance at the intersection of Seddon Street and Ayers Street.

3.2. The intersection of Seddon Street and White Street is a crossroads intersection. White Street is the priority road running north-south, while Seddon Street intersects on both the east and west side, as is shown below in Figure 2. Vegetation located within the northern and southern property boundaries, and impermeable fences of both properties' limits visibility in both directions, when approaching the intersection on the eastern leg. On the western leg, the impermeable fences of both properties' limits visibility on approach to the intersection.



Figure 2. Available sight distance at the intersection of Seddon Street and White Street.

3.3. The intersection of Seddon Street and Kinley Street is a crossroads intersection. Kinley Street is the priority road running north-south, while Seddon Street intersects on both the east and west side, as is shown below in Figure 3. An established hedgerow to the southern property limits visibility to the south when approaching the intersection on the eastern leg. On the western leg, the established vegetation of the southern property and the impermeable fence of the northern property limits visibility on approach to the intersection.



Figure 3. Available sight distance at the intersection of Seddon Street and Kinley Street.

3.4. The intersection of Seddon Street and Ashgrove Street is a crossroads intersection. Ashgrove Street is the priority road running north-south, while Seddon Street intersects on both the east and west side, as is shown below in Figure 4. Vegetation located within the northern property boundary limits visibility to the south, when approaching the intersection on the eastern leg. On the western leg, the impermeable fences of both properties' limits visibility on approach to the intersection.



Figure 4. Available sight distance at the intersection of Seddon St and Ashgrove St

- 3.5. The intersection of Seddon Street and West Belt is a T-intersection. West Belt is the priority road running north-south, while Seddon Street intersects on the east side, as is shown below in Figure 5. Vegetation located within the southern property boundary and the impermeable fences of both properties' limits visibility in both directions, when approaching the intersection.



Figure 5. Available sight distance at the intersection of Seddon Street and West Belt.

4. **ISSUES AND OPTIONS**

- 4.1. As per the *Traffic Control Devices Manual Part 4 Section 4.1.2*, a stop control should be implemented at intersections “where at a point 9 m from the limit line on a controlled approach to the intersection, a lack of visibility means that, at an approach speed of more than 10 km/h, a driver could not see a vehicle on an uncontrolled approach at a distance (in metres) of 1.2 times the numeric value of the speed (in km/h) exceeded by 15% of vehicles approaching on the main road”.
- 4.2. Furthermore, as per the Waka Kotahi *Guidelines for the implementation of traffic control at crossroads* (RTS 1), the use of different controls (e.g., stop control, etc.) on opposite approaches of a crossroads should be avoided to minimise driver confusion. It is therefore considered best practice to have the same traffic control on both of the minor legs of the intersection, unless other safety considerations take higher priority.
- 4.3. In February 2023, the Board approved stop control being installed at the Seddon Street/King Street T-intersection. Following this, further concerns have been raised about visibility at intersections along Seddon Street and staff have completed a review of the other give-way controlled intersections on Seddon Street.
- 4.4. Traffic and speed counts were undertaken in 2022 on each of the major roads associated with the Seddon Street intersections. Shown in Table 2 is the 85th percentile speed for each major road and the subsequent sight distance that is required on Seddon Street to retain a give way control.

Table 2. Required sight distance on Seddon Street as a result of the 85th percentile operating speed on the major roads.

Road	85 th Percentile Speed (km/h)	Required Sight Distance (m)
Ayers Street	49.7	60
White Street	53.9	65
Kinley Street	55.3	66
Ashgrove Street	54.0	65
West Belt	56.3	68

- 4.5. As is shown in Figure 6 to Figure 14, the minimum sight distance is not achieved, in at least one direction, at each approach to the major roads. The approximate sight distance available from Seddon Street, based on Figure 1 to Figure 5, is shown in Table 3.

Table 3. Sight distance available at each of the Seddon Street intersections.

Road	Approximate Sight Distance Available on Eastern Approach (m)	Approximate Sight Distance Available on Western Approach (m)
Ayers Street	22.1	19.5
White Street	28.4	33.7
Kinley Street	31.6	35.3
Ashgrove Street	45.9	31.6
West Belt	35.9	N/A



Figure 6. Visual of sight distance available at the Seddon Street/Ayers Street intersection on the western approach.



Figure 7. Visual of sight distance available at the Seddon Street/Ayers Street intersection on the eastern approach.



Figure 8. Visual of sight distance available at the Seddon Street/White Street intersection on the western approach.



Figure 9. Visual of sight distance available at the Seddon Street/White Street intersection on the eastern approach.



Figure 10. Visual of sight distance available at the Seddon Street/Kinley Street intersection on the western approach.



Figure 11. Visual of sight distance available at the Seddon Street/Kinley Street intersection on the eastern approach.



Figure 12. Visual of sight distance available at the Seddon Street/Ashgrove Street intersection on the western approach.



Figure 13. Visual of sight distance available at the Seddon Street/Ashgrove Street intersection on the eastern approach.



Figure 14. Visual of sight distance available at the Seddon Street/West Belt intersection on the eastern approach.

- 4.6. The following options are available to the Rangiora-Ashley Community Board:
- 4.7. Option One: Approve all changes to the intersection controls along Seddon Street.
- 4.7.1. This option involves approving the change of the intersection controls along Seddon Street from 'give way' controls to 'stop' controls.
- 4.7.2. The availability of sight distance at each intersection is constrained by property fences and vegetation within property boundaries. As such, Council does not have the power to remove these fences or to request that vegetation be trimmed.
- 4.7.3. This is the recommended option because the required sight distance to retain a give way control is not available, in at least one direction, and at all of the approaches to the major roads along this route.
- 4.8. Option Two: Retain the existing intersection controls.
- 4.8.1. This option involves retaining the existing give way intersection controls at each of the intersections along Seddon Street.
- 4.8.2. This is not the recommended option because there is insufficient sight distance, in at least one direction, on the approaches to the intersections along Seddon Street. It is therefore a traffic safety issue because the control type does not imply to motorists that there is insufficient visibility.
- 4.9. Implications for Community Wellbeing
- 4.9.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- Setting appropriate intersection controls help reduce the risk of harm for a crash.
- 4.10. 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 not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

- 5.2.1. 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**

- 5.3.1. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The impact of intersection control changes are considered to be localised at the intersection.
- 5.3.3. Given the currently available sight distance at each of the intersections, it is assumed that most drivers will already be coming to a stop before manoeuvring through the intersection.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There are minimal costs associated with installing stop controls at these intersections, as all it involves is line marking and new signs. These costs can be accommodated within the Road Maintenance budgets.

6.2. **Sustainability and Climate Change Impacts**

- 6.2.1. The recommendations in this report do not have sustainability and/or climate change impacts.
- 6.2.2. Whilst a change to a stop control will increase emissions from vehicles coming to a complete stop and then accelerating, this increase is considered to be inconsequential.
- 6.2.3. It is also assumed that the majority of drivers will already be undertaking this manoeuvre due to the existing sight distance available at each intersection.

6.3. **Risk Management**

- 6.3.1. There are not risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. There is currently a risk that a motorist could travel through any of these intersections without seeing a conflicting vehicle due to limited visibility. The recommendations within this report will indicate to motorists that there is not sufficient visibility at the intersection, and therefore they will be inclined to abide by the law and stop at the intersection.

6.4. **Health and Safety**

- 6.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
- 6.4.2. This directly relates to the physical works that need to be undertaken at the intersection to change the control type. These works will be undertaken through the Road Maintenance Contract, in which, the contractor has a Health and Safety Plan, and a SiteWise score of 100.

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. Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* requires a Road Controlling Authority to “authorise and, as appropriate, install or operate traffic control devices”.

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.

7.3.2. 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.

7.4. Authorising Delegations

7.4.1. As per Section 3 of the Waimakariri District Council’s *Delegation Manual*, the Rangiora-Ashley Community Board has the delegated authority to approve intersection control signs (e.g., stop, give way, etc.) on the roads within its ward area.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: Gov-26-11-06 / 230907139328

REPORT TO: RANGRIOA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 11 October 2023

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

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

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

_____ General Manager

_____ Chief Executive

1. SUMMARY

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

Name of Organisation	Purpose	Amount requested
Cust and Districts Historical Records Society Inc	Towards the purchase of a teardrop flag and spike base	\$500
Tihiraki North Loburn School	Towards EPro8 equipment	\$910
North Canterbury Swim Club	Towards ribbons	\$795
Total:		\$2,205

Attachments:

- i. Application from Cust and District Historical Records Society Inc (Trim Ref: 230906138326).
- ii. Application from Tihiraki North Loburn School (Trim Ref: 230921147999).
- iii. Application from North Canterbury Swim Club (Trim Ref: 230925149899).
- iv. Spreadsheet showing previous two years' grants.
- v. Board funding criteria for the 2023/24 financial year (Trim Ref: 200624077159).

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) Receives report No. 230907139328.
- (b) **Approves** a grant of \$..... to the Cust and Districts Historical Records Society Inc towards the purchase of a teardrop flag and spike base.
OR
- (c) **Declines** the application from the Cust and Districts Historical Records Society Inc.
- (d) **Approves** a grant of \$..... to the Tihiraki North Loburn School for the purchase of EPro8 equipment.
OR
- (e) **Declines** the application from the Tihiraki North Loburn School.

- (f) **Approves** a grant of \$..... to North Canterbury Swim Club towards the purchase of time ribbons.

OR

- (g) **Declines** the application from North Canterbury Swim Club.

3. **BACKGROUND**

- 3.1 The ***Cust and Districts Historical Records Society Inc*** is requesting funding to purchase a teardrop flag and spike base.
- 3.2 The ***Tihiraki North Loburn School*** is requesting funding to purchase EPro8 equipment for the students to participate in the EPro8 challenges.
- 3.3 ***North Canterbury Swim Club*** is requesting funding towards the purchase of 'Best' Time Ribbons for its annual Ribbon Meet to be held in Rangiora.
- 3.4 The current balance of the 2023/24 Discretionary Grant fund is \$11,162.

4. **ISSUES AND OPTIONS**

Cust and Districts Historical Records Society Inc (the Society)

- 4.1 The Cust and Districts Historical Records Society Inc. is a community collection with memorabilia and comprehensive records of families, clubs, organisations, and businesses from the Cust and surrounding districts. The museum has an extensive photographic collection and welcomes family researchers. The museum is located on the Main Road of Cust and is open on Sundays from 2pm to 4pm, or by appointment.
- 4.2 The Society wishes to purchase a teardrop "Open" flag to show visitors when the museum is open. The museum has hosted 156 adults and 40 children in the last year. This facility is available to all sectors of society, and most of the visitors are from within the district, with a few visitors from other towns and cities.
- 4.3 The flag would make the museum more visible from the road and indicate when it is open, encouraging more people to stop and visit. Visitors to the museum will hopefully stop for refreshments or browse the gift shops, which would benefit the whole town.
- 4.4 The Society's members are all volunteers, and raising money for this project is difficult as most of its income comes from donations from visitors coming to Cust Museum. However, the purchase will still be made if this application is unsuccessful. This is the only fundraising that has been undertaken. The Society received a grant of \$665 in April 2022 towards scanning and printing costs for a booklet on historic motorcycles, and the required Accountability Form has been received.

Tihiraki North Loburn School (the School)

- 4.5 Loburn School is a rural school of 150 learners. The School's curriculum embraces values and principles that see the child as a whole person in an ever-changing world. It challenges the School to develop learning opportunities that prepare children for the future by enabling them rather than filling them with facts and figures to regurgitate. The school community comprises a mix of families with long historical connections to the area and the School and a growing number of new residents. The School is the hub of the community and enjoys active support from attending families and the wider community.
- 4.6 Parental involvement in learning, property maintenance, fundraising and promotion of the School are unique traits the Board of Trustees aims to nurture and maintain as the School grows and develops. The School has a well-established focus on supporting innovative

quality teaching and using digital technologies to maximise student achievement, engage the community and remove barriers presented by geographical isolation.

- 4.7 The School currently hires EPro8 equipment for the students to participate in EPro8 challenges. The School would prefer purchasing the electrical starter kit and spare fuses for the students rather than leasing them. EPro8 entails more than just using computers; students will also develop problem-solving skills and an introduction to coding. EPro8 allows for the breaking down complex tasks into parts and can therefore be used to bolster Science, Technology, Engineering and Mathematics (STEM) education. This programme provides a hands-on experience to foster a deeper understanding of electrical concepts and practical applications.
- 4.8 The programme will provide students with over 40 hours of classroom resources, online tutorials, and challenges. This small rural school has limited funding resources, which are tagged for daily operating costs. This program also includes an inter-school science and engineering competition designed to assist in problem-solving. The School strives to engage students in a broader range of learning so that they can contribute to the community in various ways.
- 4.9 A letter from the School Principal confirming that this equipment does not comply with resources covered by the Ministry of Education has been included with the application. Without this grant, the School would be forced to continue hiring the program to enable them to participate in challenges, increasing the ongoing expenses to the School. Currently, fundraising events have been targeted to fund literacy support and the Garden to Table Programme. The North Loburn School and its Home and School Association have received the following funding from the Board over the last five years, and all Accountability Forms have been received:

The School:

Date	Project	Grant
June 2019	Towards erecting signage.	\$500
October 2020	Towards purchasing equipment and compost for the Garden to Table Programme.	\$494
June 2022	Towards equipment and compost for the Garden to Table Programme	\$486

The Home and School Association:

Date	Project	Grant
June 2019	Purchasing material for building a pergola	\$350
June 2020	Cost of swimming pool maintenance	\$500
February 2023	Entering the William Pike Challenge	\$665
Total		\$2,995

North Canterbury Swim Club (the Club)

- 4.10 The Club was formed in January 2011 as a merger between the Kaiapoi Swim Club and the Dudley Park Amateur Swim Club. By 2013 the Club had 82 members, 60 swimmers who compete on a regular basis and 22 non-competitive swimmers. The Club is affiliated to Swim Canterbury West Coast and operates under the auspices of Swimming New Zealand. In 2011, the Club was named Club of the Year at the Swim NZ Awards and in 2012 Brigitte Mahan, the Coach, was named NZ Club Coach of the Year while Paul Lloyd was named Volunteer of the Year.
- 4.11 The Club is hosting the annual Best Time Meet to be held on Friday 27 and Saturday 28 October 2023. The Club is requesting assistance in purchasing the ribbons to be presented to the athletes who better their time from time trials in previous years.
- 4.12 Approximately forty young athletes are scheduled to take part and will benefit from receiving acknowledgement of their achievements. Approximately 80% of the athletes come from the Rangiora-Ashley Ward and athletes from the Hurunui District will also be taking part. This meet will benefit the youth of North Canterbury, not only the athletes themselves but also their friends and family by promoting the enjoyment and benefits of physical activity as well as having a positive affect to communities throughout North Canterbury.
- 4.13 The quoted cost for the ribbons is \$795 and funding support from the Board will enable the Club to cover the other costs associated with the meet without costing family members extra funds to attend the meet. No other funding has been sought in relation to this event. The event will still proceed if this application is unsuccessful.
- 4.14 The Club has previously applied to the Board for funding in October 2021 towards ribbons for the 2021 meet which was successful and the Accountability Form has been received.
- 4.15 The Board may approve or decline grants as per the grant guidelines.
- 4.16 **Implications for Community Wellbeing:**
There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report, which affect all sectors of society.
- 4.17 The Management Team has reviewed this report.

5. COMMUNITY VIEWS

5.1 Mana whenua

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū may be affected by or have an interest in the subject matter of this report, as the work of the organisations and groups applying will benefit all sectors of the population.

5.2 Groups and Organisations

No other groups and organisations other than those that applied 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 are likely to be affected by or interested in the report's subject matter of this report as all the Groups applying offer physical and/or mental wellbeing to the community and offer opportunities for people to interact.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 Financial Implications

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

6.1.2 The current balance of the Rangiora-Ashley Community Board's Discretionary Grant Fund for 2023/24 is \$11,162, and if all the applications in this report are approved, the balance would be \$8,857.

6.1.3 The application criteria specify that grants are generally limited up to \$1,000 in any financial year (July to June), however, groups can apply twice in a year, providing it is for different projects. Where applicable, GST values are calculated and added to appropriately registered groups if decided benefits exceed Board resolved values.

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

6.3 Sustainability and Climate Change Impacts

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

6.4 Risk Management

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

6.5 Health and Safety

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

7. CONTEXT

7.1 Consistency with Policy

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

7.2 Authorising Legislation

Not applicable.

7.3 Consistency with Community Outcomes

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

People are friendly and caring, creating a strong sense of community in our District. There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 Authorising Delegations

Community Boards have delegated authority to approve Discretionary Grant Funding.

Groups applying for Board Discretionary Grants 2023/2024

Name of group: Cust v Districts Historical Records Soc. Inc.

Address: [Redacted]

Contact person within organisation: [Redacted]

Position within organisation: CHAIRMAN

Contact phone number: [Redacted] Email: [Redacted]

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

To purchase a MUSEUM OPEN FLAG and spike base.
(Artist's portrayal attached - Not to scale)

What is the timeframe of the project/event date? No timeframe

Overall cost of project: \$ 511.75 Amount requested: \$500.00

How many people will directly benefit from this project? visitors to the museum 9/7/2022 - 6/8/2023
were 156 adults and 40 children.

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

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

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

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

Other (please specify): Visitors from out of the Waimakariri District 5 %

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

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

[Redacted]



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

This sign will make the museum more visible that it is open especially when cars are parked on the roadside.

What is the benefit(s) to your organisation?

Encourages more visitors to the museum.

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

The museum provides a valuable asset to the community and to visitors from all over N.Z.

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

If yes, name of parent group: _____

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

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

NIL

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

If yes, please supply details:

we received \$578.26 grant towards scanning of N2 Cust GP motorcycle book which we got 50 printed by Wilson Print 2022 from Rga ward.

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

Supporting costs/quotes

Other supporting information

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

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

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

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

Please note: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: _____

Date: 31st July 2023

Subject: Re: Flag for Museum
From: Pete <pete@brandnewdesign.co.nz>
Date: 21/08/2023, 4:12 pm
To: Robin and Bernard <ingleside.cust@gmail.com>

Flying Banner	331.00
Spike for ground	69.00
Design	45.00
	<u>\$445.00</u>
GST	66.75

Hi Bernard

Further to your email I have created a colour options for your flag.
 Low resolution proof attached.
 Let me know if you want any further changes or corrections.

Total Price \$511.75

I have attached also a full flag price list including the mounting options.

The pricing is a suggested model with a flat steel base which may be suitable.

It could also be an idea to mount the flag on the front wall of the building using a 60 degree wall mount?

Pricing:

- * 1. Job Description: Flying Banner, Model B printed 2 sides, Medium
 Design: Medium 3.5m - as per proof attached
 Materials: 130gsm Dye Sublimated, 100% polyester fabric, with blockout layer between. Complete with poles and carry bag.
 Price: \$331
- * 2. Job Description: ~~Flat Plate~~ Spike for ground
 Design: 500mm square; 10kg (sand bags can be added for extra weight)
 Materials: Steel plate 4.5mm
 Price: ~~\$147~~ \$69
- * 3. Graphic Design: Extra charged @ \$90/hr for briefs, new setups, artwork concepts, proofs and prepress - 0.5 hours to date = \$45

Prices: Prices exclude GST & Freight and are valid for 30 days

Delivery: For most signs / digital printing allow 3-5 working days; for flags and specialised sign jobs and other printing allow up to 15 working days from receipt of order.

Terms & Conditions of Trade in Brief

- Brand New Design Ltd owns the intellectual copyright and goods until they are paid for in full.
- Payment is due 7 days following delivery. Payment via EFTPOS or internet banking.
- Interest will be charged on overdue accounts. Any costs incurred in connection with debt recovery action will be added to the original debt.
- Goods supplied may exhibit variations in shade, colour, surface and finish, from the "on-screen" proof colour of the goods to the finished result.
- We will make every effort to match the proof colours on screen to the final result in order to minimise such variations but shall not be liable in any way whatsoever where such variations occur.
- Any instruction from you for the supply of goods and/or services shall constitute acceptance of our terms and conditions.

Full terms are available at https://docs.wixstatic.com/ugd/3d01cf_32983f59b1c4494b9f7f7bf0d40e1e01.pdf



Attachments:

PastedGraphic-11.tiff	30.9 kB
BND PRICES 2023.pdf	2.8 MB
Flag-Proof.jpg	1.1 MB

Cust Districts Historical Records Society Inc.
Financial Statement for the year ending 31 March 2023

Current A/c

Opening balance 1 April 2022 \$ 5,639.67

Receipts

GST \$ 331.22

Subs \$ 113.05

Donations \$ 944.50

Sales (Books etc) \$ 420.87

Grants \$ 1,674.26

GST Refunds \$ -

Interest \$ 45.77

\$ 3,529.67

Payments

GST \$ 497.71

Power \$ 903.80

Wilson Print & Stationery \$ 2,414.26

GST Paid to IRD \$ 94.89

To 025 a/c \$ 120.00

To 026 a/c \$ 180.00

\$ 4,210.66

Closing balance 31 March 2023 \$ 4,958.68

025 A/c

Opening balance 1 April 2022 \$ 5,428.84

From Current a/c \$ 120.00

Interest \$ 58.65

\$ 178.65

Closing balance 31 March 2023 \$ 5,607.49

026 A/c

Opening balance 1 April 2022 \$ 4,823.09

From Current a/c \$ 180.00

Interest \$ 52.67

\$ 232.67

Closing balance 31 March 2023 \$ 5,055.76

Term Deposit

Opening balance 1 April 2022 \$ 12,849.40

Interest \$ 282.69

\$ 13,132.09

Closing balance 31 March 2023

Cust Districts Historical Records Society Inc.
Financial Statement for the year ending 31 March 2023

Balance Sheet

Current Assets:

Current a/c	\$	4,958.68
025 a/c	\$	5,607.49
026 a/c	\$	5,055.76
GST Refund due	\$	194.28
Museum float	\$	20.00
Cash	\$	127.85
Term Deposit	\$	13,132.09
Total	\$	29,096.15

Current Liabilities:

Invoice Chubb	\$	517.04
GST (overpaid refund)	\$	158.33
Total	\$	675.37

Net Assets **\$ 28,420.78**

Cust and District Historical Records Society Inc.

Presidents Annual Report 2022-2023

It is with pleasure that I review the year's activities for the 34th Annual Meeting of the Cust and Districts Historical Records Society Inc.

The council have continued with our annual grant of \$1200 to help cover our power account and to pay for archival supplies.

Visitor numbers from 9th July 2022 to 6th August 2023 were 156 (230) adults and 40 (60) children. We had 2 groups visit the museum during the year. They were a group from the Kaiapoi church and the Cust Pippins who were studying the wars and Anzac Day.

The Council pay Flick to monthly keep our buildings free of rodents, cluster flies and pests. They also have the spouting cleaned out for us.

My thanks to Rachel our secretary and Lala our treasurer who is unable to continue in this position.

Our Society has had to go onto electronic banking as the bank has stopped us using cheques so people wanting NZ GP books from NZ have to direct debit money into our account. Also subs can be paid this way. We have had 2 requests for the books from Australia but I have had to tell them we do not post overseas as it is too difficult working out postage and exchange rates.

Also thanks to those members who open the museum on Sundays. I hope you find these duties interesting. I know some days there may be no visitors but then on other days you can be very busy. I am always interested in feedback from visitors.

Also thanks to Brian Dixon for reminding those on duty. It seems to be working well. Last year I made a submission to the WD Council Annual plan re the future of the Wolffs road swing bridge. They asked residents for suggestions and it appears from public feedback most would like the bridge restored. This would cost a huge amount of money especially with consultant's fees etc. I suggested the wires and foot bridge being removed as they are in bad condition but to retain the towers. Also an information board, the area tied up and a car park. The bridge could be an interesting feature for a cycle trail or heritage trail.

At long last Wilson Print have copied 50 NZ GP motorcycle books for us. We have sold quite a few from the museum and by posting them in NZ. They cost \$70 plus envelope and postage \$12. Postage has gone up and I use a bubble bag costing \$3.

I attended a workshop last week by a lawyer at Woodend on the new changes to the Incorporated Societies Act for constitution rules. All societies have to re-register after October this year and have to have their rules accepted by the Registrar. There will be another workshop to go over what has to be added to our rules. There may be an online model which we can use.

I attended a meeting convened by the council about the planned closing and selling of the Cust Plunket rooms by Plunket. I gave a report on the history of Plunket at Cust and how the rooms were built by the Society member's husbands and how the community raised money for them as well as the land being donated. There is still dialog going on over their future.

Rosie Coleman has transcribed the memoirs of Betsy Webster for me who was a local woman who was a missionary in China during the 1900 Boxer Rebellion.

Brian and Elizabeth Dixon and I attended the launch of the Waimakariri Library's new Heritage website recently. We can add content from our museum to it.

Archivists Report

There were 24 (157) new items recorded and added to the collection for the 2022 year. So far this year I have recorded 73 this year. All items donated and deposited in the museum have to be catalogued and their accession number put on them before they can be displayed. We get interesting items deposited to our collection which pertain to our

collection area and it is fortunate we have a museum for these to be displayed and looked after.

A family member Garth McGearty visited the museum to view the Turner/Walker bible. He has offered to pay for the bible to be restored. I took it to Tessa Warburton a bookbinder at Oxford but she did not do much with it so Garth has taken it with him to a book binder he knows of. He flew down from Auckland in his plane and I met him at the Rangiora airfield with the bible. I did not want to courier it as it is around 200 years old. I continue to answer many enquiries about former families who have lived at Cust and also I have people asking me about historical things and events in our district. Peter Savage's sister has donated several of Peters collection he gathered doing his book including coloured photos of Sir Edward Cust on his horse taken from a painting in the family home in Belton England. I have framed 2 and put one in the community centre and one in the Anglican church. We also have the painting that he had copied of the main street in Cust in 1907 for the cover of his book which needs to be framed before displaying it.

Bernard Kingsbury President and Archivist

Groups applying for Board Discretionary Grants ¹⁶⁹ 2023/2024

Name of group: TIHIRAKI NORTH LOBURN SCHOOL

Address: 813 LOBURN WHITEROCK ROAD, RD2, RANGIORA 7472

Contact person within organisation: [REDACTED]

Position within organisation: OFFICE MANAGER

Contact phone number: [REDACTED]

Email: OFFICE@NORTHLOBURN.SCHOOL.NZ

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

We currently hire EPro8 equipment for our students to participate in EPro8 challenges. We would be very grateful if we were able to purchase the electric starter kit and spare fuses for our students to use.

This is a fantastic program that is more than just using computers. It is a way of thinking, of breaking a complex task down into parts. The electric EPro8 kid can be used to bolster Science, Technology, Engineering and Mathematics (STEM) education. It provides hands-on experience, foster a deeper understanding of electrical concepts and practical application. Please see attached page for further information.

What is the timeframe of the project/event date? October 2023

Overall cost of project: 910.00

Amount requested: 910.00

How many people will directly benefit from this project? 100

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

 People with disabilities (mental or physical)
 Cultural/ethnic minorities
 District

 Preschool
 School/youth
 Older adults
 Whole community/ward

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

Oxford-Ohoka _____% Rangiora-Ashley 100% Woodend-Sefton _____% Kaiapoi-Tuahwi _____%

Other (please specify): _____

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

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

We would still need to hire the equipment for the students to use and participate in challenges. This would then rely solely on the funding the school receives from the Ministry and what that is earmarked for and if there is money left for other projects.

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

Our students will have access to over 40 hours of classroom resources, online tutorials and challenges. Our school is a small rural school with limited funding which is currently tagged for daily operating costs. Without this grant we would not be able to provide this opportunity for further learning for our students.

What is the benefit(s) to your organisation?

170

The EPro8 Challenge is the inter-school science and engineering competition. It is designed to promote science, engineering and problem solving. If we were able to purchase this equipment, our students would benefit from learning new problem solving skills and an introduction to coding, science and engineering that they wouldn't get until much older.

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

We are always striving to engage our students to a wider range of activities and learning so that they can contribute to the community in various ways. This will give the students opportunities to learn new skills that they may not have had access to without the support of the community and funding for this grant.

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

If yes, name of parent group: _____

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

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

The cost of the electric kit and extra fuses is \$910.00. Our current fundraising events have been targeted to fund literacy support and our Garden to [REDACTED] Programme.
We have not applied for funding from any other sources for this kit.

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

If yes, please supply details:

We applied for the Discretionary Grant in December 2022 and received the grant of \$423.00 towards our Garden To Table Programme. We are very thankful for this grant and used the funds to purchase equipment for our kitchen and gardens.

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

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

Please note: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: [REDACTED] _____

Date: 20 September 2023 _____



www.northloburn.school.nz | office@northloburn.school.nz
813 Loburn White Rock Road, RD2, Rangiora 7472
Ph (03) 312 8852 | Fax (03) 312 8870

21 September 2023

Kay Rabe
Governance Officer
Waimakariri District Council
Via email: kay.rabe@wmk.govt.nz

Dear Kay

As you may be aware, Tihiraki North Loburn School is a small rural school dedicated to providing a high-quality education to our tamariki. We have always strived to make the best use of the funds provided to us by the Ministry of Education in order to deliver the core curriculum and meet the educational needs of our students.

I am writing to provide further information in regards to our Discretionary Grant Application for EPro8 equipment. While we recognise the value of various educational resources and tools, it is important to clarify that EPro8 is not a Ministry of Education Curriculum resource. Therefore, the Ministry does not directly fund its acquisition or implementation in our school.

Our primary focus, in line with Ministry guidelines, is to allocate our funding resources towards delivering the approved education curriculum. This is essential for ensuring that our students receive a well-rounded and comprehensive education that equips them with the knowledge and skills they need to succeed academically and in life.

However, we also recognise the importance of providing our tamariki with additional resources and tools that can further enrich their learning experience. This is where the challenge arises. To access resources like EPro8, which can be incredibly beneficial for our students, we require extra funds beyond what is provided by the Ministry.

The EPro8 electrics starter kit will support the students having the hands on materials such as circuits, circuit breakers and electronics. This supports our young people being engaged with learning and possibly develops their inquisitive nature of seeking more knowledge. The workforce values trades and we are seeing less young people engaging in trades such as electrical, mechanical and more!

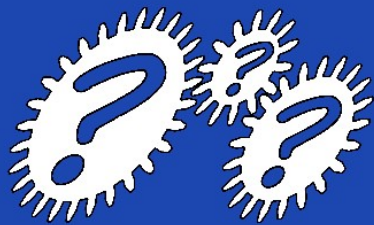
We understand that securing additional funding is not always an easy task, but we believe that by investing in supplementary resources like the EPro8 electrics starter kit, we can significantly enhance the educational opportunities for our students. That is why we are reaching out to the Grants Committee to help us bridge the gap between the resources available to us and the resources we aspire to provide.

Thank you for your attention to this matter, I am available to discuss this directly with you should you require any further information.

Kind regards

A handwritten signature in blue ink that reads "Trina Shepherd". The signature is written in a cursive style with a large initial 'T'.

Trina Shepherd
Acting Principal



EPro8 Challenge

Engineer Problem Solve Innovate

Quotation

Quotation Number 857
Date 19/09/2023

Yeehaa Event Ltd t/a EPro8 Challenge
 5 Brora Crescent
 Papakowhai
 Porirua 5024
 027 717 5536
 kelvin@epro8challenge.co.nz

School
 North Loburn School
 817 Loburn Whiterock Rd

GST Number: 114-878-235

Loburn North 7472

We are please to provide you with the following price for providing EPro8 Electronics Starter Kits for your school.

The EPro8 Electronics Starter Kit includes:

- One quality rechargeable lithium battery pack with fuse protection
- One motor with internal gear box and EPro8 mounting bracket
- One motor control (direction) module
- One MR16 LED light with EPro8 mounting bracket
- One battery charger
- 100 spare fuses
- 9 colour coded cables

This is all stored in a high quality storage case

Details of what is provided can be seen here: <https://epro8challenge.co.nz/electronics-starter-kit.html>

Prices stated exclude GST

Item	Qty	Unit Price	Total (excl GST)
EPro8 Electronics Starter Kit	1	\$773.91	\$773.91
Spare Fuses (100 off)	1	\$17.39	\$17.39

Total (excl GST)	\$791.30
GST	\$118.70
Total (incl GST)	\$910.00

This quote is valid for six months from the date of issue.

Our students have had great success in using the construction kit in EPro8 Challenges. This has given them an enormous opportunity to grow and learn as they participate in challenges within the school and against other schools in the community.

Their confidence has grown and they have learnt a plethora of skills that they would not have had access to. The electrical kit will work alongside the construction kit that we currently use and includes the basic elements that are used at the EPro8 events.

The kit includes all the equipment required for basic control, motorising and lighting of 16 different activities. It will enable the students to motorise their constructions.

A link to the website can be found here: <https://epro8challenge.co.nz/electronics-starter-kit.html>

Below are a few snapshots of our students participating in previous EPro8 Challenges.









Semi Summarised Income Statement

North Loburn School For the month ended 31 August 2023

	AUG 2023	YTD	ANNUAL BUDGET	FUNDS REMAINING	% UTILISED
Income					
Government Grants	17,256	167,015	201,740	34,725	83%
Donations & Grants	11,822	23,822	23,000	(822)	104%
Activities (net)	2,096	(2,396)	10,100	12,496	-24%
Trading (net)	485	1,198	500	(698)	240%
School House (net)	(5,051)	1,363	14,680	13,317	9%
Other Local Funds Income	4,769	6,568	2,500	(4,068)	263%
Interest	394	2,904	-	(2,904)	-
Total Income	31,770	200,476	252,520	52,044	79%
Expenses					
Other Local Funds Expenditure	120	1,050	-	(1,050)	-
Learning Resources					
Curricular	1,119	9,576	15,500	5,924	62%
ICT	-	19	3,000	2,981	1%
Library Resources	43	43	100	57	43%
Teaching Salaries & Wages	5,434	36,172	71,550	35,378	51%
Staff Development	3,634	3,942	3,000	(942)	131%
Total Learning Resources	10,229	49,751	93,150	43,399	53%
Administration					
Finance, Legal & Insurance	528	9,484	17,213	7,729	55%
BOT Administration	1,750	2,527	3,200	673	79%
Consumables	41	1,616	1,750	134	92%
Office Salary & Wages	2,298	19,024	26,000	6,976	73%
Operating Leases	580	4,809	7,500	2,691	64%
Other Administration	470	9,430	12,300	2,870	77%
Total Administration	5,667	46,889	67,963	21,074	69%
Property					
Caretaking & Cleaning Consumables	164	909	2,000	1,091	45%
Repairs & Maintenance	1,501	14,940	21,089	6,149	71%
Heat, Light & Water	935	5,536	4,950	(586)	112%
Other Property	2,399	16,202	23,000	6,798	70%
Property Salaries & Wages	1,086	8,817	9,000	183	98%
Total Property	6,085	46,403	60,039	13,636	77%
Depreciation	1,897	15,311	22,500	7,189	68%
Total Expenses	23,997	159,405	243,652	84,247	65%
Net Profit (Loss) for the Year	7,772	41,071	8,868	(32,203)	463%

Summarised Balance Sheet

North Loburn School As at 31 August 2023

	31 AUG 2023	31 DEC 2022
Current Assets		
Cash and Bank	214,725	158,783
Accounts Receivable	18,631	40,991
GST Receivable	-	3,914
Inventories	2,394	2,394
Prepayments	1,378	4,133
Total Current Assets	237,128	210,215
Current Liabilities		
Accounts Payable	17,554	59,352
GST Payable	5,864	-
MOE Capital Works	60,830	65,862
Hero Payment in Advance	1,069	552
Income in Advance	16,744	-
Provision for Cyclical Maintenance - Current	2,256	2,256
Painting Contract - Current	2,633	2,633
Finance Leases - Current	1,219	3,985
Total Current Liabilities	108,169	134,640
Working Capital	128,959	75,574
Non-Current Assets		
Property, Plant and Equipment		
Land at cost	27,000	27,000
Building Improvements - Crown	109,482	112,382
Buildings - School	57,288	57,219
Information & Communication Technology	2,795	7,396
Furniture and Equipment	18,593	22,499
Leased Assets	5,235	7,907
Library	3,454	3,454
Total Property, Plant and Equipment	223,847	237,857
Total Non-Current Assets	223,847	237,857
Non-Current Liabilities		
Provision for Cyclical Maintenance - Non-current	17,103	15,466
Painting Contract - Non-current	(1,047)	2,287
Finance Leases - Non-current	4,535	4,535
Total Non-Current Liabilities	20,592	22,288
Net Assets	332,213	291,143
Retained Earnings		
Retained earnings/Accumulated funds	291,143	289,326
Current year earnings	41,071	11

	31 AUG 2023	31 DEC 2022
Furniture & Equipment Grant	-	1,806
Total Retained Earnings	332,213	291,143
Equity	332,213	291,143

Groups applying for Board Discretionary Grants 2023/2024 ¹⁸¹

Name of group: North Canterbury Swim Club

Address: [REDACTED]

Contact person within organisation: [REDACTED]

Position within organisation: Committee Member

Contact phone number: [REDACTED] Email: [REDACTED]

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

In October we will hold our annual Ribbon Meet and I am asking for funds to cover costs of Ribbons - each athlete who attains a personal best time for each event that they enter into is eligible for a ribbon.

What is the timeframe of the project/event date? 27 & 28 October

Overall cost of project: \$795.00 Amount requested: \$795.00

How many people will directly benefit from this project? 40 member:

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

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

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

Oxford-Ohoka 5 % Rangiora-Ashley 80 % Woodend-Sefton 5 % Kaiapoi-Tuahiwi 0 %

Other (please specify): hurunui 10%

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

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

[REDACTED]

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

Our members will be able to put their personal funds (and not have to help fund the ribbons for our meet) towards attending events out of our district to further their experience in the sport of swimming,

What is the benefit(s) to your organisation?

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assists with the overalls expences of running our event.

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

We have male & female youth attending our club, many training 7 times a week which for most is about 15-20hrs per week plus time at competitions both in our district and throughout South Island and NZ

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

If yes, name of parent group: _____

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

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

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

If yes, please supply details:

\$500 towards costs of best time ribbons , your Reference: GOV-26-11-05 / 211014166152

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

Supporting costs/quotes

Other supporting information

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

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

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

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

Please note: A signature is not required if you submit this form electronically. By entering your name in the signature box you are giving your authority to this application.

Signed: _____

Date: 20/9/2023

Quote to:

North Canterbury Swim Club
Maree Jackson



412 Tuam Street
Phillipstown
Christchurch 8011
Phone +64 3 366 6336
Freephone 0800 222 789
info@ribbonsandrosettes.co.nz
www.ribbonsandrosettes.co.nz

Quote

Date 20/09/2023

Estimate # **1265**

Description	Quantity	Unit	Rate	Total
Lapel Ribbons 50mm x 300mm	350		0.95	332.50
Lapel Ribbons 50mm x 220mm	300		0.90	270.00
Lapel Ribbons 75mm x 500mm	18		3.00	54.00
Set Up	1		25.00	25.00
Freight - South Is - Small box	1		10.00	10.00

- Valid for 60 days from date of estimate -

Subtotal \$691.50

GST \$103.73

TOTAL \$795.23

*If you have any questions regarding this estimate,
please do not hesitate to contact us.*

Estimate # **1265**

On acceptance of estimate, please confirm by email

Profit and Loss

North Canterbury Swim Club Incorporated For the year ended 31 March 2023

	2023	2022
Trading Income		
Coaching & Pool Hire Receipts	58,218	54,020
Competition Entry Receipts	1,347	557
Dry Land Receipts	200	4,440
Grants Income	1,000	-
Interest Income	1,081	385
Other Revenue	1,190	449
Registration Club Income	6,675	4,577
Registration Manual Income	1,659	-
Ribbon Meet Income	13,144	4,858
Travel - Accommodation Receipts	6,370	14,431
Travel - Camp Income	7,025	7,200
Travel - Food Receipts	3,640	5,974
Travel - Incidentals Receipts	785	655
Travel - Opens Receipts	-	647
Travel - Squad Receipts	25,007	-
Travel - Transport Receipts	780	3,690
Uniform Income	5,605	1,740
Total Trading Income	133,727	103,621
Cost of Sales		
Uniforms - Opening Stock	1,344	1,886
Uniform Expenses	3,747	2,107
Uniforms - Closing Stock	(2,262)	(1,344)
Total Cost of Sales	2,829	2,650
Gross Profit	130,898	100,972
Operating Expenses		
Affiliation Fees	1,619	1,300
AGM Prize Giving Dinner	1,020	484
AGM Prize Giving Expenses	314	1,390
Bank Fees	-	10
Club Night Expenses	-	616
Club Subsidy - National Events	-	4,050
Coach/Managers Expenses	378	112
Coach/Managers Travel Expenses	5,178	701
Coaching Expenses	50	280
Competition Entries	1,777	1,886
Dry Land Expenses	2,329	13,708
General Expenses	438	-
Insurance	1,512	1,422
Pool Hire Expenses	51,488	48,575

	2023	2022
Printing & Stationery	103	-
Regional Prize Giving Tickets	-	65
Registration Manual Expenses	43	-
Ribbon Meet Expenses	3,018	1,807
Subscriptions	1,003	836
Travel - Accommodation Expenses	27,811	19,090
Travel - Food Expenses	9,135	9,848
Travel - Incidentals Expenses	1,043	1,448
Travel - Squad Expenses	1,411	-
Travel - Transport Expenses	3,145	2,216
SWSC Subsidy	-	633
Travel - Camp Expenses	6,869	1,836
Total Operating Expenses	119,682	112,314
Net Profit	11,216	(11,342)

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

Meeting considered	Group	Project	Accountability Received	Amount Requested	Amount Granted	Running Balance
		2023/24 = \$10,160 + carry forwards \$8066 = Returned funds \$500 =				\$ 18,726.00
12-Jul	North Canterbury Athletics Club	Information Booklet Printing		\$495	\$495	\$ 18,231.00
12-Jul	North Canterbury Pony Club	Towards the cost of a new cross country course		\$500	\$1,000	\$ 17,231.00
9-Aug-23	Coastguard North Canterbury	towards upgrading the swift water rescue vessel		\$500	\$500	\$ 16,731.00
9-Aug	The Hope Community Trust	towards a two day cooking class	28-Sep-23	\$323	\$234	\$ 16,497.00
9-Aug	The Rangiora and Districts Early Records Society Inc	towards a replacement computer		\$1,800	\$1,000	\$ 15,497.00
9-Aug	Big Brothers Big Sisters	towards office printer		\$1,000	\$1,000	\$ 14,497.00
9-Aug	North Canterbury Scouts Group	Cost of attending the 23rd New Zealand Jamboree		\$500	\$500	\$ 13,997.00
13-Sep	North Canterbury Classics Leisure Marchers Inc	towards registration for attending the National Leisure Marching event		\$400	\$400	\$ 13,597.00
13-Sep	Southbrook Cricket Club Inc	Towards purchasing 3 tablets		\$500	\$500	\$ 13,097.00
13-Sep	Waimakariri Access Group	Towards running an Inclusive Sports Event		\$750	\$500	\$ 12,597.00
13-Sep	Rachel's House Trust	towards community music event		\$435	\$435	\$ 12,162.00
13-Sep	Waimak Touch Incorporated	Gear bags,ball and cones		\$1,000	\$1,000	\$ 11,162.00
11-Oct	Cust and Districts Historical Records Society Inc	Flag and Spike base		\$500		
11-Oct	Tihiraki North Loburn School	towards the purchase of EPro8 equipment		\$910		

Spreadsheet Showing Rangiora-Ashley Community Board Discretionary Grant for the 2022/2023 Financial Year

Meeting considered	Group	Project	Accountability Received	Amount Requested	Amount Granted	Running Balance
		2022/23 = \$10,160 + Carry forwards \$7,909 = Total \$18,069				\$ 18,069.00
14-Dec	The Lions Club of Rangiora NZ Inc	Dog agility stations at Milton Reserve		\$500	\$500	\$ 17,569.00
14-Dec	Cust Bowling Club	Paint for fences and buildings		\$452	Declined	\$ 17,569.00
15-Feb	Loburn Home and School Association	2023 William Pike Challenge Programme	22.08.2023	\$665	\$665	\$ 16,904.00
15-Feb	Rangiora Community Patrol	Wide brim sunhats for patrollers to wear at community events	15.06.2023	\$439	\$440	\$ 16,464.00
15-Feb	North Canterbury Pride	Picnic in the Park		\$275	\$275	\$ 16,189.00
15-Feb	Clarkville Playcentre	First Aid Courses		\$387	Declined	\$ 16,189.00
8-Mar	Relay for Life event	Costs of hosting	7.06.2023	\$500	\$4,000	\$ 12,189.00
12-Apr	Rangiora and Districts Early Records Society Inc	Purchasing folding chairs and a teardrop flag	19.07.2023	\$800	\$800	\$ 11,389.00
12-Apr	Rangiora Cricket Club	Maintenance and repair of cricket wickets	24.04.23	\$500	\$500	\$ 10,889.00
12-Apr	Kaipoi Food Forest	rangiora residents sponsorship to attend course	23-Aug-23	\$180	\$180	\$ 10,709.00
10-May	North Canterbury Adventure Club Home School Club	first aid kit and supplies and a swimming tube	21-Aug-23	\$1,000	\$500	\$ 10,209.00
10-May	Rangiora Dramatic Society (Rangiora Players)	copier/printer/scanner	22-Aug-23	\$400	\$500	\$ 9,709.00
10-May	Rangiora Volunteer Fire Brigade	Dishwasher		\$5,000	\$1,000	\$ 8,709.00
16-Jun	Southbrook Netball Club	Hall hire and storage space	23-Aug-23	\$500	\$643	\$ 8,066.00

GOVERNANCE

Rangiora-Ashley Community Board

Discretionary Grant Application

Information to assist groups with their application

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

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

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

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

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

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

Criteria for application


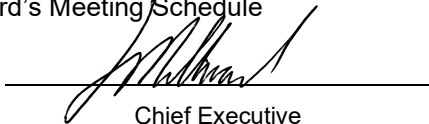
- The Board supports a wide range of community activities but the application will only be considered if it is deemed of the nature listed in the table of examples of what the Board can fund (see previous page).
- Applications will only be accepted from community-based project groups, not for profit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

What happens now?

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

What happens next?

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

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** GOV-26-11-06 / 230915144150**REPORT TO:** Rangiora-Ashley Community Board**DATE OF MEETING:** 11 October 2023**AUTHOR(S)** Thea Kunkel, Governance Team Leader**SUBJECT:** 2024 Rangiora-Ashley Community Board's Meeting Schedule**SIGNED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1 SUMMARY**

The purpose of this report is to adopt a meeting schedule for 2024 for the Rangiora-Ashley Community Board meetings. The schedule is based on current timetabling patterns adopted over recent years by the Board.

2 RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230915144150.
- (b) **Resolves** to hold Community Board meetings in the Council Chambers, Rangiora Service Centre, commencing on Wednesdays at 7.00pm, on the following dates:
- 14 February 2024
 - 13 March 2024
 - 10 April 2024
 - 8 May 2024
 - 12 June 2024
 - 10 July 2024
 - 14 August 2024
 - 11 September 2024
 - 9 October 2024
 - 13 November 2024
 - 11 December 2024

3 BACKGROUND

- 3.1 It is deemed prudent to set the primary Board's meeting schedule in October 2023 to enable good forward planning, thereby ensuring efficient use of members' time and mitigate conflicts with other governance meetings. During 2023 Board meetings were held from 7pm on the second Wednesday of the month. This scheduling has worked well, and it is therefore recommended to continue with a similar pattern.
- 3.2 It is recommended that the Board meetings be held in the Council Chambers in the Rangiora Service Centre, however provision can also be made to have meetings elsewhere in the district if the Board so chooses.

4 ISSUES AND OPTIONS

- 4.1 To promote more effective administration, the Local Government Act 2002 makes provision for the Board to adopt a schedule of meetings that may cover any period that the Board considers appropriate. Notification of the schedule, or an amendment, will constitute notification to Board members of every meeting on the schedule or the amendment.
- 4.2 It is recommended that Community Boards continue their current meeting pattern for 2024, as it dovetails with the timing of the Council and Committee meetings, ensuring the availability of Councillors and the flow of information between the two levels of governance. However, the meeting schedule does not preclude additional meetings and/or workshops being held during the year.
- 4.3 In the past, the Board have not held meetings in January, and it is recommended that this continues. However, the Board may wish to consider having a workshop in January 2024 to undertake the annual review its Board's Community Plan.
- 4.4 Previously, concerns have been raised regarding the low number public attending Board meetings (other than specific deputations). It is hoped that utilising well known and easily accessible venues within the Board's geographical area will be conducive to the public and would give them the opportunity to observe democracy and transparency.
- 4.5 With the agreement of the Board meetings can also be held in other areas of the community, should there be topical items of interest on the agenda.
- 4.6 In the event of insufficient business for any one month, the Board may wish to hold a workshop on topical matters. Only the Chairperson has the prerogative to cancel a Board meeting after consultation with the Chief Executive/staff representative.
- 4.7 In the event of insufficient business for any one month, the Board may wish to hold a workshop on topical matters. The Chairperson has the prerogative to cancel a Board meeting after consultation with the Chief Executive/staff representative.
- 4.8 Board members attention is also drawn on the following meetings scheduled in 2024 that may have a bearing on the Board:
- Proposed All Boards Briefings:
 - Thursday 7 March 2024
 - Thursday 6 June 2024
 - Thursday 5 September 2024
 - Thursday 4 December 2024
 - Long Term Plan Process:
 - Long Term Plan Budget Meetings
 - 30 January 2024
 - 31 January 2024
 - 1 February 2024 (Reserved)
 - Hearing Long Term Plan Submissions
 - 8 May 2024 (Kaiapoi proposed)
 - 8 May 2024 (Oxford proposed)
 - 9 May 2024 (Rangiora proposed)
 - Long Term Plan Deliberations
 - 28 May 2024
 - 29 May 2024
 - 30 May 2024
- 4.9 **Implications for Community Wellbeing**
There are no social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.10 The Management Team has reviewed this report and supports the recommendations.

5 COMMUNITY VIEWS

5.1 Mana whenua

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are not likely to be affected.

5.2 Groups and Organisations

Community views were not sought for the timetabling as there are no groups and organisations likely to be affected by or to have an interest in the subject matter of this report. However, the established pattern of Community Board meetings has generally worked well for members, considering other community commitments.

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 has been holding the majority of its meetings on the second Wednesday following the Council meeting, and it is known within the community.

The most appropriate way to ensure that the wider community is aware of the Board meetings being held is to establish a meeting calendar. All Council, Standing Committees, Community Board meetings are also publicly advertised in compliance with the Local Government Official Information and Meetings Act 1987 (LGOIMA). Meetings are also advertised on the Council's website and at Service Centres on in-house television screens.

6 OTHER IMPLICATIONS AND RISK MANAGEMENT

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. Meeting timetables may from time to time be amended, if a need arises, and comply with LGOIMA.

6.4 Health and Safety

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

7 CONTEXT

7.1 Consistency with Policy

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

7.2 Authorising Legislation

Local Government Act 2002 Schedule 7 clause 19 - A Local Authority must hold the meetings that are necessary for the good government of its region or district.

Meetings must be called and conducted in accordance with Local Government Official Information and Meetings Act 1987 (LGOIMA) and the Standing Orders of the Local Authority.

7.3 Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report as there are wide ranging opportunities for people to contribute to the decision-making by local, regional and national organisations that affect our District.

7.3 Authorising Delegations

Each Community Board set individual meeting dates and times.

CHAIRPERSON'S REPORT

*For the month of **September 2023***

CHAIRPERSON'S DIARY	
<i>Date</i>	<i>Events attended</i>
Thursday 7 September	Mayor and Chairs meeting.
	All Boards Workshop Session.
Sunday 10 September	Public Meeting - Mark Mitchell on Law and Order.
Tuesday 12 September	Rangiora-Ashely Community Board Agenda meeting.
Wednesday 13 September	District Licensing Committee meeting.
	Rangiora-Ashely Community Board meeting.
Thursday 14 September	Ashley Friendship Club meeting - Dr Philip Bagshaw.
Wednesday 20 September	Council and Board Chairs briefing by Taumata Arowai.
Thursday 26 September	District Licensing Committee meeting.
	Cycleway Street Corner Meeting, Country Lane.
Thursday 28 September	Rangiora Promotions Function.
	Rangiora Museum monthly evening.
Friday 29 September	Rotary annual Book Sale.

Jim Gerard
 Chairperson
Rangiora-Ashley Community Board

RANGIORA-ASHLEY COMMUNITY BOARD**MEMBERS INFORMATION EXCHANGE***For the month of September 2023***Monique Fleming**

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
13 th Sept	Community Board Meeting	
14 th Sept	WAG committee meeting	Letter approved to deliver to local large businesses re accessibility challenges and suggestions.
21 st Sept	KRB Clean Up Week	Rubbish removal Flaxton ponds- very little (20kg)
24 th Sept	KNZB Clean Up Week	Rubbish removal north side of Ashley River- great community turnout, couches, car parts, tyres etc retrieved and well fed by Satisfy Food Rescue
24 th Sept	Chamber Gallery Rachel Harre Exhibition opening	Lovely exhibition (pottery and paintings) from a Woodend based artist (40+ yrs of exhibiting). Exhibition for a month. Worth a look!
25 th Sept	KRB meeting	Future planting projects. Suggestions of area's KRB could plant welcome.
28 th Sept	Rangiora Museum talk	Very interesting. Next talk on the MV Tuhoe 26 th Oct 7.30pm
29 th Sept	Inclusive Sports Day at MainPower Stadium	Fabulous day of trying different sports including wheelchair basketball, gym circuit and boccia for local and Christchurch younger people with disabilities. Great to see people from Hohepa and Chris Ruth centre. Quite challenging skills (even for the more able bodied) but everyone rose to the occasion and enjoyed themselves in a really supportive environment and a wonderful venue.

Bruce McLaren

MEMBER'S DIARY		DISCUSSION POINTS
<i>Date</i>	<i>Events members have attended</i>	<i>Community Feedback/Issues Raised</i>
September	Rangiora Community Patrol (RCP)	Monitoring the WDC security cameras while the patrol car is out. Training new volunteers. Managing risks as the H&S Officer.
	Justice of the Peace	Voluntary JP services to the community
	North Canterbury Neighbourhood Support	RACB appointee to this group. Monthly meeting held in the Kaiapoi library.
13 September	RACB meeting	<i>(Overseas so unable to attend)</i>
28 September	Rangiora Early Records Society	RACB appointee to this group. Guest speaker Donald Ellis' fascinating story, "'Trouble at t'Mill"
1 October	Market in the Park	