



WAIMAKARIRI
DISTRICT COUNCIL

Council

Agenda

Tuesday 1 February 2022

1pm

*Council Chamber
215 High Street
Rangiora*

Members:

Mayor Dan Gordon (Chair)

Cr Neville Atkinson

Cr Kirstyn Barnett

Cr Al Blackie

Cr Robbie Brine

Cr Wendy Doody

Cr Niki Mealings

Cr Philip Redmond

Cr Sandra Stewart

Cr Joan Ward

Cr Paul Williams

The Mayor and Councillors

WAIMAKARIRI DISTRICT COUNCIL

A meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in the **COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA** on **TUESDAY 1 FEBRUARY 2022** commencing at **1pm.**

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

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

3. **ACKNOWLEDGEMENTS**

3.1. **Obituaries**

- **Warwick Rathgen** – former member of the Rangiora Advisory Board member 2004 – 2010
- **Ian Reid** – former member of the Ashley Eyre Advisory Group and Cust Water Advisory Group
- **Giles Beaglehole** – former member of a number of local Rangiora groups including the Rangiora Advisory Group (2004 – 2007), Chair of the Northbrook Wetland Advisory Group, Rangiora Museum Committee and the Keep Rangiora Beautiful Group.

- 3.2. **New Year's Honour** – Peter Simpson, resident of Woodend, awarded the NZ Order of Merit for services to education.

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of a meeting of the Waimakariri District Council held on 7 December 2021**

17 – 50

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of a meeting of the Waimakariri District Council held on 7 December 2021.

4.2. Minutes of an extraordinary meeting of the Waimakariri District Council held on 10 December 2021

51 - 53

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of an extraordinary meeting of the Waimakariri District Council held on 10 December 2021.

MATTERS ARISING

4.3. Minutes of the public excluded meeting of the Waimakariri District Council held on 7 December 2021

(Refer to public excluded agenda)

5. DEPUTATIONS AND PRESENTATIONS

- 5.1. **Carlos and Loryn Kazianis**, will be present to express their views on the Skewbridge Road speed limits.

- 5.2. **Jim Gerard, Chairperson of the Rangiora-Ashley Community Board**, will be present to speak on the Community Boards perspective regarding speed limits.

6. ADJOURNED BUSINESS

- 6.1. **Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**
(refer to attached copy of report no. 211101174883 to the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021. This report was left to lie on the table at the 7 December 2021 Council meeting)

54 - 149

RECOMMENDATION

THAT The Council

- (a) **Receives** Report No. 211101174883;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80

Table2. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Okaihau Road , entire length.	100	60
Waikoruru Road , entire length.	100	60
Topito Road , unsealed section.	100	60
Bramleys Road , unsealed section.	100	60
Cox Road , entire length.	100	60
Power Road , entire length.	100	60
Youngs Road , entire length.	100	60

Table3. Proposed Speed Limits on Kaiapoi Roads.

Location	Current (km/h)	Proposed (km/h)
Giles Road , Ohoka Road to just south of Neeves Road.	100	60
Giles Road , south of Neeves Road to Tram Road.	100	80
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	60
Island Road , 50 km/h sign to Tram Road.	100	80
William Coup Road , entire length.	100	80
Orchard Place , entire length.	100	60
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	80
Raven Quay , east of Rich Street to western end.	50	30
Charles Street , Jones Street to Jollie Street.	50	30
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	30
Camwell Park , entire length.	100	60
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	80

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

7. SHOVEL READY PROJECTS

Nil.

8. REPORTS

8.1. Updated Recommendations for Speed Limit Changes throughout the Rangiora-Ashley Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)

150 - 264

RECOMMENDATION

THAT the Council

- (a) **Receives** Report No. 211222205307;
- (b) **Approves** the following speed limit changes listed in Table 1 for Cust roads;

Table 1. Proposed speed limits on Cust roads.

Location	Current (km/h)	Proposed (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80
Earlys Road , Cust Road to 100 km/h sign.	60	50
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50
McKays Lane , entire length.	60	50
Mill Road , current 60 km/h zone.	60	50

- (c) **Approves** the following speed limit changes listed in Table 2 for Rangiora urban fringe roads;

Table 2. Proposed speed limits on urban fringe roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Southbrook Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Flaxton Road , urban limits to south of Fernside Road (east). Within both RACB and KTCB boundary areas	80	60
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Johns Road , current 70 km/h zone (edge of the urban area).	70	50
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Oxford Road , current 70 km/h zone.	70	50

- (d) **Approves** the following speed limit change listed in Table 3 for a rural arterial road;

Table 3. Proposed speed limits on rural arterial roads.

Location	Current (km/h)	Proposed (km/h)
Flaxton Road , south of Fernside Road (east) to Skewbridge Road. Within both RACB and KTCB boundary areas	100	80

- (e) **Approves** the following speed limit changes listed in Table 4 for the Fernside area;

Table 4. Proposed speed limits on roads within the Fernside area.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Fernside Road , Flaxton Road to Lineside Road. Within both RACB and KTCB boundary areas	100	80
Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
O’Roarkes Road , Johns Road to Swannanoa Road.	100	80

- (f) **Approves** the following school zone speed limit change listed in Table 5;

Table 5. Proposed speed limit outside Fernside School.

Location	Current (km/h)	Proposed (km/h)
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60

- (g) **Approves** the following speed limit changes listed in Table 6 for Tuahiwi unsealed roads;

Table 6. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m). Within both RACB and KTCB boundary areas	100	60
Camside Road , unsealed section. Within both RACB and KTCB boundary areas	100	60

Youngs Road , entire length. Within both RACB and KTCB boundary areas	100	60
Marsh Road , entire length.	100	60

- (h) **Notes** that the proposed speeds listed in Table 1 will be implemented in conjunction with speed management treatments through Cust, which already has \$75,000 of budget allocation within the Minor Safety Programme;
- (i) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (j) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred, adhering to the requirements in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017);
- (k) **Notes** that the mean operating speeds will be surveyed within six months of implementing the new speed limits;
- (l) **Notes** that the speed limit changes within the Kaiapoi-Tuahiwi Community Board's ward area are included within a separate report (TRIM No. 211101174883);
- (m) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

8.2. **Amendments to School Variable Speed Zones - J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

265 - 357

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211207195592;
- (b) **Approves** reducing the specified time period of operation for the variable speed limit zone, on both Tram Road and Hodgsons Road, to 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school;
- (c) **Approves** reducing the length of the variable speed limit zone on Hodgsons Road to 500 m;
- (d) **Notes** that the operation of the variable speed limit zone before the start of school will remain as 35 minutes on both Tram Road and Hodgsons Road;
- (e) **Notes** that the length of the variable speed limit zone on Tram Road will remain the same;
- (f) **Notes** that the Register of Speed Limits will be updated to reflect these amendments;
- (g) **Circulates** this report to the Rangiora-Ashley and Oxford-Ohoka Community Boards for their information.

8.3. **Stockwater Race Bylaw 2021 – Request for Adoption– L Hurley (Project Planning and Quality Team Leader) on behalf of the Hearing Panel (Councillors S Stewart (Chairperson), W Doody and A Blackie**

358 - 390

RECOMMENDATION

THAT the Council

- (a) **Receives** Report No. 211007162316;
- (b) **Accepts** the recommendations of the Hearing Panel, as detailed in Table 1 below;
- (c) **Adopts** the Stockwater Race Bylaw 2021, effective from 01 February 2022;
- (d) **Circulates** this report to Community Bards and Mahi Tahī Rūnanga Liaison Committee;
- (e) **Notes** that Council staff intend to collate an information package to stockwater race rate payers as recommended by the Hearing Panel;

8.4. **Request to Bring Forward Rangiora Renewals Budget for Church Street Renewal – C Roxburgh (Water Asset Manager)**

391 - 394

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211214200158.
- (b) **Notes** that a design has been completed and a price submitted as part of the Central Rangiora Sewer Stage 5 contract to renew a section of water main on Church Street as part of this contract in April and May 2022, for \$160,000, to align with the upgrade of the sewer main.
- (c) **Approves** the bringing forward of \$170,000 of Rangiora water main renewals budget from 2022/23 to 2021/22 to allow the separable portion for the Church Street water main to proceed.
- (d) **Notes** that the proposed approach will assist with minimising disruption to residents by allowing two services to be upgraded under one contract, and will assist with the deliverability of next year's water programme by delivering some works ahead of schedule, and that the rating impact will be minimal as this work is to be funded from the scheme's renewals account.

8.5. Property Acquisition and Disposal Policy – R Hawthorne (Property Manager) and Property Acquisition and Disposal Working Group

395 - 454

THAT the Council:

- (a) **Receives** report No. 211201192403.
- (b) **Adopts** the attached draft Policy.
- (c) **Notes** that information on the implementation of the policy will be brought to Council as part of the Annual Plan deliberations in late January/early February 2022.

8.6. Kaiapoi Community Hub – Project Management for Site Enabling Works – T Sturley (Community Team Manager)

455 - 489

RECOMMENDATION

THAT the Council

- (a) **Receives** report No. 211203193786.
- (b) **Notes** that funding has been confirmed through the Long Term Plan 2021-2031, to develop the land at 38 Charters Street Kaiapoi for a community hub where recreational and hobby groups can collocate; and where people can be welcomed connected, learn and develop new skills and be empowered toward a more positive future.
- (c) **Notes** that the Kaiapoi Community Hub is an important part of the Food Security project, central to ensuring the social recovery and on-going resilience of the community as it grows and responds to the challenges presented by COVID-19.
- (d) **Notes** that, as the project aligns with central government funding for the Food Security project, Satisfy Food Rescue will also base itself at the hub, as an essential feeder into the food education and empowerment aspects of that project.
- (e) **Notes** the project management structure for the Kaiapoi Community Trust (Attachment 4)
- (f) **Notes** that at its November meeting Kaiapoi Tuahiwi Community Board expressed their support for the Kaiapoi Community Hub Project.
- (g) **Notes** that Rata Foundation and Department of Internal Affairs have expressed interest in supporting the food security base, social aspects of the Kaiapoi community hub and associated education centre, detailed in the attached Kaiapoi Community Hub overview.
- (h) **Notes** that, following extensive community consultation, staff have now developed a draft final concept plan for the community hub and are ready to progress a resource consent application.
- (i) **Notes** that in a report to the January 2021 Council Meeting, staff flagged that targeted infrastructure project management resourcing would be necessary to progress the establishment of the Kaiapoi Hub, with the potential need for \$100K to see the enabling works development through to its completion.

- (j) **Acknowledges** that at its January 2021 meeting, Council adopted the recommendation to allow provision of \$300K from the COVID-19 Recovery Fund toward the potential resourcing of social recovery facilitation and infrastructure project management for the Kaiapoi Hub; along with any potential impacts on Aquatic Facilities operations, subject to Council approval.
- (k) **Notes** that for 2022/2023 annual plan deliberations, staff have made provision to retain the existing mainstream community development role, given the ongoing impact of COVID-19 on our rapidly growing district. Therefore community development staff do not anticipate needing to utilise the COVID recovery fund for the 2022/2023 financial year.
- (l) **Notes** taking into account \$30K allocated toward a Disaster Recovery Strategy review, only \$800K of the \$ 2.1 million has been utilised.
- (m) **Notes** that while considerable government funding for food security includes provision for an education centre as part of that hub, it does not include provision for project management for the site enabling works for the hub development.
- (n) **Notes** that central government funding is designated for project costs and therefore cannot be used for the facilitation of key projects associated with the social recovery of our District.
- (o) **Approves** that \$100,000 of the \$300,0000 provision approved at the January 2021 meeting of Council be allocated for project management to ensure effective and efficient completion of site enabling works for the Kaiapoi Community Hub Project.

8.7. **Chairperson's Report for the period January – December 2021 – S Powell**
(Chairperson Woodend-Sefton Community Board)

470 - 474

RECOMMENDATION

THAT the Council

- (a) **Receives** report No. 211019168708.
- (b) **Circulates** a copy of this report to all the Community Boards.

8.8. **Chairperson's Report for the period January – December 2021 – J Watson**
(Chairperson Kaiapoi-Tuahivi Community Board)

475 - 479

RECOMMENDATION

THAT the Council

- (a) **Receives** report No. 211221203836.
- (b) **Circulates** the report to all the Community Boards.

8.9. **Chairperson's Report for the period January – December 2021 – J Gerard**
(Chairperson Rangiora-Ashley Community Board)

480 - 484

RECOMMENDATION

THAT the Council

- (a) **Receives** report No. 211221203561.
- (b) **Circulates** a copy of this report to all the Community Boards.

8.10. **Chairperson's Report for the period January – December 2021 – D Nicholl**
(Chairperson Oxford-Ohoka Community Board)

485 - 489

RECOMMENDATION

THAT the Council

- (a) **Receives** report No. 211223205812.
- (b) **Circulates** a copy of this report to all the Community Boards.

9. **MATTERS REFERRED FROM COMMITTEES/COMMUNITY BOARDS**

9.1. **Southbrook Road Safety Improvements Lets Talk Feedback – D Young**
(Senior Engineering Advisor) and J Dhakal (Project Engineer)
*(refer to attached copy of report no. 211124187890 to the Rangiora-Ashley
 Community Board meeting of 8 December 2021)*

490 - 519

RECOMMENDATION

THAT The Council

- (a) **Adopts** the Southbrook Road Traffic Signals and associated works as shown on the Southbrook Road Consultation Scheme Design (TRIM 211124188427).
- (b) **Authorise** staff to proceed with detailed design stage.
- (c) **Approve** the Terms of Reference for the Southbrook Road Reference Group.
- (d) **Notes** this traffic signal project was about road safety and not road improvements. The longer term strategy for the future traffic improvements on Southbrook Road would be considered in the next stage of this project.
- (e) **Notes** that the consultation feedback overall was positive for the traffic signals. However, many respondents indicated that they were eager to see a long term strategy for Southbrook Road and the surrounding area progressed.
- (f) **Notes** the Working Group was now turning its attention to the medium/long term issues associated with the future traffic improvements on Southbrook Road. To do this it would establish a Reference Group that includes a range of stakeholders to discuss the issues. This would happen in the New Year once Council had approved the Terms of Reference for the Southbrook Road Reference Group.

9.2. **Rangiora Croquet Club loan repayment following deputation on 17 August 2021 - G MacLeod (Community Greenspace Manager)**

(refer to attached copy of report no. 211202192923 to the Community and Recreation Committee meeting of 14 December 2021. and minutes from this meeting, Item 11.1 in this agenda). The recommendation is updated to that in the staff report.

520 - 539

RECOMMENDATION

THAT The Council

- (a) **Resolves** that the Rangiora Croquet Club would be required to pay back the full amount of the loan - \$42,000 including interest.
- (b) **Approves** staff setting up a working group with Greenspace Portfolio holder Councillor Robbie Brine, Mayor Dan Gordon and Council staff to work with Rangiora Croquet Club representatives on developing and agreeing to a repayment schedule.
- (c) **Notes** that the outcome of the conversation with the Rangiora Croquet Club on a repayment scheme would be reported back through to the Community and Recreation Committee.
- (d) **Notes** that the Council had already approved deferral of the loan repayment twice, one to begin in April 2016 and again to begin in April 2018.
- (e) **Notes** staff would share this information with the Rangiora Croquet Club.

9.3. **Cinema 3 Seating Upgrade – Rangiora Town Hall – A Coker (Community Facilities Team Leader)**

(refer to attached copy of report no. 211005160448 to the Community and Recreation Committee meeting of 14 December 2021 and minutes from this meeting, Item 11.1 in this agenda). The recommendation is updated to that in the staff report.

540 - 554

RECOMMENDATION

THAT The Council

- (a) **Recommends** the expenditure of \$150,000.00 for consideration in the 2022/23 Annual Plan, subject to receiving an appropriate three year business operations forecast of projected participation and revenue from Town Hall Cinemas for discussion at the Council.
- (b) **Approves** the installation of a 98 place non-retractable seat solution in the small theatre.
- (c) **Recommends** the above expenditure be loan funded with payback via an increased base rent to Town Hall Cinemas over the next ten years. As per Option One section 6.6; Increasing base rent to \$70,140.00 and the box office ticket commission would remain the same at 7.5% gross per annum for ten years.
- (d) **Notes** with the implementation of the Covid Framework (*Traffic Light System*) the risk of lockdowns had been mitigated. This removed the possibility of any further claims for Rent Relief from Townhall Cinemas.

- (e) **Notes** the ownership structure of the asset would remain as set out during the 2015 Townhall refurbishment. The Council would have ownership of the asset.
- (f) **Notes** Staff would investigate the possibility of the retractable seating being repurposed in the Multi Sports Stadium as supplementary seating for high attendance games/events.

10. WELLBEING, HEALTH AND SAFETY

10.1. Wellbeing, Health and Safety Report February 2022 – J Harland (Chief Executive)

555 - 566

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 220120006577
- (b) **Notes** that there were no notifiable events this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.
- (c) **Circulates** the report to the Community Boards.

11. COMMITTEE MINUTES FOR INFORMATION

11.1. Minutes (in review) of a meeting of the Canterbury Mayoral Forum of 19 November 2021

567 - 576

11.2. Minutes of a meeting of the Community and Recreation Committee of 14 December 2021

577 - 585

11.3. Minutes of a meeting of the District Planning and Regulation Committee of 14 December 2021

586 - 592

RECOMMENDATION

THAT Items 11.1 and 11.3 be received information.

12. COMMUNITY BOARD MINUTES FOR INFORMATION

12.1. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 8 December 2021

593 - 601

12.2. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 9 December 2021

602 - 608

12.3. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 13 December 2021

609 - 617

12.4. Minutes of a meeting of the Kaiapoi-Tuahivi Community Board meeting of 13 December 2021

618 - 626

RECOMMENDATION

THAT Items 12.1– 12.4 be received for information.

13. **MEMO TO COUNCIL – 2022/23 CAPITAL WORKS PROGRAMME REVIEW**

627 - 630

RECOMMENDATION

THAT the Council:

- (a) **Receives** memo no 220118005342.

14. **MAYOR'S DIARY**

14.1. **Mayor's Diary 1 December 2021 – 25 January 2022**

631 - 635

RECOMMENDATION

THAT the Council:

- (a) **Receives** report no 220125008570.

15. **COUNCIL PORTFOLIO UPDATES**

- 15.1. **Iwi Relationships – Mayor Dan Gordon**
 15.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**
 15.3. **Canterbury Water Management Strategy – Councillor Sandra Stewart**
 15.4. **International Relationships – Deputy Mayor Neville Atkinson**
 15.5. **Regeneration (Kaiapoi) – Councillor Al Blackie**
 15.6. **Climate Change and Sustainability – Councillor Niki Mealings**
 15.7. **Business, Promotion and Town Centres – Councillor Joan Ward**

16. **QUESTIONS**

(under Standing Orders)

17. **URGENT GENERAL BUSINESS**

(under Standing Orders)

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

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

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
18.1	Minutes of public excluded portion of Council meeting of 7 December 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
18.2	Report of K LaValley (Project Delivery Manager), L Hurley (Project Planning and Quality Team Leader) and M Bacon (Planning Manager)	RC145540 – Development Contributions at 231 Woodend Beach Road, Woodend. Response to G Inwood Deputation	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.3	Report of S Hart (Strategy and Business Manager)	Rangiora BNZ Corner Site (70 and 74 High Street) – Divestment Evaluation Panel	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.4	Report of K Straw (Civil Projects Team Leader) and D Young (Senior Engineering Advisor)	Contract 21/12 Wrights Road Intersection Improvement Tender Acceptance and Request for Reallocation of Budget	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.5	Report of S Fauth (Senior Project Engineer) and D Young (Senior Engineering Advisor)	Contract 21/21 Kowhai Avenue North Brook Improvements – Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.6	Report of G Reburn (Parks and Recreation Operations Team Leader)	Contract 16/51 District Parks and Reserves Maintenance Request for Funding for two year Extension of Contract	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item N ^o	Reason for protection of interests	LGOIMA Part 1, Section 7
18.1 – 18.6	Protection of privacy of natural persons; To carry out commercial activities without prejudice; Maintain legal professional privilege; Enable Council to continue with (commercial) negotiation without prejudice or disadvantage Prevent the disclose of information for improper gain or advantage	Section 7 2(a) Section 7 2(b)ii Section 7 (g) Section 7 2(i) Section 7 (j)

CLOSED MEETING

See Public Excluded Agenda.

OPEN MEETING

19. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will occur at 1pm on Tuesday 1 March 2022, Waimakariri District Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 7 DECEMBER 2021, COMMENCING AT 1PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson (left at 3.35pm), Councillors K Barnett, A Blackie, R Brine, N Mealings, P Redmond, J Ward and P Williams.

IN ATTENDANCE

J Harland (Chief Executive), J Millward (Finance and Business Support Manager), G Cleary (Manager Utilities and Roading), C Brown (Manager Community and Recreation), T Tierney (Manager – Planning and Regulation), S Hart (Business and Centres Manager), S Nichols (Governance Manager), K LaValley (Project Development Manager), K Simpson (3 Waters Manager), R Kerr (Delivery Manager – Shovel Ready Programme), W Taylor (Building Unit Manager) V Thompson (Business and Centres Advisor), L Hurley (Project Planning and Quality Team Leader), H Street (Corporate Planner), G Maxwell (Policy Technician), G Wilson (Building Officer), A Mace-Cochrane (Graduate Engineer), T Kunkel (Governance Team Leader) and A Smith (Governance Coordinator).

1. **APOLOGIES**

Moved: Councillor Barnett

Seconded: Councillor Redmond

THAT apologies for absence be received and sustained from Councillor W Doody and Councillor S Stewart.

CARRIED

2. **CONFLICTS OF INTEREST**

Councillor Brine declared a conflict of interest on Items 9.1 to 9.4, 'Recommendation for Speed limit Changes throughout the District', as he is a serving Police Officer.

3. **ACKNOWLEDGEMENTS**

None.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on 2 November 2021**

Moved: Councillor Blackie

Seconded: Councillor Ward

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of a meeting of the Waimakariri District Council held on 2 November 2021.

CARRIED

4.2 **Minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

Moved: Councillor Barnett

Seconded: Councillor Brine

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021.

CARRIED

MATTERS ARISING

None.

4.3 **Minutes of the public excluded meeting of the Waimakariri District Council held on 2 November 2021**

(Refer to public excluded minutes)

4.4 **Minutes of the public excluded extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

(Refer to public excluded minutes)

5. **DEPUTATIONS AND PRESENTATIONS**

5.1. **Greg Inwood – Woodend Beach Road Development**

G Inwood explained that he was a small property developer in the Woodend area. Due to Covid, he applied and was granted an extension on his consent in April 2020. Subsequently, he was also granted a deviation of the resource consent in April 2021, allowing Stage 7 of the Woodend Beach Road development to be developed into four smaller sub-stages. He was in the process of developing two lots under the deviation of consent and had expected to pay the development contributions as per his original consent. However, he received an invoice for double the original amount.

G Inwood had contacted the Council, assuming that the Council had made an error. He was, however, advised that Section 4.6.5 of the Council's Development Contribution Policy made provision for development contributions to be re-assessed if a consent holder was granted an extension. Also, a Section 224(c) certificate would not be issued if the development contributions were not paid in full. He had subsequently paid the reviewed development contributions. However, his concern was that he had not been advised that the development contributions could be reviewed before he applied for the extension on his consent. He requested the Council to reconsider the revised development contributions and adjust his invoice accordingly. He noted that the funds that he had already paid could be held for any future development contributions required.

Councillor Redmond questioned if G Inwood was provided with reasons for reviewing the development contributions. G Inwood noted that he was advised that the review was in line with the Council's Development Contribution Policy. However, he was not made aware of the policy when he applied for the extension on his consent in April 2020 or the deviation of the resource consent in April 2021.

In response to a question by Councillor Brine, G Inwood confirmed that the staff had all the documentation relating to his dispute over the development contributions. Mayor Gordon advised that it would be helpful for G Inwood to submit his points of concern to the Governance Team.

Councillor Barnett enquired if G Inwood had, at any stage, tried to arrange a meeting with senior staff to discuss his concerns. G Inwood advised that he did visit the Council's offices to speak to a manager. However, they were not available to assist him on that day, as he had not made an appointment. All subsequent correspondence had been via e-mail. He was advised by staff that the only way to resolve the matter was to make a deputation to the Council.

Councillor Williams asked if G Inwood would be expected to pay additional development contributions for the next stages of the development, as they were smaller in size. G Inwood confirmed that all the properties were zoned Residential 4, and the development contributions would therefore be the same.

The Mayor suggested that G Inwood meets with the Chief Executive and Senior Management to discuss the matter. After that, a report would be submitted to the Council for consideration if required.

6. **ADJOURNED BUSINESS**

6.1. **Waka Kotahi Low-Cost Risk Programme Funding Endorsement 2021-24 NLTP – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

G Cleary highlighted that the Low-Cost Low-Risk funding category provided for the implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million. The Council had submitted a funding bid of \$13.2 million to Waka Kotahi for the 2021/24 National Land Transport Programme (NLTP). Waka Kotahi had, however, only endorsed funding to the value of \$6.6 million for the three years. However, Waka Kotahi had advised that additional funding may become available during the next three years, which all councils could bid for.

G Cleary noted that it was suggested that Capital Project spending be reduced and that a multi-layered approach be taken to progressing the projects that had not received Waka Kotahi funding. This approach would include continuing to work on the design of several declined projects. Then, if funding became available during the next two years, the Council would be well-positioned to seek additional funding from Waka Kotahi and rapidly progress projects.

Mayor Gordon had understood that the Tuahiwi Footpath and Townsend Road Culvert Extension would be included as two top-up projects for the district, subject to further consideration during the draft 2022/23 Annual Plan process in February 2022. G Cleary advised that this could be an option for the Council to consider, and Recommendation (g) contained in the report could be amended accordingly.

Councillor Mealings questioned if it was likely that funding would become available for the shared-use path along Tram Road for Swannanoa School students as part of the Minor Safety Programme for School Safety Projects. G Cleary confirmed that a multi-use path along Tram Road could be funded as part of the School Safety Projects.

Councillor Mealings also expressed a concern regarding the omission and delay of various projects along Tram Road. She enquired what the proposed Rural Intersection Active Warning Signs at the South Eyre, Tram and Giles Road were expected to cost. G Cleary noted that the estimates had been carried out for the project as part of the Council's bid for Waka Kotahi funding. Staff would re-evaluate projects as part of the draft 2022/23 Annual Plan process, if the Council so required.

Councillor Williams was concerned that Waka Kotahi would be reluctant to fund projects once funding became available if the Council had funded them in the interim. G Cleary explained that the Council funding would only be used for design and investigative work so that the Council would be ready to rapidly progress the projects once funding became available.

Councillor Williams further questioned why Waka Kotahi did not consider the declined projects important enough to fund. J Harland explained that Waka Kotahi ran an investment prioritisation system. Every bid received from councils was therefore assessed against criteria that included strategic fit, cost benefit etc. It would therefore be an advantage if the Council could prove to Waka Kotahi that it was ready to proceed with projects if funding became available.

Councillor Blackie asked if the proposed Rural Intersection Active Warning Signs at the South Eyre, Tram and Giles Road were precluded for the next three years, could the Council still install ordinary signage advising of the danger. G Cleary confirmed that the Council could still implement some low-cost interventions at the intersection. He again stated that staff could re-evaluate projects as part of the draft 2022/23 Annual Plan process if the Council so required.

Mayor Gordon suggested that Recommendation (f) contained in the report could be amended to indicate that if funding was not secured, these projects would be moved out of the current three year period but still kept within the Rooding Programme, subject to the Council's direction.

Councillor Barnett questioned that if the Council were prioritising in terms of serious accident and injury, then why had the rural intersection not been prioritised instead of designing the Oxford Road/Charles Upham Drive roundabout.

Councillor Redmond inquired why the Tuahiwi Footpath, for which funding was not available, had been prioritised over other minor safety improvements. G Cleary advised that the Tuahiwi footpath was prioritised due to the commitment that the Council had made to the Rūnanga. However the development of the footpath would be subject to additional Waka Kotahi funding becoming available.

Mayor Gordon noted that his understanding, during the meeting with Waka Kotahi, was that they had approved the additional funding for the Tuahiwi Footpath. G Cleary undertook to confirm with Waka Kotahi if the Tuahiwi Footpath would be funded.

Councillor Williams questioned why it was recommended that the Council were prioritising designing the Oxford Road/Charles Upham Drive roundabout if there was no budget to build the roundabout and the area could change significantly before additional funding became available. G Cleary noted that there were modern residential developments on two of the corners of the Oxford Road/Charles Upham Drive intersection, which would not have the ability to extend into the road reserve. There was also a childcare facility and a stormwater management area at the intersection. In addition, there was other future development expected near the intersection. However, increased growth in the surrounding areas would mean that the intersection would have to cope with more and more traffic, hence the importance of developing the roundabout.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 211021170332.
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021/24 National Land Transport Programme period, to cover a shortfall in funding in the Low-Cost Low-Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process.
- (c) **Notes** that the Minor Safety Programme was approved by the Utilities and Rooding Committee annually and includes a number of small safety projects which provide a high value to the community at a relatively low cost. It was likely further funding may become available in this area in the 2022/23 financial year:
- Minor Safety – Small Walking and Cycling Initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects would be progressed to design stage only at this time, with the Council share of funding already allocated, in preparation for a further funding application:
- Fernside Road / Todds Road Intersection - Safety Improvement
 - Oxford Road / Charles Upham Drive Roundabout
 - Walking and Cycling Programme
 - Lees Valley Willow Walls
 - Island Road / Ohoka Road Intersection Improvements
- (e) **Notes** that the following projects would not be progressed and Council share of funding would be reallocated to the Minor Safety Programme (PJ100185.00.5133)
- North Eyre Road/No. 10 Road Intersection - Safety Improvements
 - Plasketts Road/Johns Road Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects would be delayed and not be progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Rooding Programme, subject to Council direction.
- South Eyre Road / Tram Road / Giles Road - Rural Intersection Active Warning Signs
 - Tram Roads / Two Chain Road - Rural Intersection Active Warning Signs
 - Tram Road / Earlys Road - Rural Intersection Active Warning Signs
 - Rangiora Woodend Road – Traffic Calming
 - Oxford Road / Tram Road - Rural Intersection Active Warning Signs
- (g) **Approves** the Tuahiwi Footpath and Townsend Road Culvert Extension being included as the “top up” projects for the district, subject to approval from Waka Kotahi and subject to Council consideration during the draft Annual Plan process.

- (h) **Notes** that the New Footpath Programme for the next three years has previously been approved by the Utilities and Roading Committee and work was continuing as planned, as Council budgets had assumed funding would not be received from Waka Kotahi
- (i) **Notes** that there was also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.
- (j) **Notes** that the Roading Programme was put through significant scrutiny as part of the 2021/31 Long Term Plan process, and the projects which were approved were important safety initiatives for the District, therefore should be progressed when funding becomes available.

Mayor Gordon noted that the Council was not happy with the funding received from Waka Kotahi as part of the 2021/24 NLTP. The Council's discontent had been raised with Waka Kotahi during meetings with senior management. The Council was especially concerned that no funding had been made available for the Woodend safety improvements. However, Waka Kotahi had indicated that additional funding may become available, and the Council needed to be in the best position possible to secure additional funding. Mayor Gordon reminded Councillors that the allocation of additional budget of \$445,650 would be considered extensively during the draft 2022/23 Annual Plan process, hence his support of the motion.

Councillor Blackie supported the motion subject to the recommended amendments of (f) and (g) above.

Amendment One

Moved: Councillor Barnett

Seconded: Councillor Ward

- (d) **Notes** that the following projects would be progressed to design stage only at this time, with the Council share of funding already allocated, in preparation for a further funding application:
- Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Walking and Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements
- (f) **Notes** that the following projects would be delayed and not progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Roading Programme, subject to Council direction.
- South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs
 - Oxford Road / Charles Upham Drive Roundabout

CARRIED

DIVISION

For: Councillors N Atkinson, K Barnett, A Blackie, N Mealings and J Ward.

Against: Mayor D Gordon, Councillors R Brine, P Redmond and P Williams.
5:4

CARRIED

Amendment Two:

Moved: Councillor Barnett

Seconded: Councillor Ward

- (k) **Request** staff to investigate and prioritise the rural intersection safety improvement as listed in this report and, if possible, allocate funding from the potential design funding that had now become available.

CARRIED

Councillor Barnett believed that it was a travesty that Waka Kotahi did not approve the Council's Minor Safety Works' Programme, especially in light of the Waimakariri being a growing district. The Council, therefore, needed to prioritise its available funding to where it was most needed, she believed. People were dying on rural roads in the district, and some rural intersections were dangerous she stated. Although Councillor Barnett did not dispute the future need for a roundabout at the Oxford Road/Charles Upham Drive intersection, the possibility of an accident at this intersection was minor, in her opinion. Thus the project could be delayed until funding could be secured. She believed that the residents in the area would understand that the Council had to prioritise saving lives by upgrading rural intersections. Councillor Barnett, therefore, urged other Councillors to support the proposed amendments.

Councillor Brine enquired how much the design of the roundabout at the Oxford Road/Charles Upham Drive intersection would cost. G Clearly advised that the design cost was estimated at approximately \$50,000, which could be reallocated to rural intersection upgrades.

Councillor Mealings supported the recommended amendment and noted that the budget needed to be prioritised to those projects which would make the most significant difference. The rural intersections were dangerous, and she believed that safety improvements at these intersections should be prioritised.

Mayor Gordon advised that he would support the addition of Recommendation (k), however, he would not support the reprioritising of the Oxford Road/Charles Upham Drive roundabout. He had various meetings with the residents in the area, and their wishes were clear. The intersection was very busy and the expected growth in the area would increase the traffic through the area. The Council would therefore be remiss if it did not fund the design of the roundabout in a bid to secure Waka Kotahi for its development.

Councillor Brine agreed with the comments made by Mayor Gordon. He believed that the Council needed to design the roundabout and be prepared if the funding became available.

The amendments then became part of the substantive motion.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 211021170332.
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021/24 National Land Transport Programme period, to cover a shortfall in funding in the Low Cost Low Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process.

- (c) **Notes** that the Minor Safety Programme is approved by the Utilities and Rooding Committee annually and includes a number of small safety projects which provide a high value to the community at a relatively low cost. It was likely further funding may become available in this area in the 2022/23 financial year:
- Minor Safety – Small Walking and Cycling Initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects would be progressed to design stage only at this time, with the Council share of funding already allocated, in preparation for a further funding application:
- Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Walking and Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements
- (e) **Notes** that the following projects would not be progressed and Council share of funding would be reallocated to the Minor Safety Programme (PJ100185.00.5133)
- North Eyre Road / No. 10 Road Intersection - Safety Improvements
 - Plasketts Road / Johns Road Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects would be delayed and not progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Rooding Programme, subject to Council direction.
- South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs
 - Oxford Road / Charles Upham Drive Roundabout
- (g) **Approves** the Tuahiwi Footpath and Townsend Road Culvert Extension being included as the “top up” projects for the district, subject to approval from Waka Kotahi and subject to Council consideration during the draft Annual Plan process.
- (h) **Notes** that the New Footpath Programme for the next three years has previously been approved by the Utilities and Rooding Committee and work was continuing as planned, as Council budgets had assumed funding would not be received from Waka Kotahi
- (i) **Notes** that there was also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.
- (j) **Notes** that the Rooding Programme was put through significant scrutiny as part of the 2021/31 Long Term Plan process, and the projects which were approved were important safety initiatives for the District, therefore should be progressed when funding becomes available.

- (k) **Request** staff to investigate and prioritise the rural intersection safety improvement as listed in this report and, if possible, allocate funding from the potential design funding that had now become available.

CARRIED

Councillor Williams noted that Waka Kotahi had indicated that they did not have the money to fund the projects in the Waimakariri District. However, he believed that the ratepayers of the District were also unable to fund these projects without the 51% contribution from Waka Kotahi. He was concerned about the precedent being set, as Waka Kotahi may not fund future projects in the Waimakariri District if they believed that the Council was in a position to fund them itself. He also noted that the additional budget allocation could potentially affect the rates increase.

Council Atkinson agreed that the Council did not have the funds for these projects without the 51% contribution from Waka Kotahi. However, he supported the motion as the additional budget allocation would be debated during the draft 2022/23 Annual Plan process.

Councillor Ward supported the motion as it was important that the Council funded road safety measures to help reduce deaths on the district's roads.

Mayor Gordon and Councillor Brine supported the motion, however, they reiterated their concern about the reprioritising of the Oxford Road / Charles Upham Drive roundabout.

Councillor Redmond noted that he was persuaded by the addition of Recommendation (k), as he believed that the Council needed to prioritise the safety improvements.

6.2. NLTP 2021-24 Maintenance, Operations and Renewals Budget Update – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)

G Cleary updated the Council on the 2021/24 NLTP specifically regarding the Council's Maintenance, Operations and Renewals Programme and the funding endorsed by Waka Kotahi. He stressed the importance of road maintenance because the lack of investment could compound into more significant problems needing more subnational funding. He noted that the programmes submitted to Waka Kotahi for funding only covered what the Council considered essential works. As such, the Council had set all funding requests to an absolute minimum to maintain the network in its current state.

G Cleary explained that if the Council opted to fund the shortfall to allow the Maintenance, Operations and Renewals activities to continue as indicated in the 2021/31 Long Term Plan, then the additional budget would be allocated in year three of the NLTP period.

The report indicated that the funding of the road maintenance would result in an increase to the general rate in 2023/24 of 0.15%. However, it was anticipated that this could be less as the Council had some savings in the debt, interest and depreciation funding.

There were no questions from elected members.

Moved: Councillor Brine

Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 211020170095.

- (b) **Approves** allocation of additional budget of \$637,392 to cover the shortfall in funding in the area of Maintenance, Operations and Renewals for the 2021/24 National Land Transport Programme, subject to consultation through the Annual Plan process.
- (c) **Approves** the existing Levels of Service being maintained this financial year.
- (d) **Notes** that consultation on Levels of Service would be undertaken as part of the upcoming Annual Plan process.
- (e) **Notes** that the Council share (49%) of the difference in funding had already been allowed for within the 2021/31 Long Term Plan budgets and therefore the additional budget required was to cover the 51% which has not been endorsed by Waka Kotahi as part of the 2021/24 National Land Transport Programme.
- (f) **Notes** that the rating impact would be in the 2023/24 financial year and would result in a 0.15% increase to the General Rate.
- (g) **Notes** that the staff were continuing to work with Waka Kotahi to see if any other funding streams may be available. Any further developments would be reported to Council.

CARRIED

Councillor Barnett stated that it was disappointing that Waka Kotahi opted not to fund the Council's Maintenance, Operations and Renewals Programme. This would lead to a drop in the level of service that residents were accustomed to and would need to be discussed as part of the next Long Term Planning process if the shortfall in funding continued, in her view.

Mayor Gordon supported the motion as the allocation of additional budget would be considered during the draft 2022/23 Annual Plan process in February 2021. It was important that the Council should maintain its road network as the lack of maintenance could have safety implications and result in an increase in deaths and serious injuries.

Mayor Gordon extended the Council's gratitude for the work that the Roading and Transport Manager and her team had been doing in securing funding for the maintenance and development of the Council's roading networks.

7. **SHOVEL READY PROJECTS**

7.1. **Kaiapoi Stormwater and Flooding Improvements Funding of McIntosh Drain Pumping Station – R Kerr (Delivery Manager – Shovel Ready Programme)**

R Kerr explained that the Council had prioritisation projects to optimise the benefits from the \$18.13 million budget. In October 2021, the Council, therefore, approved the priority of projects, which meant that there was insufficient funding for the McIntosh Drain Pumping Station within the budget.

However, Ōtākaro and the Crown had taken a different approach to the Council in addressing the proposed change. Instead of prioritising the scope of work that was affordable within the budget, their response had been to challenge the loss of benefits due to the reduction in scope.

R Kerr noted that although 88% of the project's benefits would still be realised, not developing the McIntosh Drain pump station would be considered material reduction regardless. Also, staff had become aware that part of the funding of the pump station was sourced from development contributions, and hence there remained a commitment on the Council to deliver the pump station.

K Simpson advised that if the Council were unsuccessful in securing the land access at 213 Beach Road to develop the Beach Road Pumping Station, then the McIntosh Pumping Station would be developed instead.

In response to a question from Councillor Mealings, K Simpson confirmed that Ōtākaro and the Crown had been advised of the substitution mentioned above and would consider the matter later in the week.

Moved: Councillor Blackie

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 211123187654.
- (b) **Approves** funding for McIntosh Drain Pumping Station and associated on-costs was included in the Draft 2022/23 for consultation.
- (c) **Notes** that this was likely to propose a combination of rates and growth funding.
- (d) **Approves** the following changes in scope of the Kaiapoi Stormwater and Flood Improvements Project:
 - I. Exclude works to Dudley and Feldwick Pumping Stations; and
 - II. Include works to create a permeant secure access to the Parnhams Drain Pumping Station
- (e) **Approves** exchanging the timing of Beach Road Pumping Station with McIntosh Pumping Station (and associated works) should land access at 213 Beach Road not be able to be secured by 30 January 2021, and instead consulting on Beach Road Pumping Station (and associated works) in the FY2022/23 Annual Plan.
- (f) **Circulates** this report to the Kaiapoi Tuahiwi Community Board for their information.

CARRIED

8. **REPORTS**

8.1 **Adoption of the Annual Report for the year ended 30 June 2021 – J Millward (Manager Finance and Business Support)**

J Millward highlighted the \$6 million devaluation of the business use land in the red zone in Kaiapoi and the \$9.4 million interest rate swaps put in place for the Council's debt. He noted that the \$13.2 million Net Variance was primarily due to the Shovel Ready and Stimulus funding that the Council had received. The Council did not generally make a surplus and its accounts usually broke even.

J Millward advised that the Council completed 90% of its Capital Works projects for the year ended 30 June 2021. This completion rate of projects was the best since prior to the 2010/11 earthquakes. This would stand the Council in good stead when Standard and Poor's evaluated the Council's credit rating in 2022. Also, the 27% of the Non-financial performance measures and service levels that the Council had not met were within 5% of the intended target.

J Millward thanked the Council's Project Lead, H Street, for coordinating all the information requested by the auditors and the Council staff for their cooperation during the annual audit. He noted that the Council received an unmodified opinion without any qualifications. The auditors did note the impact that the Three Water's review would have on the finances of the Council. However, the Council's opposition to the review and the action taken had been detailed in the Council's financial statements.

There were no questions from elected members.

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report No. 211104177600.
- (b) **Adopts** the Annual Report for the year ended 30 June 2021 (TRIM 210623101441).
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2021 (TRIM 211020169521).
- (d) **Notes** the Net Surplus before taxation of \$31.8m is \$13.2m greater than budget, and primarily relates to a \$9.4m accounting adjustment for interest rate swaps held under Council's treasury policy, \$6.6m unbudgeted contributions for Shovel ready/Stimulus projects, \$3.1m less in Development contributions and \$5.9 greater than budget for Vested assets transferred from developers.
- (e) **Receives and notes** the Auditor's opinion for the Annual Report and Annual Report Summary will be incorporated into the reports.
- (f) **Authorises** the Manager Finance and Business Support, in conjunction with the Chief Executive, to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

CARRIED

Mayor Gordon acknowledged the work done by J Millward and his team in preparation for the annual audit and the collation of the Council's Annual Report. He expressed the Council's appreciation for the Council's annual audit results and the unmodified opinion that the Council had received.

Councillor Ward concurred with the above-mentioned comments made by Mayor Gordon. She noted that staff had exercised prudent control over the departmental budgets and that growth seemed to be an asset for the district.

8.2 **Submission to the Ministry of Business, Innovation and Employment on Three Waters Economic Regulator – G Cleary (Manager Utilities and Roding) and L Hurley (Project Planning and Quality Team Leader)**

G Cleary advised that the report sought approval to make a submission on the economic regulation and consumer protection for three waters services in New Zealand discussion paper published on 27 October 2021 by the Ministry of Business, Innovation and Employment (MBIE). Approval was also being sought for the Chief Executive and the Mayor to authorise amendments to the Council's submission if required. He elaborated on the paper published by MBIE and Council's proposed submission to the paper.

Mayor Gordon noted that Castalia was doing some work for the councils opposed to the Three Waters reform. He questioned if the Council had liaised with them regarding the Council's submission. It was important that the Council's support for economic regulation and consumer protection should not be seen as supporting the proposed Three Waters reform. G Cleary undertook to communicate with Castalia prior to submitting.

Councillor Ward questioned how the Council could ensure that the MBIE clearly understood that the Council would not agree to form part of one of the proposed regulated water services entities and would not be handing over ratepayers assets. G Cleary noted that the Council's position on the proposed Three Waters reform could be made clear in the preamble of its submission.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211125189225.
- (b) **Approves** the submission to the Ministry of Business, Innovation and Employment (MBIE) on Economic regulation and Consumer Protection for Three Waters Services in New Zealand.
- (c) **Delegates** authority to the Chief Executive and the Mayor to make changes to the submission before it was submitted to MBIE by 20 December 2021.
- (d) **Notes** that MBIE intended to upload all submissions received to their website at www.mbie.govt.nz.

CARRIED

Councillor Williams agreed that the MBIE should be made aware of the Council's views on the proposed Three Waters reform.

8.3 **Dixons Road Cemetery Land Acquisition – C Brown (Manager Community and Recreation)**

C Brown outlined the Council's process to acquire the land for the proposed Dixons Road Cemetery. The Council was requested to authorise the Chief Executive and the Manager Community and Recreation to acquire approximately 12 hectares from Kyleston Farms Limited under the Public Works Act 1981. It was anticipated that the Rangiora Cemetery would reach capacity in about 30 years, at which time the proposed Dixons Road Cemetery would be available.

C Brown noted that the land was considered ideal for developing a cemetery as it was surrounded on three sides by the Kyleston Farms. The neighbour on the western boundary of the property had agreed to the proposed development, subject to the establishment of screen planting along the perimeter before people were buried on the property. Environment Canterbury (ECan) had consented to the development of the cemetery.

There were no questions from elected members.

Moved: Councillor Brine

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 211125189273.
- (b) **Notes** that staff had received Resource Consent from Environment Canterbury to develop a cemetery at Dixons Road, Loburn.

(c) **Delegates** to the Chief Executive and the Manager Community and Recreation the authority to acquire approximately 12 hectares of the property referred to as at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341, under the Public Works Act 1981, subject to the following terms:

- i. The land would be vested to the Council at no cost. However the Council would be responsible for both legal and survey costs associated with the land transfer, which were estimated to be between \$5,000 – \$10,000.
- ii. The Council would continue to refine the current Concept Plan (attachment iii of report) for the cemetery in agreement with Kyleston Farms Limited.
- iii. A section of land (approximately half a hectare in size) would be set aside in the Concept Plan specifically for the Robertson family (See *Concept Plan, attachment iii of report*).
- iv. The land was not to be used by the general public until the Rangiora Cemetery was reached capacity, unless for the Robertson family burials as mentioned above. An area within the Concept Plan was designated for a pet cemetery which may be used earlier than this time. Appropriate investigation into the vegetated upper slopes of the site would be carried out prior to use.
- v. A management committee would be set up for the land which had at least two members of the Robertson family and two Council representatives.
- vi. Time frames for the vesting of the land to be agreed between the Council and Kyleston Farms Limited representatives.
- vii. While the land would be vested as a Council asset it would be leased at a peppercorn rental, on a five year term, back to Kyleston Farms Limited until such time as it is required for public use.
- viii. That the vesting of the land be used to offset any future reserve development contributions which would apply to development of the wider Kyleston Farms area.

(d) **Notes** that staff will be applying for funding through the next Long Term Plan process for the establishment of screen planting along the Western boundary if the acquisition of the land is approved.

CARRIED

Councillor Brine supported the motion as he believed that future-proofing was essential.

Mayor Gordon supported the motion and thanked the Robertson family for their very generous donation of the land. In addition, he expressed the Council's appreciation for the work done by staff to secure the land.

8.4 **Adoption of the Dangerous, Affected and Insanitary Buildings Policy 2021 Recommendation of the Hearing Panel – G Maxwell (Policy Technician) on behalf of the Hearing Panel: Councillors: P Redmond (Chair), K Barnett and W Doody**

W Taylor took the report as read and requested the Council to adopt the Dangerous, Affected and Insanitary Buildings Policy 2021.

The Chairperson of the Hearing Panel, Councillor Redmond, noted that although this was a small policy area, it was an important one. The proposed amendment was to include criteria for affected buildings, which was a building adjacent to a Dangerous, Affected and Insanitary building. The Hearing Panel had an extensive discussion on this matter and had proposed various amendments.

There were no questions from elected members.

Moved: Councillor Redmond Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 211102175823.
- (b) **Revokes** The Dangerous and Insanitary Buildings Policy 2016.
- (c) **Adopts** The Dangerous, Affected and Insanitary Buildings Policy 2021 to come into effect on the 7th of December 2021.

CARRIED

Mayor Gordon thanked the Hearing Panel and staff for the review of this important policy.

8.5 **District Parking Strategy for Adoption – V Thompson (Business and Centres Advisor)**

V Thompson sought Council approval for the adoption of the final District Parking Strategy following a month-long public consultation period from 18 October to 14 November 2021. Only six submissions were received, and there were no proposed amendments to the District Parking Strategy resulting from the public consultation.

Councillor Barnett commented that the Council received numerous complaints about the lack of parking. She, therefore, questioned why the Council only received six submissions. V Thompson noted that the reason was unclear as the public consultation was promoted extensively. However, it may be because it was a high-level strategy.

Councillor Barnett further questioned if the public would be consulted on a more local level once the high-level District Parking Strategy had been adopted. V Thompson advised that communities would be consulted if there were specific areas of concern.

Moved: Councillor Ward Seconded: Councillor Mealings

THAT the Council:

- (a) **Receives** report no. 211111181162.
- (b) **Approves** the final District Parking Strategy (Trim 211118184590) for adoption.
- (c) **Notes** the summarised consultation feedback (Trim 211117183832) with staff comments and the full Bang the Table Engagement Report (Trim 211117183643).
- (d) **Notes** the District Parking Strategy reflected feedback (where appropriate and practicable) from the Community Boards as well as Abbeys Transportation Consultants.
- (e) **Notes** the proposed timing in February 2022 for the removal of the minimum parking standards from the Operative District Plan, and that the adoption of the final District Parking Strategy in December 2021 provided direction for staff as to how the Council would manage public parking requirements in the future, while evidencing the Council's response to perceived current and future parking issues in the absence of minimum parking requirements in the Proposed District Plan.

- (f) **Notes** that disability parking provision would be further addressed as part of the Accessibility Strategy Review in mid-2022.
- (g) **Notes** a report on proposed car parking provision in Rangiora would be presented to the Council as part of the draft 2022/23 Annual Plan process in February 2022.

CARRIED

Councillors Ward and Mealings acknowledged the excellent work that the Business and Centres Team was doing.

Mayor Gordon concurred and noted that he was looking forward to the disability parking provision being addressed as part of the Accessibility Strategy Review in 2022, as disability parking was of concern for many residents.

8.6 **Non-Financial Performance Measures First Quarter Results as at 30 September 2021 – H Street (Corporate Planner)**

H Street presented the Council with the Non-Financial Performance Measures Revue results for the first quarter of the 2021/22 financial year. She apologised for the report not being submitted to the Audit and Risk Committee prior to Council consideration.

There were no questions from elected members.

Moved: Councillor Redmond Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 211103176702.
- (b) **Notes** 70% of performance measures were achieved, 22% were not achieved and 8% were not yet due.
- (c) **Notes** that seven of the 24 measures that did not meet target were within 5% of being achieved.
- (d) **Notes** that all measures had been reviewed and incorporated in the 2021-2031 Long Term Plan.

CARRIED

Mayor Gordon thanked H Street for work done in collating the data and reporting on the matter.

8.7 **Conflict of Interests Register – S Nichols (Governance Manager)**

S Nichols took the report as read.

There were no questions from elected members.

Moved: Councillor Atkinson Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** report No. 211123186993.
- (b) **Reviews** the Register of Interests content, recording any amendments.
- (c) **Notes** a Register of Interests will be republished in the February 2022 agenda and notes the Register of Interests is listed on the Council website.

- (d) **Notes** amendments can be made at any time by notification to the Governance Manager.
- (e) **Notes** the Register will be next reviewed in when legislation changes occur or June 2022 (whichever is soonest).

CARRIED

8.8 **Elected Member Expense Policy Update – S Nichols (Governance Manager)**

S Nichols explained that there were only minor amendments to the Elected Member Expenses Policy, following feedback from the Remuneration Authority. These amendments related specifically to members appointed to Resource Management Act 1991, District Plan or District Licensing Panel Hearings.

There were no questions from elected members.

Moved: Councillor Brine

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 211126189433.
- (b) **Approves** the minor amendments to the Elected Member Expenses Policy to 30 June 2022 (Trim 211202192566).
- (c) **Circulates** a copy of this report and the approved Expenses Policy to all Community Boards for their reference.

CARRIED

9. **MATTERS REFERRED FROM COMMITTEES/COMMUNITY BOARDS**

9.1 **Recommendations for Speed Limit Changes Throughout the Oxford-Ohoka Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211013165407 to the Oxford-Ohoka Community Board meeting of 3 November 2021)

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

A Mace-Cochrane spoke to the report noting that the Community Boards had approved all the recommended speed limits in the report, and the Council had been extensively briefed on the speed limit review. She explained that the public consultation was carried out over three weeks in September and October 2021, in which 297 submitters provided feedback for the district-wide survey, with the majority who responded to this Board's Ward Area favouring the proposed speed reductions. Feedback was also sought from other key stakeholders such as New Zealand Police, Waka Kotahi and various other organisations.

A Mace-Cochrane noted that the budget to support a 40 km/h speed limit on Main Street in Oxford would be considered as part of the draft 2022/23 Annual Plan process, and the Cust road change through the township would need to be made in conjunction with the implementation of speed calming measures. All new speed limits to be implemented would be subject to speed counts within six months of implementation.

Councillor Barnett questioned if the Council was likely to receive funding from Waka Kotahi to support a 40 km/h speed limit in Main Street Oxford. G Cleary noted that Waka Kotahi was unlikely to provide the funding, and it was anticipated that the Council had to fund any proposed traffic measures.

Councillor Barnett further enquired about the standard speed limit in townships on major arterials throughout the country. G Cleary explained that most townships on a major arterial would have a speed limit of 50km/h. However, some of the town centres (not the major arterial) may have lower speed limits, and in some circumstances, there would be designated alternative routes for heavy vehicles and traffic.

Councillor Barnett also asked what consultation had been done with transport operators, federated farmers, and other road users about the proposed 40 km/h speed limit in Main Street Oxford. A Mace-Cochrane advised that the proposed speed limits were submitted to the New Zealand Road Transport Association, New Zealand Trucking Association, and another heavy vehicle association, who had not raised any concerns about Oxford's proposed lower speed limit.

Councillor Blackie sought clarity on why the speed limit on Heywards Road, at its junction with Tram Road, was being kept a 70km/h. A Mace-Cochrane explained that the speed limit on Heywards Road, near Clarksville School would be revised during the process of reviewing speed limits at schools.

In response to a question from Councillor Redmond, G Geary confirmed that if the criteria for the setting of speed limits were applied to Main Street, Oxford, the proposed speed would be 50km/h.

Moved: Councillor Mealings Seconded: Councillor Blackie

THAT the Council

- (a) **Receives** Report No. 211013165407.
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 1. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60

Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 2. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilson's Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road. <i>Noting that budget to support a 40 km/h speed limit will be considered as part of the 2022/23 Annual Plan.</i>	50	40

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.
- (d) **Notes** that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered.
- (e) **Notes** that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented.

- (f) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (g) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

Councillor Mealings noted the concerns that Councillors may have, however, the community had lobbied hard and consistently for the 40 km/h speed limit on Main Street Oxford. After a lengthy debate, the Oxford-Ohoka Community Board specifically requested the review of the speed limit on Main Street because of the numerous concerns raised by local residents at Community Board meetings. It should be noted that the proposed speed limit was subject to budgetary provision being made available as part the 2022/23 Annual Plan. At which time the community could decide if they wish to support 40 km/h speed limit by funding the proposed road improvement measure. She urged the Council to respect the Community Board's decision to respect the community's wishes and support the motion.

Mayor Gordon also supported the motion, as many community members had raised concerns about the speeding on Main Street, Oxford and had requested a 40 km/h speed limit. The motion did not bind the Council, however, it would provide an opportunity to measure the community's support for the 40 km/h speed limit as part of the 2022/23 Annual Plan process.

Amendment

Moved: Councillor Barnett

Seconded: Councillor Redmond

- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 3. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60
Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 4. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilson's Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road.	50	50

Recommendations (d) and (e) to be deleted due to the above-mentioned amendment of Recommendation (b).

- ~~(d) Notes that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered.~~
- ~~(e) Notes that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented.~~

DIVISION

For: Councillors N Atkinson, K Barnett, A Blackie, P Redmond, J Ward and P Williams.

Against: Councillors N Mealings and Mayor D Gordon.
6:2

CARRIED

Councillor Barnett noted that she understood why the Council received so many submission regarding the speed limits on Main Street in Oxford, as it was a busy tourist town with a large amount of heavy traffic going through the town. However, 50km/h had been designated nationwide as a safe speed to travel through a rural town. It would therefore be inconsistent if the Council reduced the speed limit to 40km/h, which was outside Waka Kotahi guidelines. The Cust community had lobbied for years to have the speed limit through Cust reduced to 50km/h. If Oxford's speed limit was to be reduced to 40km/h, then the same reasoning should apply to Cust as the two towns were similar. Councillor Barnett stated it was unrealistic to expect the Council to fund approximately \$450,000 in road works to reduce the speed on an essential arterial road in the district without any significant benefit. She did not believe that the section of Main Street from Burnett Street to Bay Road in Oxford was more dangerous than any other major arterial through a rural town. Although she noted the community's concerns, it would not be prudent for the Council to fund the proposed road works for a speed limit that did not comply with Waka Kotahi guidelines.

Councillor Redmond advised that the proposed 40km/h speed limit was in contradiction of Waka Kotahi rules and guidelines, and he also believed the funding that would be required to achieve speeds of 40km/h was excessive. He was aware that there was a section of the community that was finding it challenging to cross Main Street, however, this could be addressed by re-looking at the pedestrian crossings, which should cost less than reducing the speed limits. He, therefore, supported the proposed amendment.

Councillor Atkinson agreed with the comments made by the previous two speakers, noting that 50km/h was suitable for main roads in rural towns. He doubted if the average speed traveling through towns actually reached 50km/h. He noted that he had witnessed speeding on Main Street in Oxford, however, believed that this was not the norm.

Mayor Gordon advised that he would not be supporting the proposed amendment, as the matter was debated by the Oxford-Ohoka Community Board and had been out to public consultation. He had a concern regarding the estimated cost of the proposed road improvement measures. However, he believed it would be good to ascertain the wider community's view on this matter and consider the budgetary implications during the 2022/23 Annual Plan process.

The amendments then became part of the substantive motion.

Moved: Councillor Mealings Seconded: Councillor Blackie

THAT the Council

- (a) **Receives** Report No. 211013165407.
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 5. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60

Location	Current (km/h)	Proposed (km/h)
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60
Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 6. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilson's Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road.	50	50

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.

- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

CARRIED

Against Councillors Atkinson and Williams

9.2 **Recommendations for Speed Limit Changes Throughout the Woodend-Sefton Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211026171647 to the Woodend-Sefton Community Board meeting of 8 November 2021)

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

The report was taken as read.

There were no questions from elected members.

Moved: Councillor Barnett

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211026171647.
- (b) **Approves** the following speed limit changes listed in Tables 1 to 3 below:

Table 1. Proposed Speed Limits on Woodend Roads.

Location	Current (km/h)	Proposed (km/h)
Gladstone Road , east of Petries Road to end of road.	70	60
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50
Petries Road , Gladstone Road to Copper Beech Road.	60	50
Copper Beech Road , Petries Road to Woodend Beach Road.	60	50
Evergreen Drive , entire length.	60	50

Table 2. Proposed Speed Limits on Waikuku Roads.

Location	Current (km/h)	Proposed (km/h)
Stokes Road , entire length.	100	60
Kaiapoi Pa Road , entire length.	100	60
Preeces Road , entire length.	100	60
Wards Road , entire length.	100	60

Table 3. Proposed Speed Limits on Sefton Roads.

Location	Current (km/h)	Proposed (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

CARRIED

Against Councillors Atkinson and Williams

Councillor Redmond noted that the Woodend-Sefton Community Board supported the proposed speed limits.

9.3 **Recommendations for Speed Limit Changes Throughout the Rangiora-Ashley Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211026171648 to the Rangiora-Ashley Community Board meeting of 10 November 2021). **NOTE:** The addition of O'Rourke's Road in recommendation (b) Table 2, as recommended by staff to the Community Board.

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

In response to a question from Councillor Redmond, A Mace-Cochrane confirmed that the proposed speed limits contained in table 2 below were all compliant with Waka Kotahi rules and guidelines.

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211026171648.
- (b) **Approves** the following speed limit changes listed in Table 1, Table 2 and Table 3:

Table 1. Proposed Speed Limits on Cust Roads.

Location	Current (km/h)	Proposed (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80
Earlys Road , Cust Road to 100 km/h sign.	60	50
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50

Location	Current (km/h)	Proposed (km/h)
McKays Lane , entire length.	60	50
Mill Road , current 60 km/h zone.	60	50

Table 2. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Fernside Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Fernside Road , Flaxton Road to Lineside Road.	100	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80
Johns Road , current 70 km/h zone.	70	50
Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
O’Roarkes Road Johns Road to Swannanoa Road.	100	80
Oxford Road , current 70 km/h zone.	70	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.

- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

LOST

DIVISION

For: Mayor D Gordon, Councillors A Blackie, N Mealings, and J Ward

Against: Councillors N Atkinson, C Barnett, P Redmond and P Williams.

6:2

CARRIED

Mayor Gordon noted that he supported the proposed amendment to the speed limits, as the matter had been debated by the Rangiora-Ashley Community Board and had been out to public consultation. He thanked A Mace-Cochrane for all her work during the process.

Councillor Williams believed that it should be the responsibility of Waka Kotahi to enforce speed limits on roads. He also thought that each road should be considered on merit, and there should not be a mass speed limits reduction. The surveys from staff had indicated that there were roads where motorists were not speeding, and yet the Council was spending money on reducing the speed limit on these roads. He would therefore not be supporting the motion.

Councillor Barnett stated that she was reluctant not to support the recommendations from the Rangiora-Ashley Community Board. However, as a rural Councillor, she needed to consider the wishes of the rural community. A 100km/h speed limit would be more sensible on some rural roads. She noted that speed limit reductions should be based on various considerations, such as the state of the road, and there should not be a mass speed limits reduction. She also believed that it was the responsibility of Waka Kotahi to ensure that speed limits on roads would be adhered to. If the speed limits were reduced on rural roads, then Waka Kotahi needed to ensure that the rural roads reflected the reduced speed limits to encourage people to travel at a lesser speed. Councillor Barnett expressed concern regarding the proposed speed limit reduction on Fernside Road, which was predominately rural. Especially since the Council was encouraging motorists to travel around Rangiora, she would therefore not be supporting the motion.

Councillor Atkinson commented that he did not believe that the reduction in speed limits would actually result a reduction of the speed travelled. He noted that signage alone would not reduce the speed travelled on rural roads. He suggested that the funding would be better spent on driver training and the implementation of road safety measures. Therefore, he would not support the motion.

Mayor Gordon indicated that although he acknowledged Councillors' concerns, he would be supporting the motion as the process had been thoroughly discussed and debated. He noted that all motorists may not be pleased, however, he had faith that the process undertaken by the Council would yield the best results for the wider community. He, therefore, urged Councillors to support the motion, taking into consideration the consultation process and extensive work that had been done.

The motion was lost and, the status quo therefore remained.

9.4 **Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to attached copy of report no. 211101174883 to the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021.

In considering this report, and noting that the previous report for Rangiora-Ashley ward area speed limit changes had lapsed, Councillor Redmond pointed out that the speed limit had to be the same on both sides of Flaxton Road. As this road formed part of the boundary line between the Rangiora-Ashley and Kaiapoi-Tuahiwi Wards, Councillor Redmond sought clarification on this.

Mayor Gordon called for an adjournment of the meeting at 3.25pm to seek advice. The meeting reconvened at 3.38pm.

Mayor Gordon advised that having consulted Standing Orders, there were two options available in this situation. Firstly was that the decision for Item 9.3 could be revisited after five days and Item 9.4 could be left to lie on the table and consider both these reports at the same time at a future Council meeting. The second option, under Clause 23.4 of Standing Orders, was a provision for revocation or alteration of the resolution at the same meeting, where during the meeting there was fresh facts concerning the resolution. In this situation 75% of the members present who were voting must agree to the revocation or alteration of the previous decision. Mayor Gordon explained that with the new information provided by Councillor Redmond, the Council was within its rights for either of these options. Mayor Gordon asked if there was general agreement to revoke the decision on Item 9.3, Speed Limit Changes for Rangiora-Ashley Ward. There would then be the ability to go through the speed limits changes individually for each road, if that was the wish of those present. On a show of hands and as indicated by those members present, there was not agreement of 75% to the option of reconsidering the recommendation at this meeting.

Moved: Mayor Gordon

Seconded: Councillor Barnett

That this report lie on the table to be considered at a future Council meeting.

CARRIED

For clarification, Mayor Gordon advised that when five days had passed, the matter of the Rangiora-Ashley speed limit changes could come back to Council. Along with Item 9.4 Kaiapoi-Tuahiwi Speed Limit Changes report, these reports would both be considered at the February 2022 meeting of Council.

Staff were asked to arrange a briefing or workshop prior to this meeting, for Councillors to discuss this matter further.

Councillor Brine returned to the meeting at this the time.

10. **WELLBEING, HEALTH AND SAFETY**

10.1 **Wellbeing, Health and Safety Report November 2021 – J Harland (Chief Executive)**

J Harland presented this report, which was taken as read. The Covid-19 situation was highlighted, noting that a report was scheduled to come to a meeting of the Council later during the week and there would also be consultation with staff on the proposal.

Information was being gathered on lost time injuries which was a lead indicator and also working with contractors to provide better reporting back to the Council.

Moved: Councillor Ward

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives and Notes** Report No. EXC-34-20/211126189282
- (b) **Notes** that there were no notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

CARRIED

11. **COMMITTEE MINUTES FOR INFORMATION**

- 11.1. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 27 September 2021.
- 11.2. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 29 November 2021.
- 11.3. Minutes of a meeting of the Community and Recreation Committee of 19 October 2021.
- 11.4. Minutes of a meeting of the Audit and Risk Committee of 16 November 2021
- 11.5. Minutes of a meeting of the Utilities and Roothing Committee of 16 November 2021.

Moved Mayor Gordon

Seconded Councillor Blackie

THAT the Council receive Items 11.1 to 11.5 for information.

CARRIED

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 12.1. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 3 November 2021.
- 12.2. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 8 November 2021.
- 12.3. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 10 November 2021.
- 12.4. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021.

Moved Councillor Barnett

Seconded Councillor Blackie

THAT the Council receive Items 12.1 to 12.4 for information.

CARRIED

13. **CORRESPONDENCE**

Nil.

14. **MAYOR'S DIARY**

14.1. **Mayor's Diary 27 October – 30 November 2021**

Moved Councillor Ward

Seconded Councillor Redmond

THAT the Council:

- (a) **Receives** report no 211201192049.

CARRIED

15. **COUNCIL PORTFOLIO UPDATES**

15.1. **Iwi Relationships – Mayor Dan Gordon**

The Rūnanga Liaison Meeting had recently occurred and Mayor Gordon advised it was a good meeting. In consultation with the co-Chair Tania Wati, as there was only one agenda item, the Mahi Tahī Committee meeting scheduled for December had been cancelled. The committee would meet again in the new year. It was noted that the Iwi had submitted on the Proposed District Plan.

15.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**

The Group was meeting this Friday, with updates on Mass Rapid Transit and the Greater Christchurch 2050 project. There was a matter of transport linkage circulating in Christchurch City and Environment Canterbury, and it was to put a case to the Transport Minister for funding for this.

15.3. **Canterbury Water Management Strategy – Councillor Sandra Stewart**

Councillor Stewart was an apology at this meeting but had previously provided the following Portfolio update.

The Waimakariri Zone Committee was looking to fund several projects from its \$50,000 budget this year. These projects are: Inanga spawning sites enhancement on the Taranaki Stream with the addition of monitoring before and after the work - \$8,600; a \$10,000 sum toward the North Brook stream corridor trail; Saltwater Creek enhancement and monitoring \$3,000; Waimakariri Biodiversity Trust \$5,000 to help hire a part-time administrator and perhaps funds to the Ashley Rivercare Group - still to be quantified. These proposals would go for approval to the 31 January 2022 meeting of the committee.

An update on the impact of Plan Change 7 would be given to the committee once the appeal period ended on Friday, 10 December 2021 - plus Waimakariri staff would also report to the Council in January 2022 on the plan change. The main points were the nutrient management restrictions require nitrogen loss reductions in the mapped nitrate priority areas to decrease by 20% below Good Management Practice by 2030 - an increase on what was proposed in the draft PC 7 - and a total of 30% by 2040. Further nitrate reductions were likely to be required after that.

ECan was required to monitor and report every five years on water quality in the Waimakariri including continued assessments on the downstream impacts on the Christchurch aquifers.

Higher minimum flows would also be introduced for the Silverstream - the main tributary of the Kaiapoi river - and the Waikuku Stream in 2032.

15.4. **International Relationships – Deputy Mayor Neville Atkinson**

As Deputy Mayor Atkinson had left the meeting, Mayor Gordon provided an update on his behalf, from a recent meeting of the Waimakariri Passchendaale Advisory Group.

- Progress was being made on an information pamphlet on the Advisory Group and the twinning relationship between Waimakariri and Zonnebeke.
- The Belgian government had gifted items (medallions), which had previously been held at the Christchurch RSA Club and was suggested that these could be relocated to the Waimakariri district.
- In conjunction with the Kaiapoi and Rangiora RSA clubs, progress was being made to have two seats and some planting positioned at either end of the Passchendaele pathway.

15.5. **Regeneration (Kaiapoi) – Councillor Al Blackie**

Councillor Blackie advised that the Aqualand facility on Courtney Lake, Kaiapoi opened two weekends ago and there had been good numbers attending over the two weekends (250 and 180 people).

A drop-in session was held last week for consultation on site of the Kaiapoi Community Hub. Though there was only a small number of members of the public in attendance, Councillor Blackie said it was a credit to the WDC Greenspace staff who conducted the previous informative consultation event with the large scale model when the public had been well informed of the Hub proposal.

15.6. **Climate Change and Sustainability – Councillor Niki Mealings**

Councillor Mealings said the final report of the Canterbury Climate Change Risk Assessment had been received and was now considering what its district level implications are. The brief of the NIWA Climate Change Scenario for the Waimakariri district had been finalised. The Carbon Emissions Reduction consultation was currently in progress. A confirmed national plan would be released in May 2022 at the time of the budget. Council had also submitted to the Waste Strategy Review. The District Emissions profile brief was being finalised for the district.

On a local level, the recent Gull issue was recently published and there would be a new recycling feature to be located on the western side of the Council service centre, 215 High Street.

Investigations were underway for a local community soft plastics pick up.

15.7. **Business, Promotion and Town Centres – Councillor Joan Ward**

Councillor Ward advised that planning was underway for holding a Wings and Wheels event in Oxford in April 2022 and also some form of celebration of Matariki in Oxford in 2022.

A Special meeting of the Rangiora Promotions Association was being held that evening, to plan the Eats and Beats function at the end of March 2022. The promotion organisations in both Rangiora and Kaiapoi were running raffles in order to fundraise as several events have had to be cancelled. The Kaiapoi River Carnival scheduled for March 2022, would be reassessed in January 2022 whether this would go ahead. The recent opening of the Aqualand in Kaiapoi was a successful event.

The Visitor Guide and Walking and Cycling Guide had 25,000 copies printed which had been fully funded by advertising.

The Business Awards Function, as with most events, had to be cancelled, but the awards were still made and it was hoped to hold an event in the New Year to present these.

ENC had introduced a new brand logo after 15 years. There was currently funding available in the major event fund over four years, so there was time for planning and to engage with the community.

16. **QUESTIONS**

(under Standing Orders)

There were no questions.

17. **URGENT GENERAL BUSINESS**

(under Standing Orders)

There was no urgent general business.

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

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

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
18.1	Minutes of public excluded portion of Council meeting of 2 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.2	Minutes of public excluded portion of Council meeting of 9 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
18.3	Report of D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)	Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and contract award.	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.4	Report of Kerr (Delivery Manager Shovel Ready Programme)	Kaiapoi Stormwater and Flood Improvements – property options	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.5	Report of R Hawthorne (Property Manager)	Acquisition and disposal of Rangiora Property	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public were as follows:

18.3 Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and Contract Award – D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)

Moved: Councillor Williams Seconded: Councillor Ward

- (a) **Receives** Report No. 211122186797.
- (b) **Authorises** Council staff to award Contract 20/09 Rangiora Sewer Upgrade Stage 5 To Ongrade Drainage And Excavation Ltd For a sum of \$1,567,765.95.
- (c) **Notes** that this project is funded from the Rangiora Central Sewer Upgrade Stage 5 Renewals, Non-Growth and Partial Growth, and Rangiora Water Renewals (GL Codes 101335.000.5113, 101335.000.5114, 101335.000.5115, and 100002.000.5104) and that there is total budget available of \$ 1,893,600.
- (d) **Notes** that in accordance with the Conditions of Tendering, all tenderers will be advised of the name and price of the successful tenderer, and the range and number received.
- (e) **Resolves** that the recommendations in this report be made publically available but that the contents remain in Committee as it contains commercially sensitive information.
- (f) **Circulates** this report to the Utilities and Roading Committee "In Committee" for their information.

CARRIED

19. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will occur on Tuesday 1 February 2022, Waimakariri District Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

There being no further business, the meeting closed at 4.40pm.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

MINUTES OF AN EXTRAORDINARY MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON FRIDAY 10 DECEMBER 2021 COMMENCING AT 12 NOON.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors K Barnett, R Brine, N Mealings, P Redmond, J Ward and P Williams.

IN ATTENDANCE

J Harland (Chief Executive), C Brown (Manager Community and Recreation), L Smith (Manager People and Engagement) and K Rabe (Governance Advisor).

There were three members of the public present.

1. APOLOGIES

Moved: Councillor Barnett Seconded: Councillor Williams

Apologies for absence were received and sustained from Councillors A Blackie, W Doody and S Stewart.

CARRIED

2. CONFLICTS OF INTEREST

Nil.

3. REPORT

3.1. Covid-19 Protection Framework – Vaccine Pass Adoption for Aquatics Facilities and Libraries – J Harland (Chief Executive)

L Smith and C Brown presented the report on behalf of the Chief Executive. A risk assessment had been carried out on staff roles which showed that staff in library and aquatics roles were considered to be at high risk and therefore the 'Health and Safety at Work Act 2015' applied. It was therefore recommended that the vaccine pass process should be enforced at these district facilities.

J Harland drew the Council's attention to the legal opinion of the Council's employment lawyer from Simpson Grierson who supported the recommendation to operate Libraries and Aquatic Facilities under the vaccine pass regulation.

Councillor Barnett asked for clarification regarding children over 12 requiring a vaccine to enter either a library or a pool. C Brown confirmed that anyone over 12 years of age would require a vaccine pass, however during the transition period some discretion would be used.

Councillor Redmond enquired if contactless operations options had been considered for the library service similar to what was done during the Covid-19 lockdown periods. C Brown replied that the Book Bag Scheme and other initiatives would be available to those who could not access the library and staff would be available on-line and via the phone for any research queries.

Councillor Atkinson was concerned about the possible embarrassment and bullying of youths at being denied entry to facilities, especially during school outings and holidays. He enquired if staff had tools in place to deal with, and mitigate issues for those denied entry. C Brown noted that the Aquatic staff were working with schools to ensure that vaccine passes would be sighted prior to children arriving at the pools and any issues dealt with before arriving on site.

Councillor Brine enquired why the Rangiora Service Centre was not included in the recommendation. L Smith replied that the Library and Aquatic services had been assessed first, and staff were currently assessing roles to determine if staff in other Council services may also require further protection.

Moved: Mayor Gordon

Seconded: Councillor Brine

THAT the Council

- (a) **Receives** Report No. 211206195024.
- (b) **Approves** that the Aquatics Facilities would require Vaccine Passes for all visitors and staff to its facilities at Rangiora and Kaiapoi effective from 13 December 2021 at all levels of the Covid-19 Protection Framework until further notice.
- (c) **Approves** that the Libraries would require Vaccine Passes for all visitors and staff at Rangiora, Kaiapoi and Oxford facilities effective from 13 December 2021 at all levels of the Covid-19 Protection Framework until further notice.
- (d) **Notes** that the Organisational Risk Assessment Criteria and the Legal Opinion from Simpson Grierson were to remain public excluded due to the sensitive nature of the content and legal privilege.
- (e) **Notes** that the Council had completed a Risk Assessment for staff working in both Aquatic Facilities and Libraries and that these risk assessments state that due to the nature of these roles they had been classified as high risk in accordance with the Government guidelines.
- (f) **Notes** that Kaiapoi and Oxford Service Centres would require Vaccine Passes for library and service centre access at this time to mitigate the risk of transmission across the premises.
- (g) **Notes** management would be consulting with staff on a policy to support any further decisions relating to Vaccine Pass requirements for roles across the organisation.
- (h) **That** staff, where feasible and safe, implement alternative means of delivery of services to unvaccinated residents.

CARRIED

Mayor Gordon stated that these were extraordinary times where regulations were changing rapidly in a bid to mitigate the spread of Covid-19 in communities. However, he believed that being vaccinated was the best safeguard for slowing down the spread through communities and for allowing some normality in trading for businesses throughout New Zealand. He noted that he had received strong feedback from both sides of the argument, however, he believed that it was the Council's obligation to protect staff and businesses in the district. This was a difficult decision and was not taken lightly. He acknowledged that it would be helpful if the Government had issued clearer guidelines which did not require interpretation to uphold.

Councillor Brine endorsed the Mayor's comments, however, in his opinion the Council should also have included the Rangiora Service Centre in the recommendation. He was concerned for customer service staff dealing with the public all day with little protection.

Councillor Redmond suggested that a further recommendation be included in the motion related to staff implementing alternative means of service delivery to the unvaccinated members of the public. The Mayor and Councillor Brine as seconder, supported the suggestion and it was incorporated into the motion as (h).

Councillor Redmond further supported the motion stating it was an unfortunate situation which could divide families.

Councillor Barnett was in support of the motion and noted that the information from the risk analysis made it imperative for the Council to implement vaccine passes at some facilities to protect its staff. She noted that there would be some analogies where one guideline seemed to contradict another, however a pragmatic approach needed to be followed. This would be most notable in vaccinated families with children too young to be currently vaccinated.

Councillor Atkinson was also in support of the motion although acknowledged the difficult decision which had to be made. He again raised concern regarding the way staff managed the process and requested that it be dealt with sensitivity especially for the children and the youth.

Mayor Gordon noted that all the comments were well stated and that the rest of the staff roles and Council facilities were still being assessed and would therefore be considered at a later date. He again stated that if the guidelines had been easier to interpret it would have assisted with a more consistent approach being taken by local authorities and business. However the Council needed to interpret the guidelines to the best of its ability rather than just following others lead.

4. NEXT MEETING

The next scheduled ordinary meeting of the Council would commence at 1pm on Tuesday 1 February 2022 in the Council Chamber, 215 High Street, Rangiora.

There being no further business, the meeting closed at 12.28pm.

CONFIRMED

Chairperson
Mayor Dan Gordon

1 February 2022

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-31 / 211101174883

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 15th November 2021

AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area

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

	 <hr style="border: 0.5px solid black;"/> Department Manager	 <hr style="border: 0.5px solid black;"/> Chief Executive
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1. SUMMARY

- 1.1 The purpose of this report is to update the Kaiapoi-Tuahiwi Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 3, with the map extents relevant to the Kaiapoi-Tuahiwi Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Kaiapoi-Tuahiwi Community Board and Council gave approval to consult on these proposed speed limit changes in May and July 2021, respectively.
- 1.4 Public consultation was carried out from the 27th September 2021 to the 18th October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey. Within the Kaiapoi-Tuahiwi Ward Area, the majority of respondents favoured lower speed limits.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

1.7 Feedback was sought from the key stakeholders' listed below:

- Te Ngāi Tūāhuriri Rūnanga
- New Zealand Police
- Waka Kotahi
- New Zealand Automobile Association
- New Zealand Road Transport Association
- Road Transport Forum
- New Zealand Trucking Association
- Canterbury District Health Board
- Fire and Emergency New Zealand

1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 3.

Attachments:

- i. Town Entrance Speed Limit Review – KTCB Ward Area Maps (TRIM No. 211101174892)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211029174088)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211029174087)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. **RECOMMENDATION**

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211101174883;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80

Table 2. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Okaihau Road , entire length.	100	60
Waikoruru Road , entire length.	100	60
Topito Road , unsealed section.	100	60
Bramleys Road , unsealed section.	100	60
Cox Road , entire length.	100	60
Power Road , entire length.	100	60
Youngs Road , entire length.	100	60

Table 3. Proposed Speed Limits on Kaiapoi Roads.

Location	Current (km/h)	Proposed (km/h)
Giles Road , Ohoka Road to just south of Neeves Road.	100	60
Giles Road , south of Neeves Road to Tram Road.	100	80
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	60
Island Road , 50 km/h sign to Tram Road.	100	80
William Coup Road , entire length.	100	80
Orchard Place , entire length.	100	60
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	80
Raven Quay , east of Rich Street to western end.	50	30
Charles Street , Jones Street to Jollie Street.	50	30
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	30
Camwell Park , entire length.	100	60
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	80

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and

system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.

- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 The south-western Kaiapoi town entrances have been reviewed due to the significant urban development which has occurred in recent years. This has caused these towns to expand outwards, away from town centres. This has resulted in rural residential speed limits being designated in an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.
- 3.4 Proposed speed limit changes along sections of rural residential roads, like Tram Road, have been included due to the high-risk intersections which cross these roads. These high-risk intersections in the rural residential areas, closer to the main towns, have thousands of vehicles crossing them daily. The few intersections included on the rural residential roads within this entire review have contributed to 15 serious and fatal crashes over the past 10 years. A reduction in speed along these roads will significantly reduce the severity of a motor vehicle accident occurring at the intersection.
- 3.5 Since the Canterbury Earthquakes', the red-zone of Kaiapoi has developed into a regeneration area, which attracts many recreational walkers and cyclists to the area. Traffic calming measures have been implemented along part of Charles Street and up to the Askeaton Boat Ramp, resulting in a slower speed environment. Attractions within the area include the Dog Park and the Askeaton Boat Ramp, drawing greater pedestrian and motor vehicle traffic to the area. Interactions between pedestrians, motor vehicles, and cyclists are improved in slower speed environments, therefore, the 50 km/h speed limit in this area has become inappropriate. This is a direct result of the change in land use after the earthquakes.
- 3.6 There is a small portion of Raven Quay which is being developed into a neighbourhood greenway as part of the Kaiapoi Town Cycleway development. This section is located directly outside Kaiapoi Borough School and extends to east of Rich Street. The proposed reduction of speed in this area is intended to provide increased safety to the children of Kaiapoi Borough School, whilst reinforcing the low-speed environment of a neighbourhood greenway. A lower speed limit will not be proposed on Peraki Street or Vickery Street until post-construction traffic speed data counts are undertaken in this area
- 3.7 The unsealed roads of Tuahiwi were included within the 2019 Tuahiwi/Ashley Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h; however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that a Road Controlling Authority may not set a speed limit of 70 km/h under the current legislation unless a plan is developed

and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be a safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this.

- 3.8 The consultation results for the Kaiapoi-Tuahiwi Ward Area are shown in Table 4. All results are included in Attachment ii.

Table 4. Consultation results for the Kaiapoi-Tuahiwi Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Fernside Road , Flaxton Road to Lineside Road.	80	44.1	55.9
Flaxton Road , urban limits to south of Fernside Road (east).	60	66.3	33.7
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	80	54.4	45.6
Camside Road , sealed section (280 m).	60	53.5	46.5
Camside Road , unsealed section.	60	37.2	62.8
Okaihau Road , entire length.	60	39.5	60.5
Waikoruru Road , entire length.	60	48.8	51.2
Topito Road , unsealed section.	60	34.9	65.1
Bramleys Road , unsealed section.	60	37.2	62.8
Cox Road , entire length.	60	40.5	59.5
Power Road , entire length.	60	41.0	59.0
Youngs Road , entire length.	60	42.9	57.1
Giles Road , Ohoka Road to just south of Neeves Road.	60	31.9	68.1
Giles Road , south of Neeves Road to Tram Road.	80	23.3	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	60	28.1	71.9
Island Road , 50 km/h sign to Tram Road.	80	25.9	74.1
William Coup Road , entire length.	80	25.5	74.5
Orchard Place , entire length.	60	17.9	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	80	24.6	75.4
Raven Quay , east of Rich Street to western end.	30	37.7	62.3
Charles Street , Jones Street to Jollie Street.	30	42.5	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	30	42.9	57.1
Camwell Park , entire length.	60	34.1	65.9
Skewbridge Road , Flaxton Road to 80 km/h sign.	80	36.8	63.2
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	60	32.1	67.9

4. **ISSUES AND OPTIONS**

- 4.1. There were a number of requests from the public for a 60 km/h speed limit along the entire length of Giles Road, which aligns with Waka Kotahi's stance provided in Attachment iv, noting that this is not a formal response by the Agency. Staff completed a technical assessment of this road which showed that 80 km/h was the safe and appropriate speed for the straight section. Further to this, the mean operating speed shown in Attachment iii is obtained from the Waka Kotahi database, which averages the speed across the entire length (i.e., one operating speed for the entire length). This does not align with the speed data obtained by Council, which shows a mean operating speed of 72 km/h and 77 km/h for the curved at straight sections respectively.
- 4.2. Due to the support received for a lower speed limit on Skewbridge Road, staff are recommending that the speed limit is also reduced to 80 km/h on Flaxton Road (south of Fernside Road East to Skewbridge Road) to ensure consistency along the road corridor. This does not align with the public feedback; however, to ensure consistency of posted speed limits along the road corridor, this is recommended. A deputation was presented to the Kaiapoi-Tuahiwi Community Board (May meeting) requesting a lower speed limit along this corridor.
- 4.3. The new roundabout at the intersection of Flaxton Road and Fernside Road has increased the safety of this intersection; however, a speed reduction to 60 km/h on Flaxton Road is still recommended. The road connecting to the development on the east side of the roundabout is likely to have a speed of 50 km/h to 60 km/h; therefore, to ensure even approach speeds, a lower limit is preferred. The current mean operating speed in the area (WDC traffic count data obtained after construction of the roundabout) is 60.6 km/h.
- 4.4. The 280 m sealed section on Camside Road was included in the review to ensure consistency along the road. This section has no marked centreline, aside from the lead up to the intersection, and contains multiple reverse radius bends, making it a different road environment to the 80 km/h environment on Boys Road. Also, the mean operating speed along this section is less than the proposed 60 km/h speed limit, indicating that a speed reduction would have little effect on the users of the road.
- 4.5. The Kaiapoi-Tuahiwi Community Board has the following options available to them:
- 4.6. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the approval this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback. Where proposals do not align with the feedback received, technical reasoning has been provided.

4.7. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the amendment of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and technical reasoning has been provided where the proposals do not align with the feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

4.8. Option Three: Retain the Current Posted Speed Limits in the Ward Area

This option is to recommend to the Council that the report recommendations are declined and retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council Staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.9. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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 likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.

5.1.2. To date, the Rūnanga have not provided a formal response to this consultation; however, Council will be updated if this changes.

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. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.

5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which

some of these stakeholders were present. Council will be updated with feedback from these entities if they provide a late submission.

- 5.2.4. Waka Kotahi have advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.
- 5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.
- 5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.
- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from the 27th September 2021 to the 18th October 2021. This consultation included a letter drop to affected residents within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.
- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. Within this Board's Ward Area, there was great support for lowering the speed limits in and around Kaiapoi, and in the Tuahiwi area. Mixed responses were received for the Flaxton Road sections and Fernside Road. The majority of the written feedback received also favoured the lower speed limits, specifically for safety reasons. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management

Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.

- 5.3.6. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.
- 6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.4 Health and Safety

- 6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.
- 6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have 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

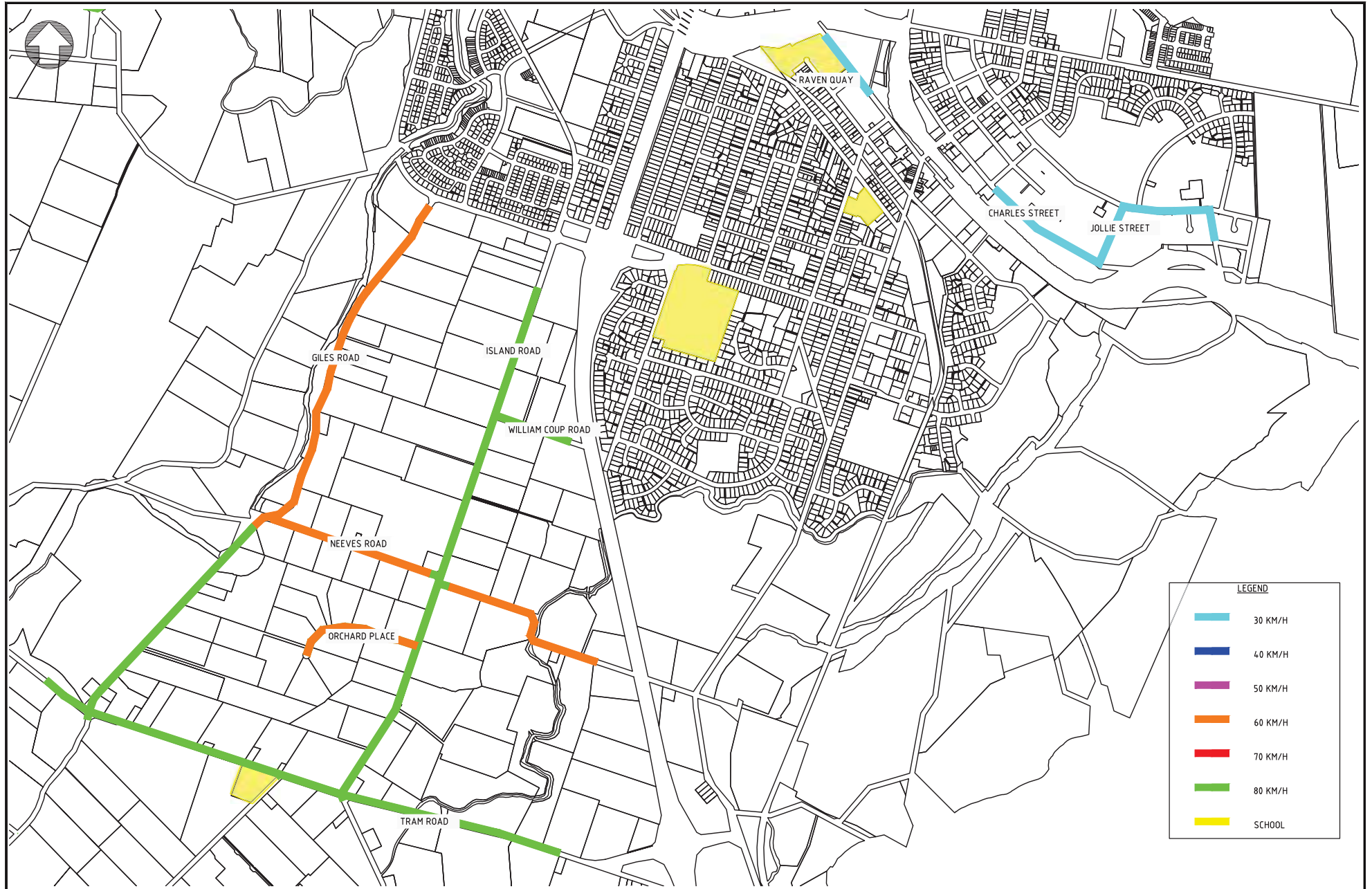
- 7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislation for this project.
- 7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.
- 7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.
- 7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

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.

7.4. Authorising Delegations

- 7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.
- 7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

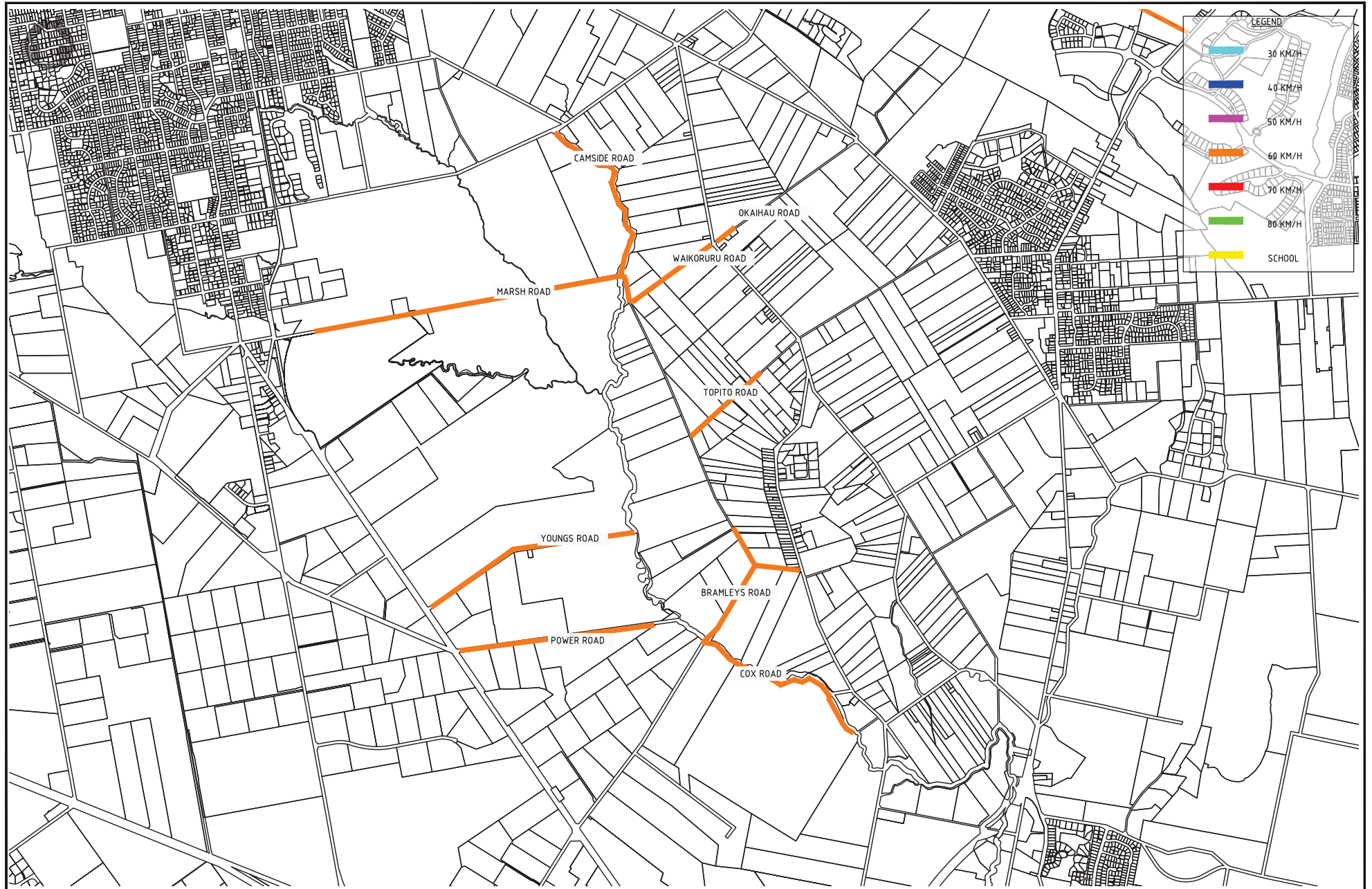
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DRAWN	CON No	
DRAWING CHKD	SCALE (A3) NOT TO SCALE	
DESIGNED	DATUM ORIGIN	
DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
SPEED LIMIT REVIEWS TOWN ENTRANCES

SHEET TITLE
KAIAPOI

FOR INFORMATION	
DRAWING	
SHEET	REVISION
02	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

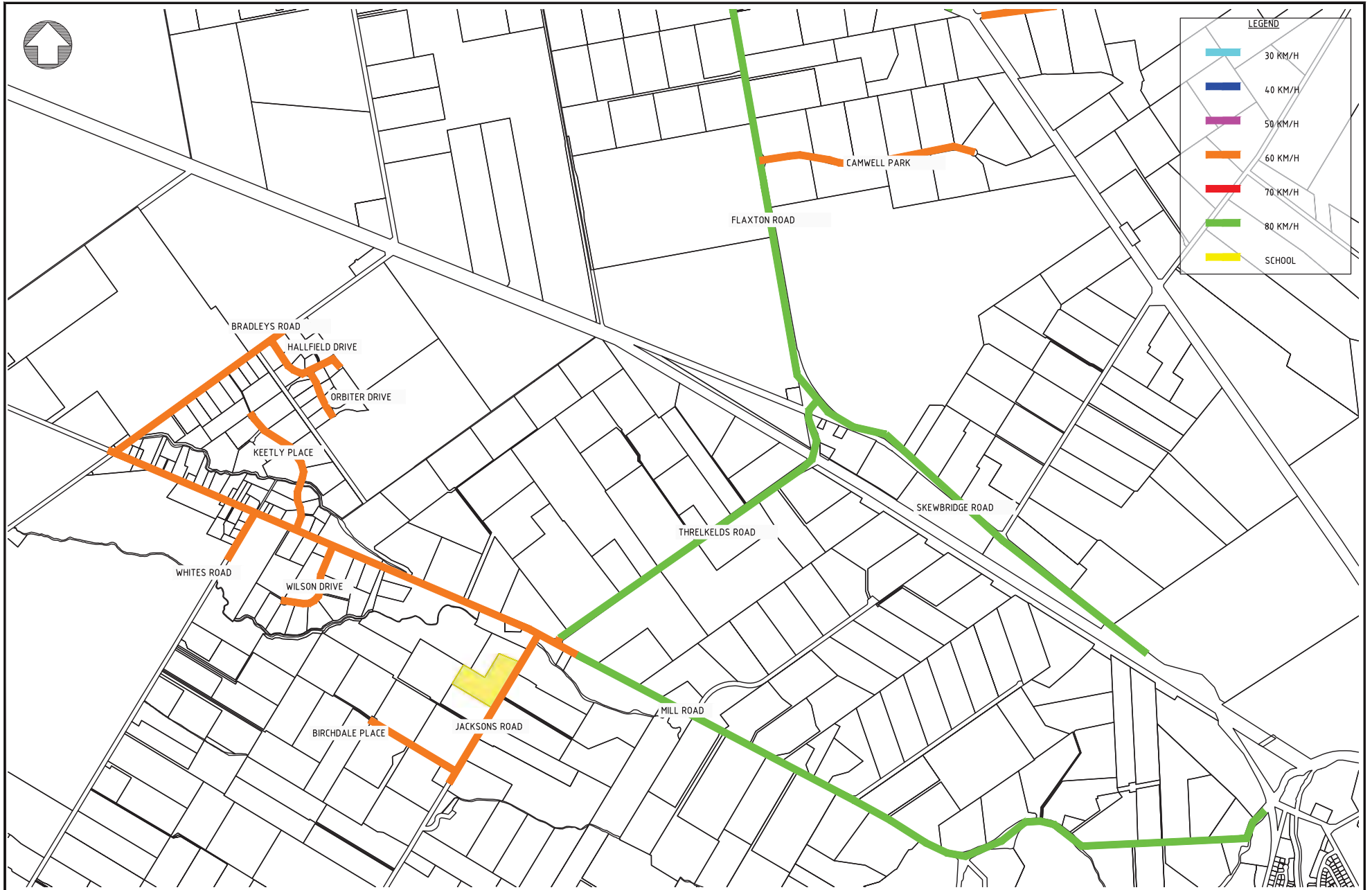
SURVEYED		PROJECT No	PD001172
DRAWN	AMC	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
TOWN ENTRANCES**

SHEET TITLE
**TUAAHIWI
UNSEALED ROADS**

FOR INFORMATION	
DRAWING	
SHEET	REVISION
06	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	PROJECT No	PD001172
DRAWN	AMC	28/01/2021
DRAWING CHKD	CON No	
DESIGNED	SCALE (A3) NOT TO SCALE	
DESIGNED CHKD	DATUM ORIGIN	
APPROVED	HORIZONTAL NZTM GD2000	
	VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
OHOKA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
08	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

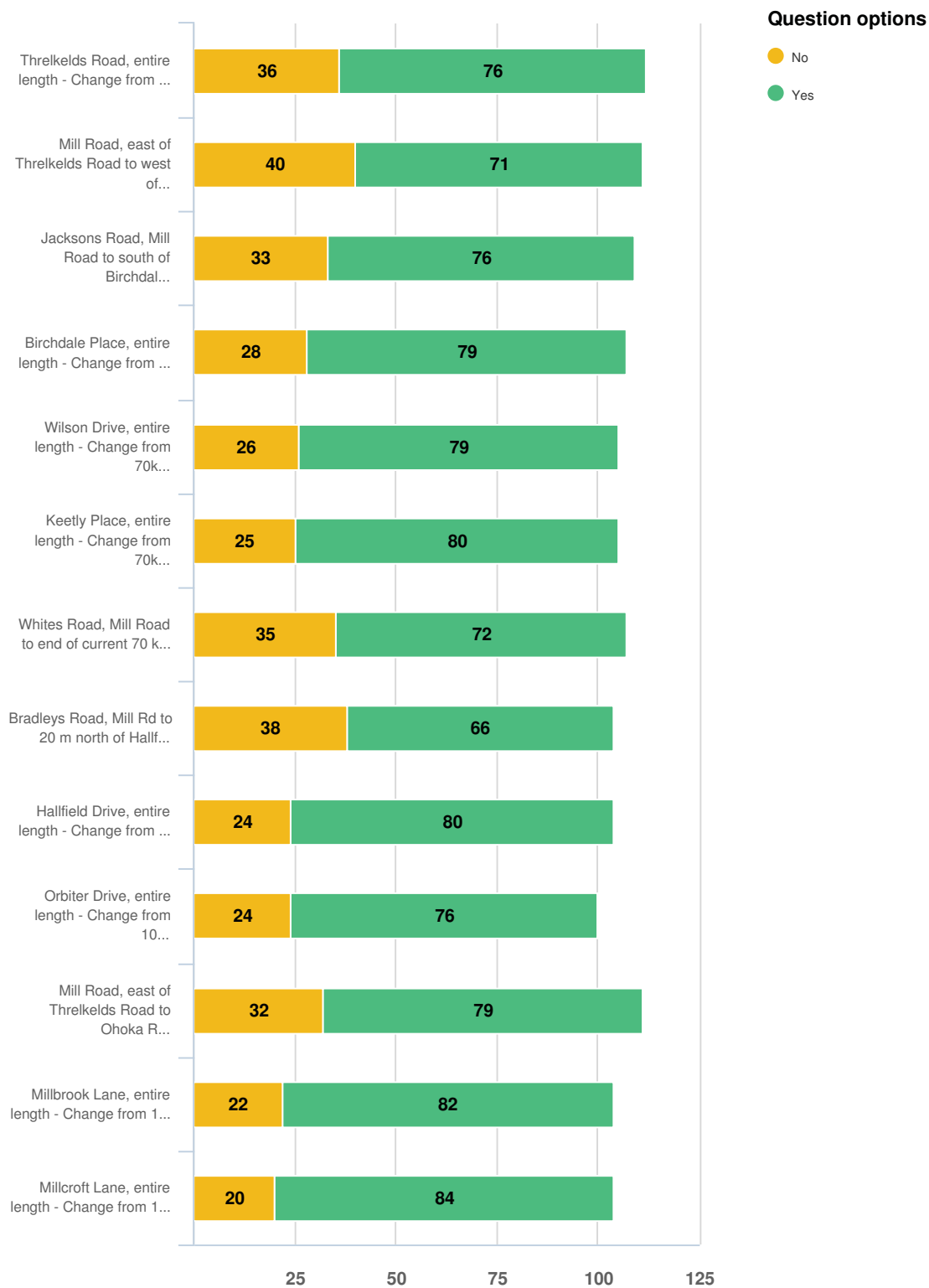
Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?



Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/27/2021 06:16 PM</p>	<p>I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.</p>
<p>Screen Name Redacted 9/28/2021 10:05 AM</p>	<p>Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.</p>
<p>Screen Name Redacted 9/28/2021 11:01 AM</p>	<p>I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.</p>
<p>Screen Name Redacted 9/28/2021 11:05 AM</p>	<p>I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1</p>
<p>Screen Name Redacted 9/28/2021 11:37 AM</p>	<p>Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool</p>
<p>Screen Name Redacted 9/28/2021 01:33 PM</p>	<p>Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic</p>
<p>Screen Name Redacted 9/28/2021 06:05 PM</p>	<p>Reduce the speed on tram road to 80km/h right back to mandeville</p>
<p>Screen Name Redacted 9/28/2021 06:53 PM</p>	<p>Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.</p>
<p>Screen Name Redacted 9/28/2021 07:11 PM</p>	<p>These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/29/2021 06:54 AM</p>	<p>Some that you've proposed 100 to 60 I would support an 80</p>
<p>Screen Name Redacted 9/29/2021 11:16 AM</p>	<p>A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.</p>
<p>Screen Name Redacted 9/29/2021 11:42 AM</p>	<p>1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h</p>
<p>Screen Name Redacted 9/29/2021 12:30 PM</p>	<p>Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.</p>
<p>Screen Name Redacted 9/29/2021 03:19 PM</p>	<p>Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.</p>
<p>Screen Name Redacted 9/29/2021 07:16 PM</p>	<p>i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.</p>
<p>Screen Name Redacted 9/29/2021 08:29 PM</p>	<p>Feldwick Drive needs to be 30kmph</p>
<p>Screen Name Redacted 9/29/2021 09:41 PM</p>	<p>Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.</p>
<p>Screen Name Redacted 9/29/2021 10:24 PM</p>	<p>If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change</p>
<p>Screen Name Redacted</p>	<p>I live in Mill Road west of Threlkelds road in the heart of Ohoka</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80K/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp comming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at , the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h?????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

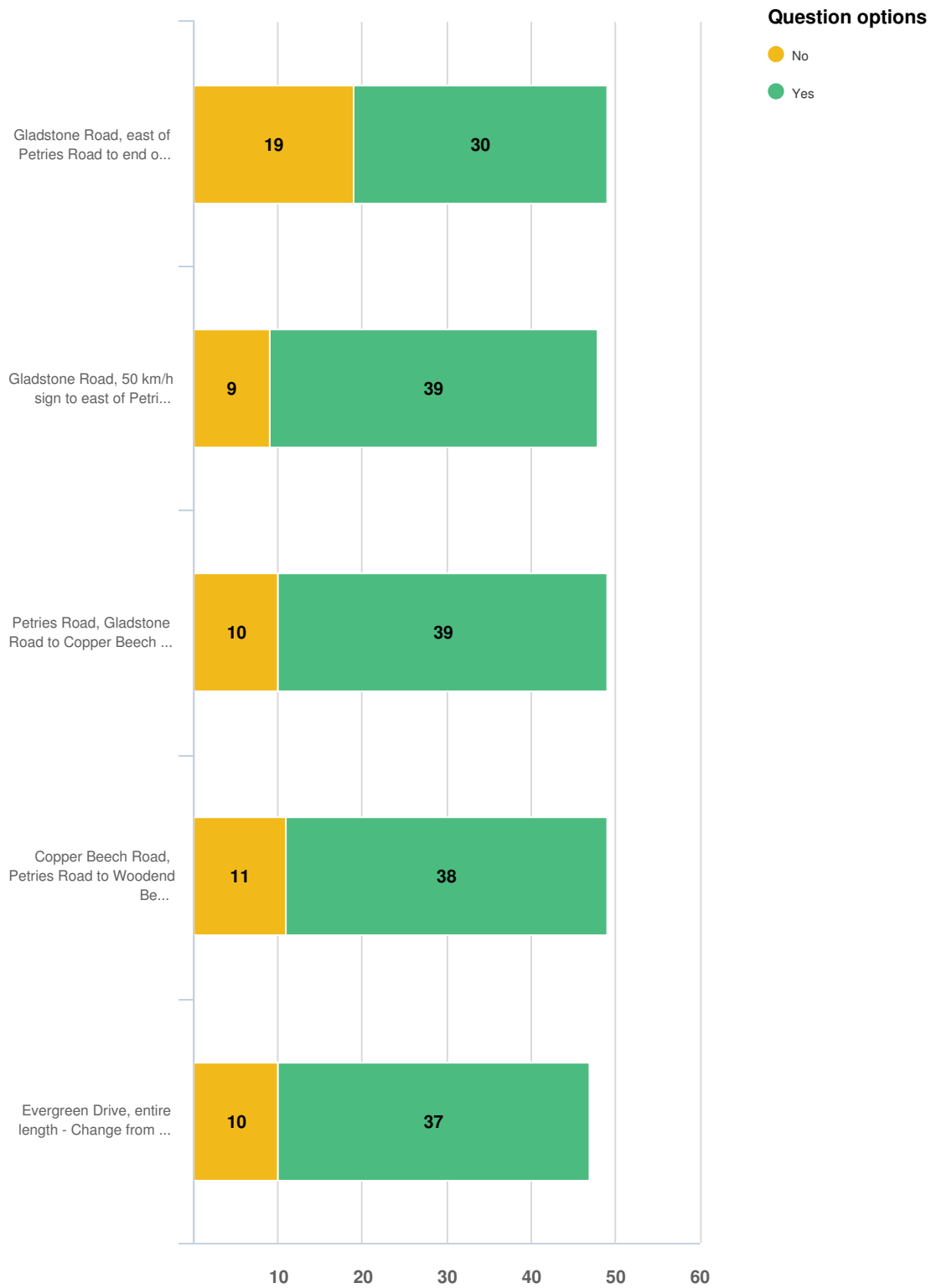
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

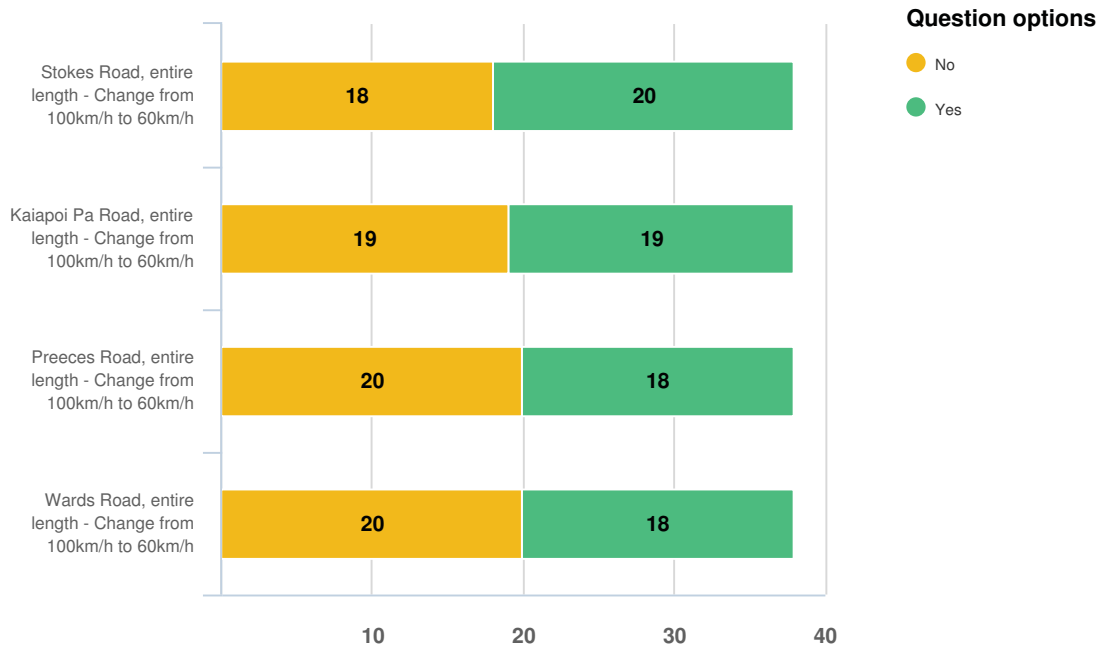
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

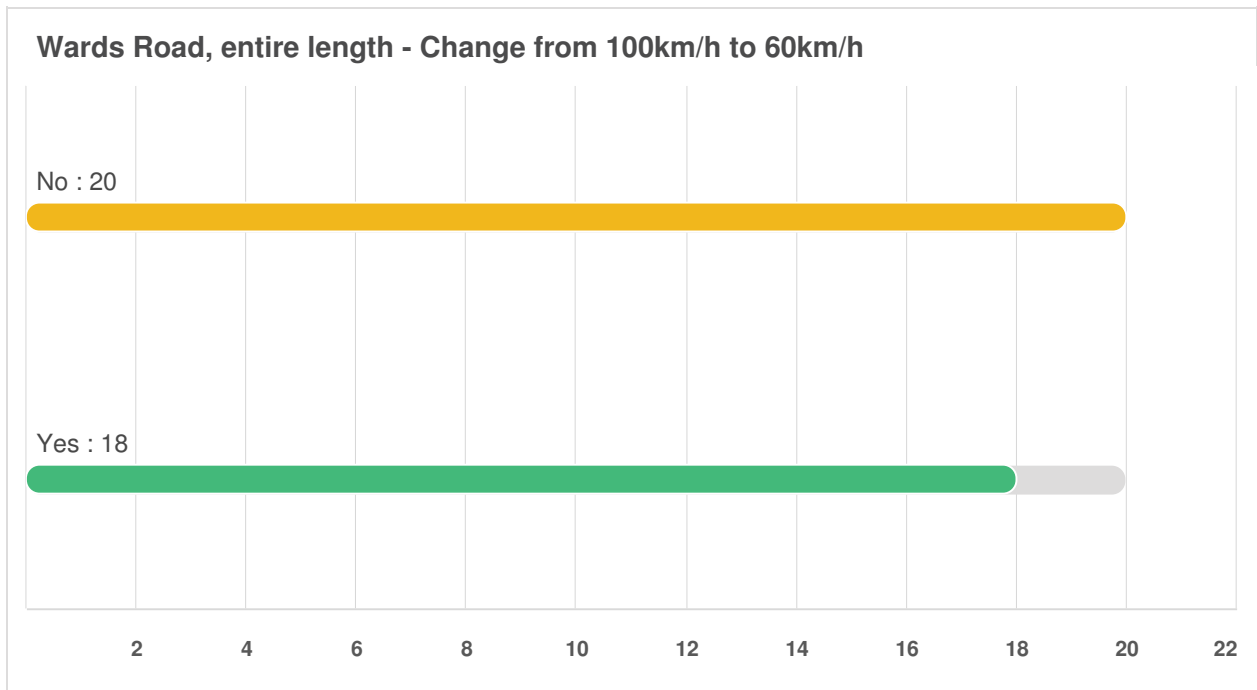


SURVEY QUESTIONS

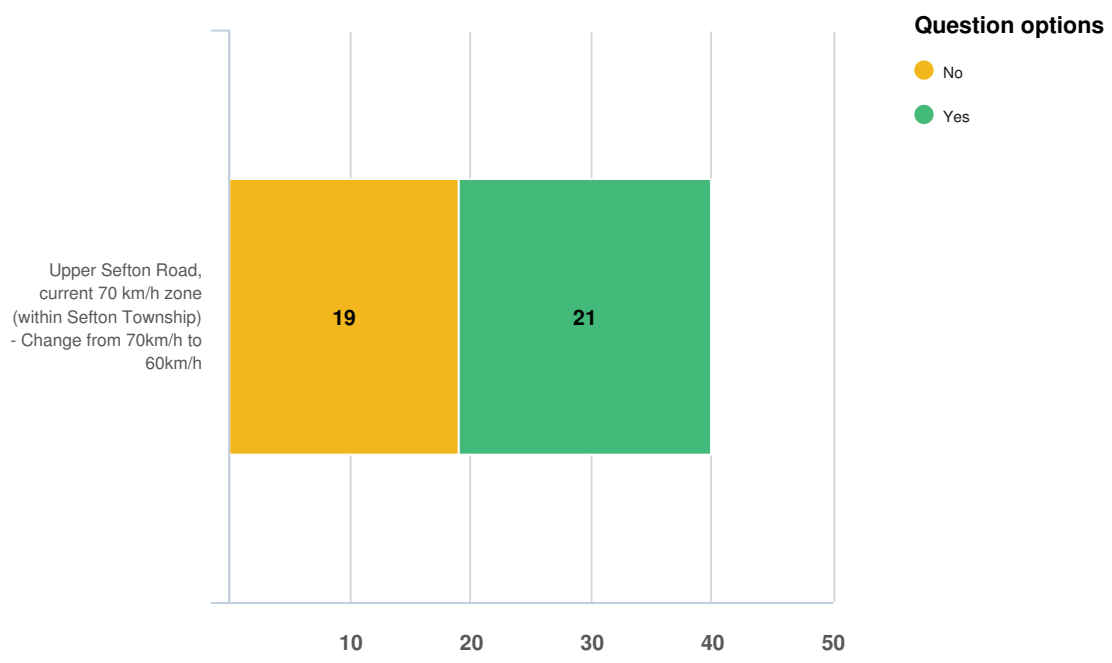
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/01/2021 02:19 PM</p>	<p>It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.</p>
<p>Screen Name Redacted 10/01/2021 02:36 PM</p>	<p>You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...</p>
<p>Screen Name Redacted 10/02/2021 09:02 AM</p>	<p>I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.</p>
<p>Screen Name Redacted 10/03/2021 08:13 AM</p>	<p>Leave them alone</p>
<p>Screen Name Redacted 10/03/2021 01:50 PM</p>	<p>I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h</p>
<p>Screen Name Redacted 10/03/2021 04:03 PM</p>	<p>I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club</p>
<p>Screen Name Redacted 10/05/2021 09:52 PM</p>	<p>Better policing required</p>
<p>Screen Name Redacted 10/06/2021 09:52 AM</p>	<p>There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits</p>
<p>Screen Name Redacted 10/08/2021 02:13 PM</p>	<p></p>
<p>Screen Name Redacted 10/13/2021 04:36 PM</p>	<p>I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).</p>

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

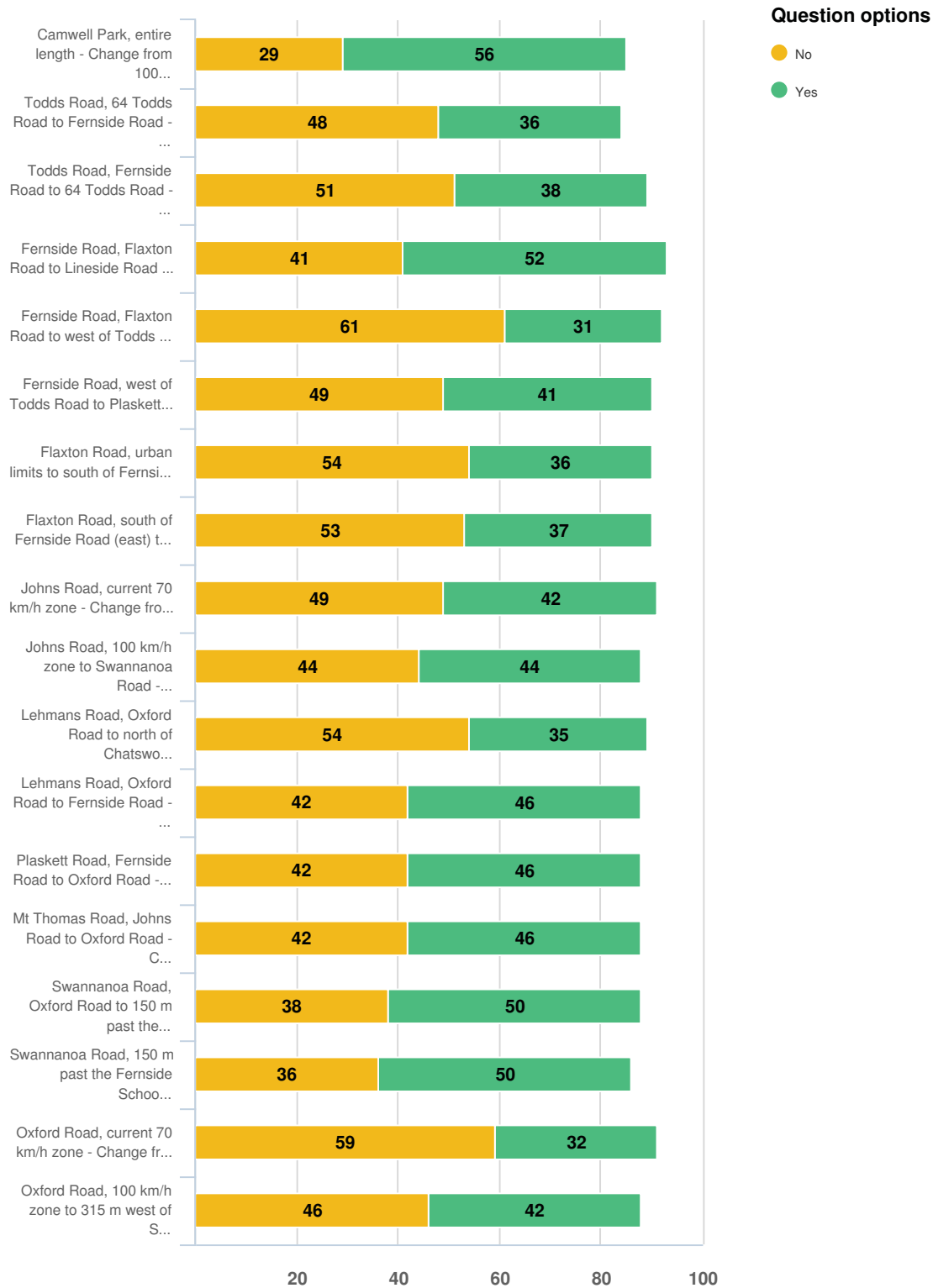
Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/02/2021 12:40 PM</p>	<p>Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt</p>
<p>Screen Name Redacted 10/02/2021 01:16 PM</p>	<p>O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road</p>
<p>Screen Name Redacted 10/02/2021 03:34 PM</p>	<p>Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads</p>
<p>Screen Name Redacted 10/02/2021 04:03 PM</p>	<p>The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.</p>
<p>Screen Name Redacted 10/02/2021 06:12 PM</p>	<p>Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.</p>
<p>Screen Name Redacted 10/02/2021 09:09 PM</p>	<p>I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.</p>
<p>Screen Name Redacted 10/03/2021 08:12 AM</p>	<p>Leave the speec limits alone. The roads are safe, it's the drivers that need the training.</p>
<p>Screen Name Redacted 10/03/2021 09:36 AM</p>	<p>I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along</p>

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

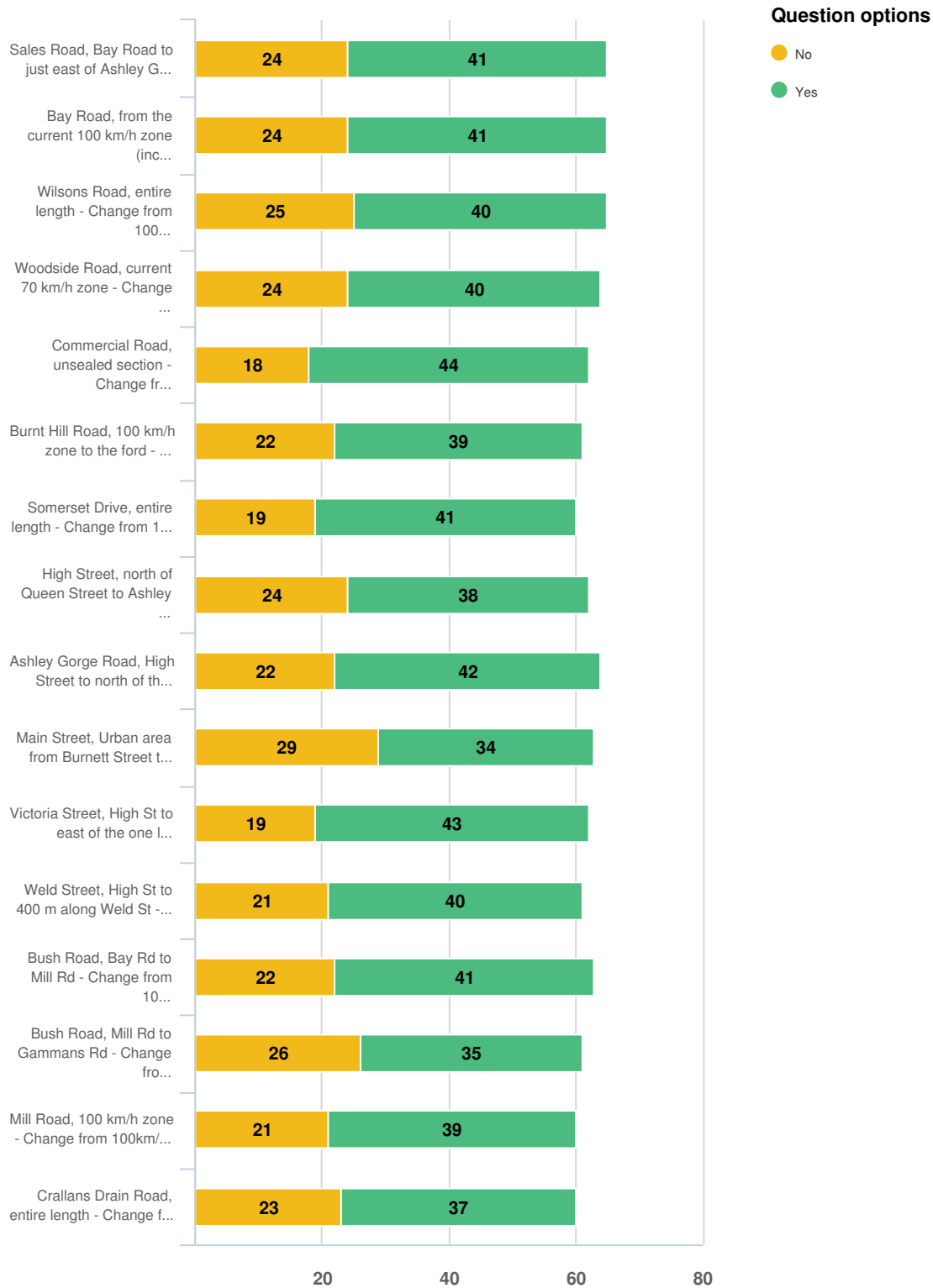
SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

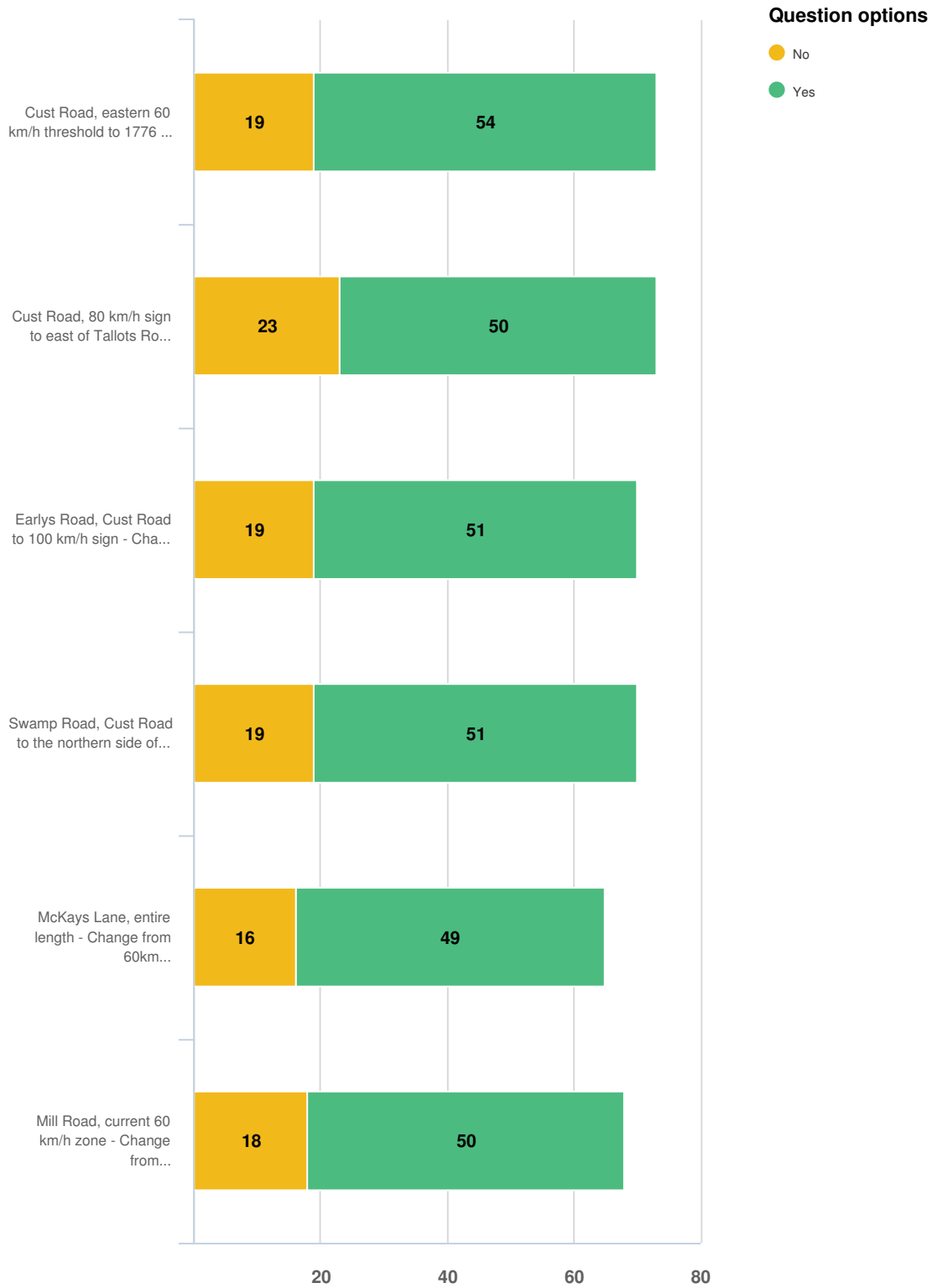
SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?


Optional question (70 response(s), 18 skipped)

Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?



Optional question (75 response(s), 13 skipped)
 Question type: Likert Question

<p>Screen Name Redacted 9/27/2021 03:38 PM</p>	<p>We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance</p>
<p>Screen Name Redacted 9/28/2021 04:27 PM</p>	<p>I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view</p>
<p>Screen Name Redacted 9/30/2021 03:30 PM</p>	<p>Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.</p>
<p>Screen Name Redacted 10/01/2021 11:27 AM</p>	<p>Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather then having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.</p>
<p>Screen Name Redacted 10/04/2021 01:13 PM</p>	<p>Totally agree with the Oxford road changes. Have been wanting them lowered for years</p>
<p>Screen Name Redacted 10/07/2021 07:09 AM</p>	<p>Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.</p>
<p>Screen Name Redacted 10/07/2021 05:58 PM</p>	<p>Burnt Hill Road should be 50km/h</p>
<p>Screen Name Redacted 10/08/2021 10:03 PM</p>	<p>burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings .There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the</p>

way to the bridge. Bay road should change from 100 to 70 for that section. It seems that the current thinking is that 60 is the new speed for everywhere. I certainly think that 100 is too high for some of those roads but 60 is too slow for these almost rural roads. The new speed for those changes should be 70 at the lowest.

Screen Name Redacted

(01) (000) (000000)

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

(01) (000) (000000)

Hi, we live at 88 Bush rd. As part of the local walkway I am very concerned for the safety of a large number of people who use it (dog walkers, cyclist & parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100k.

Screen Name Redacted

(01) (000) (000000)

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

(01) (000) (000000)

You appear to have missed out the western side of Cust Road completely. This plan has zero effect on the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity.

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

The 80km either side of Cust road change to 60km.

Screen Name Redacted

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is still too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

Screen Name Redacted

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly; - OFarrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)

Question type: Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Thursday, 3 June 2021 8:55 AM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Good work Allie - thanks for reaching out - we are here to help so pleased I have added some value.

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 3 June 2021 8:48 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Good news regarding Swannanoa Road! I have left some comments below in red to clarify a couple of points.

Overall, we will continue to discuss options in Cust to ensure we do meet Clause 4.4(2)(c). Yes, Council will be doing a speed counts in Tuahiwi; however, when those are to occur is out of my hands (I do expect it to be soon though).

Again, thanks for your help on all of this Glenn. The process has not only helped us with this review and what our submission will be, but has also helped inform our approach to the Speed Management Plan we will be developing soon. Therefore, time not wasted!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
 Sent: Wednesday, 2 June 2021 12:02 PM
 To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
 Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - running out of colours, so some bulleted responses to your comments/queries

- Woodend - good approach
- Fernside Road east - Waka Kotahi response to consultation will be to disagree that 80 is SAAS, for the reasons I have described - we can only comment on alignment with the Rule, and 80 for one direction and 60 for the other when the evidence Waka Kotahi has provided says otherwise. Council has the final say though.
- Swannanoa Road - clause 3.3(1)(b) of the Rule includes "unless the requirement is impracticable for that road" - this is one of those situations
- Cust - I suppose what I'm really interested in is Council meeting clause 4.4(2)(c) - yes MegaMaps might say this is all 50, and the governing factor for that is road function, so rural town, and so 50 is right for all the reasons you say - it's just that you can't put up 50km/h signs where the mean speeds are 74km/h, and I don't think your entry points nor treatments are going to achieve 55km/h - that is what you need to be representing to your Community Board - 50 is the right answer, but as proposed 50 is unlikely to comply with 4.4(2)(c) by a long shot. It's the same situation you had for Tuahiwi Allie. The only way I believe you will get 50 to comply with the Rule is to promote a lower speed along the whole corridor as I've described.
- Understand Earlys now I think - you have existing 80 south of Tram Road do you, but 100 north of Tram Road, so this is making all of Earlys 80, except past the school **We have an existing 80 km/h approximately 1 km south of Tram Rd and yes the intention is to make all of Earlys (aside from the school), between Cust and West Eyreton, 80 km/h.**
- Giles Road - the Rule is quite clear Allie - you must take the information from Waka Kotahi into account - that drives 60 for this length, and it is this data that allows you compliance with 60 - you comply with what the Rule says, and you get a far better and more consistent result for the road length. This road length is narrow and has no centreline - SAAS is simply not 80km/h. There is no requirement in the Rule for you to question Waka Kotahi data, which is purely generated from Bluetooth signals from the vehicles that have passed through this length of road - we can supply in 15 minute intervals if needed. There is no manipulation, just the same collection method used for every road in the country, which is how we get national consistency when it is applied. Ditch your data, use what the Rule requires you to use, and apply 60 is my advice - do you think you will get pushback on that? - this looks nothing like Fernside Road east, so can't fathom anybody saying it's a 80km/h road.
- Raven Quay
 - clause 4.2(2) *In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority **must** have regard to—(a) the information about speed management developed and maintained by the Agency*
 - note again, there is no 'neighbourhood greenway' sign - make sure the person working on this project talks to me re signage please. **Will do. Signage is going to feature much later, so will likely be a discussion next financial year.**
- Depot Road - good you are discussing - the 50 in MegaMaps assumes the whole length from Woodside to the bridge is 'urban fringe' - if you change that to rural using the corridor editor (which is how most of it represents), SAAS is 80. Just please don't propose to shift the 50 out 150m as Waka Kotahi will disagree with that. **We certainly won't be doing that, unless there is substantial change in roadside development in the coming years. This 80 km/h approach may not end up in this round of reviews, but we will look to do it in the coming rounds if that is the case.**

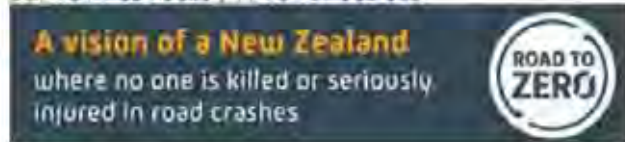
Hope that's helpful Allie.

Thanks for the update on Tuahiwi - I didn't think your draft engineering proposals for that were aggressive enough, so Council will be monitoring speeds through there to ensure it is complying with 4.4(2)(c) for the 40km/h speed limit (ie that speeds are well less than 50)?

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Wednesday, 2 June 2021 9:43 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thanks for clarifying the 50 km/h and no offence taken as we are all working towards the same outcome. Just in general, we do agree with your suggested speed limits in some of the areas; however, at this stage we are struggling with community support for them and/or the planned development has not yet occurred to create the environment and 'place' function necessary to support some of them. From here, we will be adding these areas into our Speed Management Plan, as this gives us the perfect framework to begin these discussions.

My comments to your comments in purple are in orange.

Also, in addition to the roads listed below, one of the Community Boards has asked us to include Upper Sefton Road (through the township) and Copper Beech Road. We will be proposing a 60 km/h limit through Sefton (there is currently no budget to implement infrastructure to achieve 50 km/h at this time; however, will be added into our Speed Management Plan to achieve this) and Copper Beach Road as 50 km/h (it is defined as a collector road in the ODP which is currently being updated).

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
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Phone: 0800 965 468 (0800 WMK GOV)



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 10 May 2021 4:57 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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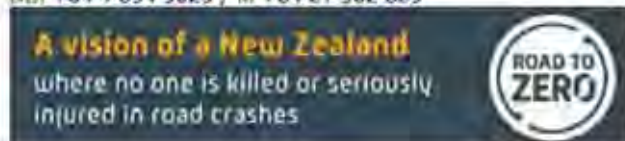
Hi Allie - 50 is not a rural speed limit based on the fact that it doesn't figure in figure 1.4 of the Guide (pg 13), and in Table 2.2 (pg 20) just for rural towns that fit certain criteria (ie look and feel like an urban environment). Also there is the principle that rural speed limits should have 20km/h differentiation (table 2.4, page 21), so that's 100/80/60/(40), and of course 50 doesn't fit that principle. Yes you are right though, historically people associate 50 with urban areas (it has been the 'urban default' in many people's minds), so seeing it rural areas is just confusing.

Comments to your comments in purple below - my comments are getting beyond just compliance with Rule stuff and into traffic engineering now, but with the intent of achieving what the Rule requires and a good outcome for you - hope you guys aren't offended!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wrmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
 - Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



o sign - please remove and replace with correct 'adult'

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m (C), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

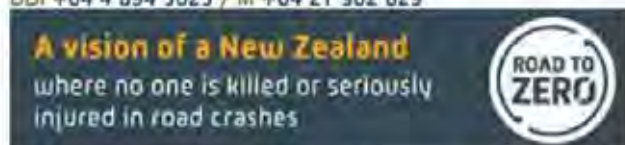
Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waetūre-Regulatory Services

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Wednesday, 28 April 2021 12:57 PM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>
Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 466 (0800 WMK GOV) M: 027 217 6438

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5 October 2021

Allie Mace-Cochrane
allie.mace-cochrane@wmk.govt.nz

Dear Allie,

I refer to your correspondence of 23 September 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Waimakariri District.

Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Natasha Rodley, as the District Road Policing Manager for her operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on the specified roads in the Waimakariri District.

Yours sincerely,

Inspector Peter Jones
Acting Director: National Road Policing Centre

Allie Mace-Cochrane

From: John Bond
Sent: Thursday, 14 October 2021 10:40 AM
To: Allie Mace-Cochrane
Subject: Consultation on Speed Limit Reviews - Waimakariri

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

Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanz.co.nz



**ROAD TRANSPORT
ASSOCIATION NZ**

From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 14 October 2021 9:34 AM
To: Simon Carson
Cc:
Subject: Consultation on Speed Limit Reviews - Waimakariri
Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)



Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 409 responses received – 400 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	87	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Common Themes included:

- Additional Roads – Asking for speed limits to be reviewed on roads outwith the scope of the engagement
- Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps
- Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended
- Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement
- School – comments or suggestions about roads around schools including speed and safety
- Driver education – relating to improving driver behaviour through better or more robust driver education
- Level of service – comments or suggestions to change current roads including layout, surfaces, signage
- Safety – included safety of other roads users. Querying the impact of slower speeds on safety
- General – general comments about the review process

Oxford/Cust Roads

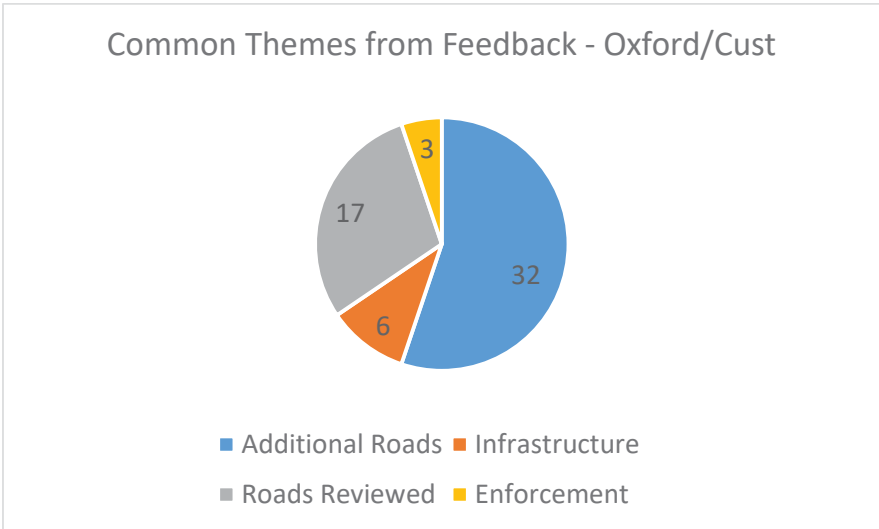
Of the 87 who completed the survey, 59 respondents left a comment and with the overall sentiment including:

10% negative

17% mixed

59% neutral

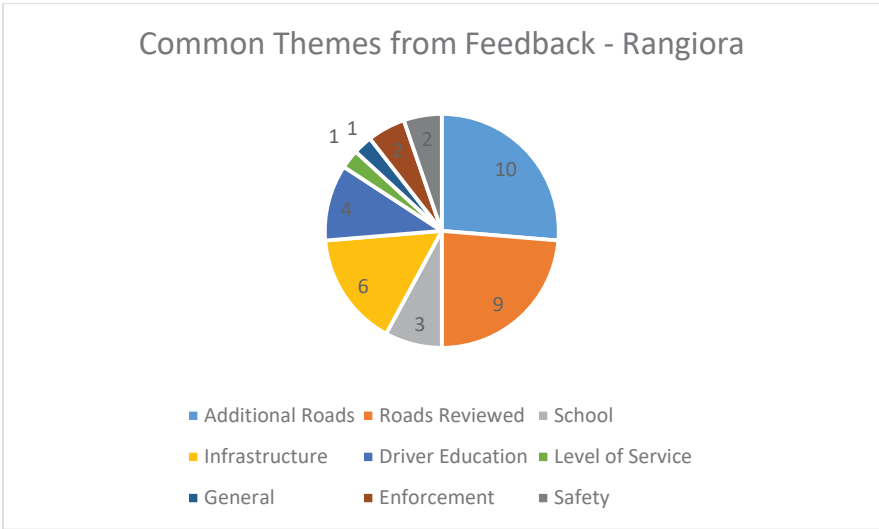
14% positive



Rangiora Roads

Of the 95 who completed the survey, 37 respondents left a comment and with the overall sentiment including:

- 22% negative
- 18% mixed
- 16% neutral
- 43% positive



Kaiapoi/Ohoka Roads

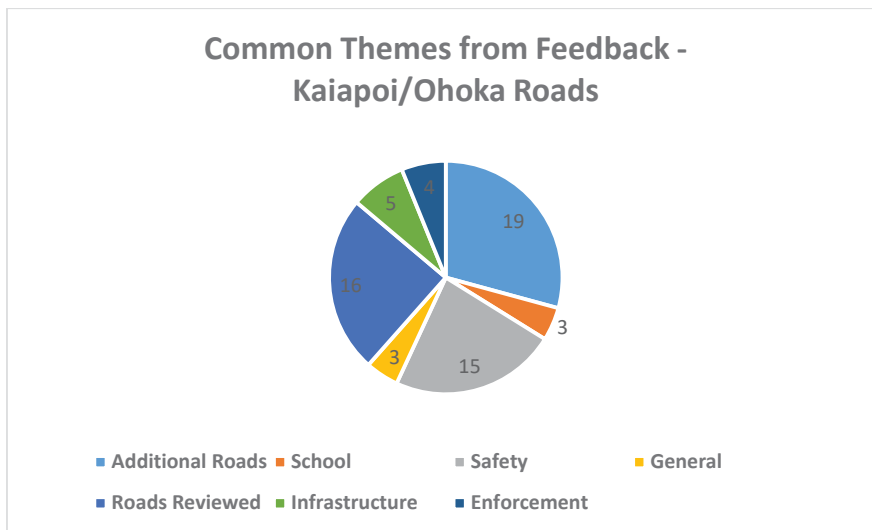
Of the 129 who completed the survey, 66 respondents left a comment and with the overall sentiment including:

24% negative

21% mixed

32% neutral

32% positive



Woodend/Tuahiwi Roads

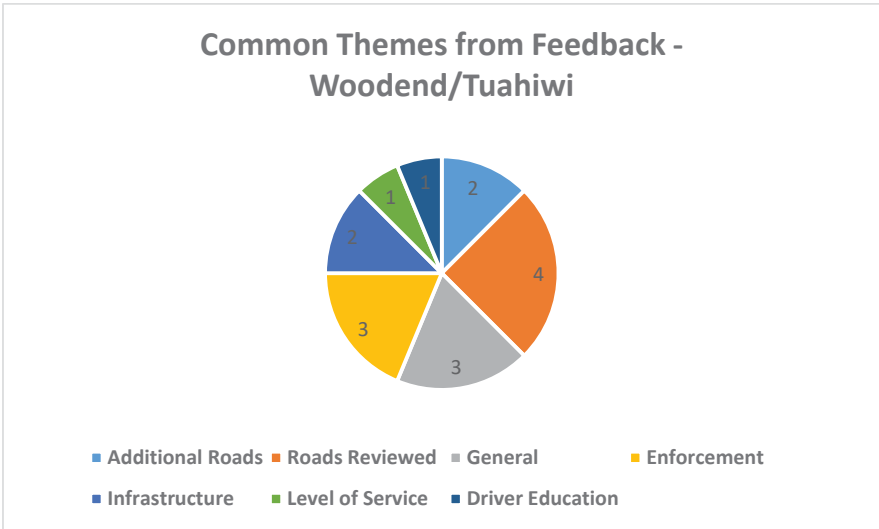
Of the 49 who completed the survey, 17 respondents left a comment and with the overall sentiment including:

18% negative

18% mixed

29% neutral

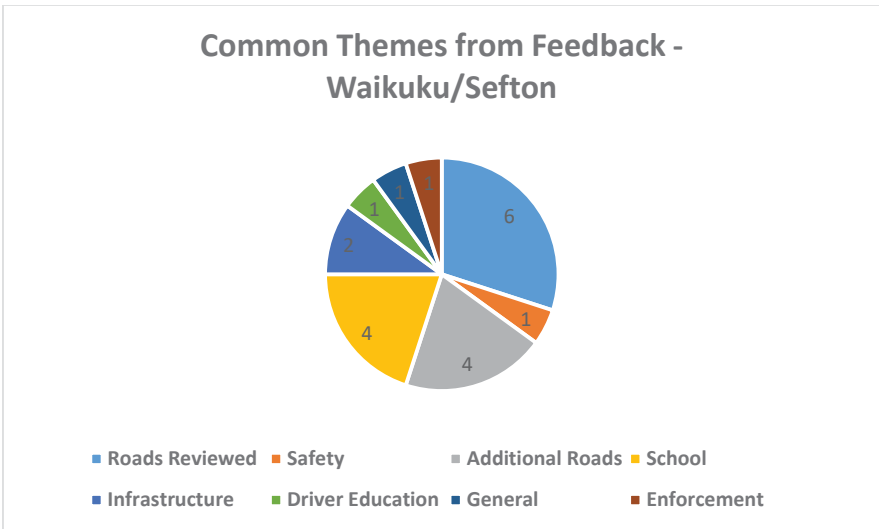
35% positive

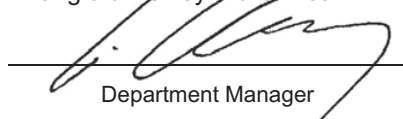
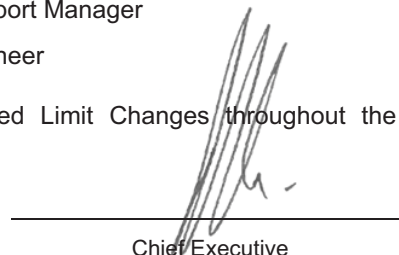


Waikuku/Sefton Roads:

Of the 40 who completed the survey, 21 respondents left a comment and with the overall sentiment including:

- 18% negative
- 18% mixed
- 29% neutral
- 35% positive



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-31 / 211222205307**REPORT TO:** COUNCIL**DATE OF MEETING:** 1st February 2022**AUTHOR(S):** Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer**SUBJECT:** Updated Recommendations for Speed Limit Changes throughout the Rangiora-Ashley Ward Area**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1. The purpose of this report is to provide further information for Council on the lengths of speed limit changes which are being proposed and to obtain approval to change the speed limit on the roads as listed in Tables 1 to 6.
- 1.2. These proposed changes were supported by the Rangiora-Ashley Community Board when they were presented in November 2021; however, were not approved by Council in December 2021 (refer to Attachment i for the report which was presented to the Rangiora-Ashley Community Board).
- 1.3. The proposed speed limits listed in Tables 1 to 6 have been assessed and recommended following a full review being undertaken. This ensures the changes made by the Road Controlling Authority (RCA) align with the minimum distance requirements set out in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017).

Attachments:

- i. Recommendations for Speed Limit Changes throughout the Rangiora-Ashley Ward Area (TRIM No. 211026171648).
- ii. Town Entrance Speed Limit Review – Rangiora Crash Data (TRIM No. 220110001718).
- iii. Speed Limit Review – Memo to Council (TRIM No. 211206194959)
- iv. Town Entrance Speed Limit Review – Rangiora Road Length Maps (TRIM No. 220117004318).

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211222205307;
- (b) **Approves** the following speed limit changes listed in Table 1 for Cust roads;

Table 1. Proposed speed limits on Cust roads.

Location	Current (km/h)	Proposed (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80
Earlys Road , Cust Road to 100 km/h sign.	60	50
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50
McKays Lane , entire length.	60	50
Mill Road , current 60 km/h zone.	60	50

- (c) **Approves** the following speed limit changes listed in Table 2 for Rangiora urban fringe roads;

Table 2. Proposed speed limits on urban fringe roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Southbrook Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Flaxton Road , urban limits to south of Fernside Road (east). Within both RACB and KTCB boundary areas	80	60
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Johns Road , current 70 km/h zone (edge of the urban area).	70	50
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Oxford Road , current 70 km/h zone.	70	50

- (d) **Approves** the following speed limit change listed in Table 3 for a rural arterial road;

Table 3. Proposed speed limits on rural arterial roads.

Location	Current (km/h)	Proposed (km/h)
Flaxton Road , south of Fernside Road (east) to Skewbridge Road. Within both RACB and KTCB boundary areas	100	80

- (e) **Approves** the following speed limit changes listed in Table 4 for the Fernside area;

Table 4. Proposed speed limits on roads within the Fernside area.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Fernside Road , Flaxton Road to Lineside Road. Within both RACB and KTCB boundary areas	100	80
Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
O’Roarkes Road , Johns Road to Swannanoa Road.	100	80

- (f) **Approves** the following school zone speed limit change listed in Table 5;

Table 5. Proposed speed limit outside Fernside School.

Location	Current (km/h)	Proposed (km/h)
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60

- (g) **Approves** the following speed limit changes listed in Table 6 for Tuahiwi unsealed roads;

Table 6. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m). Within both RACB and KTCB boundary areas	100	60
Camside Road , unsealed section. Within both RACB and KTCB boundary areas	100	60
Youngs Road , entire length. Within both RACB and KTCB boundary areas	100	60
Marsh Road , entire length.	100	60

- (h) **Notes** that the proposed speeds listed in Table 1 will be implemented in conjunction with speed management treatments through Cust, which already has \$75,000 of budget allocation within the Minor Safety Programme;
- (i) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (j) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred, adhering to the requirements in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017);

- (k) **Notes** that the mean operating speeds will be surveyed within six months of implementing the new speed limits;
- (l) **Notes** that the speed limit changes within the Kaiapoi-Tuahiwi Community Board's ward area are included within a separate report (TRIM No. 211101174883);
- (m) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

3. **BACKGROUND**

- 3.1. Refer to Section 3 in Attachment i for details.

4. **ISSUES AND OPTIONS**

- 4.1. Refer to Section 4 in Attachment i for details. Included within this is technical reasoning as to why staff have recommended speed limit reductions on roads which were not favoured by the public.
- 4.2. Further to this, crash data has been provided for each of the roads reviewed within the Rangiora-Ashley Community Board's ward area. This is shown in Attachment ii. Additional information on speed and district-wide crash data is provided in Attachment iii.
- 4.3. The Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) sets out a minimum road length requirement for certain speed limits. Therefore, unless special approval is granted by the Agency for a length shorter than the minimum (*i.e.*, in special circumstances like at Fernside School), these lengths must be adhered to, or the RCA will risk legal challenge from Waka Kotahi. The minimum road length requirements are as follows:
 - 50km/h requires a minimum length of 500m
 - 60km/h requires a minimum length of 500m
 - 80km/h requires a minimum length of 800m
 - 100km/h requires a minimum length of 2000m (2km)
 - 70 / 90 / 110km/h speed limits require additional specific approval by the Agency
- 4.4. A map indicating the length of each road section for the Rangiora roads is shown in Attachment iv.
- 4.5. Council need to consider these road lengths prior to making any amendments to the scope of the speed limit changes. As examples, Mt Thomas Road could not have a posted speed limit of 100 km/h if both Oxford Road and Johns Road are reduced to a posted speed limit of 80 km/h. Also, should Skewbridge Road be changed to 80km/h then this would leave an insufficient length on Flaxton Rd to retain the current 100km/h speed limit.
- 4.6. As part of assessing the proposed speed limits, consideration has been given to providing consistency of speed limits within an area or along a particular route.
- 4.7. It is noted that the Kaiapoi-Tuahiwi Community Board support changes to speeds on roads within their Ward area and that some of these roads overlap with the Rangiora-Ashley Community Board.
- 4.8. The Council has the following options available to them:
- 4.9. Option One: Adopt the Recommended Speed Limit Changes in the Rangiora-Ashley Community Board Ward Area

This option involves approving this report, and authorising staff to update the Register of Speed Limits and install signage portraying the proposed speed limit changes in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with. Where proposals do not align with the feedback received, technical reasoning has been provided (refer to Section 4 in Attachment i). Furthermore, these proposed speed limit changes align with the assessed speed and also the minimum distance requirements set out in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017).

4.10. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Rangiora-Ashley Community Board Ward Area

This option involves amending the scope of the recommended speed limit changes, and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and technical reasoning has been provided where the proposals do not align with the feedback received (refer to Section 4 in Attachment i for details). Furthermore, any amendments to the proposals may result in non-compliance with the minimum distances set out in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017). This means the RCA may be at risk of legal challenge by Waka Kotahi. The Council should refer to the map shown in Attachment iv, prior to amending the scope of the speed limit changes.

4.11. Option Three: Retain the Current Posted Speed Limits in the Rangiora-Ashley Community Board Ward Area

This option involves declining the recommendations within this report and retaining the status quo of speed limits through the Rangiora-Ashley Community Board ward area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas where there has been a substantial increase in traffic volume. The proposals also encompass many high-risk intersections and lengths of rural roads which have had serious and fatal crashes within the last ten years. Staff have also analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.12. Implications for Community Wellbeing

4.12.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Refer to Attachment i for details.

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. Refer to Attachment i for details.

5.3. **Wider Community**

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.
- 6.1.3. There are also costs associated with the implementation of infrastructure at locations where the mean operating speed needs to be reduced substantially. An example of this is Cust, where to achieve a 50 km/h operating speed through the village, investment is required to provide traffic calming. For this reason, \$75,000 has been included in the 2021/2022 Minor Safety Programme for speed calming measures in Cust.

6.2. **Sustainability and Climate Change Impacts**

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 **Risk Management**

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.
- 6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.3 **Health and Safety**

- 6.3.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.
- 6.3.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have a SiteWise score of 100%.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislations for this project.

7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.

7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.

7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

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.

7.4. **Authorising Delegations**

7.4.1. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 211026171648

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 10th November 2021

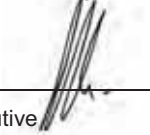
AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Rangiora-Ashley Ward Area

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



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to update the Rangiora-Ashley Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 3, with the map extents relevant to the Rangiora-Ashley Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Rangiora-Ashley Community Board and Council gave approval to consult on these proposed speed limit changes in May and July 2021, respectively.
- 1.4 Public consultation was carried out from the 27th September 2021 to the 18th October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey. The majority of responses received for the Cust area favoured lower speed limits. Mixed responses were received for the Rangiora area.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

1.7 Feedback was sought from the key stakeholders' listed below:

- Te Ngāi Tūāhuriri Rūnanga
- New Zealand Police
- Waka Kotahi
- New Zealand Automobile Association
- New Zealand Road Transport Association
- Road Transport Forum
- New Zealand Trucking Association
- Canterbury District Health Board
- Fire and Emergency New Zealand

1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 3.

Attachments:

- i. Town Entrance Speed Limit Review – RACB Ward Area Maps (TRIM No. 211029174059)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211029174088)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211029174087)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211026171648;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Cust Roads.

Location	Current (km/h)	Proposed (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80
Earlys Road , Cust Road to 100 km/h sign.	60	50
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50
McKays Lane , entire length.	60	50
Mill Road , current 60 km/h zone.	60	50

Table 2. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Fernside Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Fernside Road , Flaxton Road to Lineside Road.	100	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80
Johns Road , current 70 km/h zone.	70	50
Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
Oxford Road , current 70 km/h zone.	70	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.
- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 The Rangiora and Cust town entrances have been reviewed due to the significant urban development which has occurred in recent years. This has caused these towns to expand outwards, away from town centres. This has resulted in rural residential speed limits being designated in an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.
- 3.4 Further to this, there has also been significant development within Cust. This means the previously higher rural speed limits are now inappropriate for the number of vehicle and people movements within these areas.
- 3.5 Proposed speed limit changes along sections of rural residential roads, like Oxford Road, have been included due to the high-risk intersections which cross these roads. These high-risk intersections in the rural residential areas, closer to the main towns, have thousands of vehicles crossing them daily. The few intersections included on the rural residential roads within this entire review have contributed to 15 serious and fatal crashes over the past 10 years. A reduction in speed along these roads will significantly reduce the severity of a motor vehicle accident occurring at the intersection.
- 3.6 The unsealed roads of Ashley and Tuahiwi were included within the 2019 Tuahiwi Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h, however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that an RCA may not set a speed limit of 70 km/h under the current legislation unless a plan is developed and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this, as noted in Attachment i.
- 3.7 The consultation results for the Rangiora-Ashley Ward Area are shown in Table 4. All results are included in Attachment ii. For ease, the speed reductions not favoured by the public are highlighted in yellow.

Table 4. Consultation results for the Rangiora-Ashley Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	50	26.0	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80	31.5	68.5
Earlys Road , Cust Road to 100 km/h sign.	50	27.1	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	50	27.1	72.9
McKays Lane , entire length.	50	24.6	75.4
Mill Road , current 60 km/h zone.	50	26.5	73.5
Todds Road , 64 Todds Road to Fernside Road.	50	57.1	42.9
Todds Road , Fernside Road to 64 Todds Road.	60	57.3	42.7
Fernside Road , Flaxton Road to Lineside Road.	80	44.1	55.9
Fernside Road , Flaxton Road to west of Todds Road.	60	66.3	33.7
Fernside Road , west of Todds Road to Plaskett Road.	80	54.4	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	60	60.0	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	80	58.9	41.1
Johns Road , current 70 km/h zone.	50	53.8	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	80	50.0	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	60	60.7	39.3
Lehmans Road , Oxford Road to Fernside Road.	80	47.7	52.3
Plaskett Road , Fernside Road to Oxford Road.	80	47.7	52.3
Mt Thomas Road , Johns Road to Oxford Road.	80	47.7	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	60	43.2	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	80	41.9	58.1
Oxford Road , current 70 km/h zone.	50	64.8	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	80	52.3	47.7
Camside Road , sealed section (280 m).	60	53.5	46.5
Camside Road , unsealed section.	60	37.2	62.8
Youngs Road , entire length.	60	41.0	59.0
Marsh Road , entire length.	60	51.2	48.8

4. **ISSUES AND OPTIONS**

- 4.1. Many comments received during consultation indicated that driver education was the problem and that more money should be spent in this area. This is one of the five key areas (road user choices) which is focused on in the Road to Zero approach. Council do engage in driver education campaigns; however, as an individual and no matter how much education you have engaged with, a mistake can still be made on the road.
- 4.2. Sub-sections 4.3 to 4.9 detail technical reasons for why staff have recommended speed limit reductions on the roads which were not favoured by the public.
- 4.3. There are multiple high risk intersections along the Oxford Road and Fernside Road. These intersections have been 'engineered up' within the bounds of the funding available; however, continue to be a hotspot for crashes. A lower speed in these areas will reduce the seriousness of a crash, if one occurs, and also allow individuals greater time to judge a gap. This will reduce the impact for an individual who makes a mistake and will also reduce risky behaviour when turning.
- 4.4. The land use adjacent to both of the Oxford Road and Johns Road 70 km/h areas has changed over the years. These areas have become concentrated with subdivision development. On Johns Road, dwellings have accessways through the 70 km/h area and there are also multiple access roads for the subdivision. Although Oxford Road does not have direct accessways from dwellings in the subdivision, it does contain many access roads for the subdivision. Both of these roads therefore have an increase in vehicle turning movements and other multi-modal movements, indicating that 70 km/h is no longer appropriate. Furthermore, in free-flow conditions, a vehicle travelling at 50 km/h will take 10 sec more to traverse the distance than at 70 km/h, indicating that a reduction in speed at these locations will have negligible effect on travel time.
- 4.5. Vehicle turning movements have increased on Lehmans Road due to the Rangiora Vet Centre and access to the subdivision via Chatsworth Avenue. Furthermore, the intersection of Lehmans Road and Oxford Road is also high-risk, with three crashes occurring at this location in the last two years.
- 4.6. Todds Road does not have a marked centreline and has a culvert crossing with concrete headwalls at the southern end of the road. This area is also marked for future commercial development, with the section at 2 Todds Road currently on the market. It is expected that this land area will be developed once the property is sold. The mean operating speed in this area is under 65 km/h; therefore, a reduction to 60 km/h will have minimal effect on road users and indicates the RCA would still be in alignment with Clause 4.4(2)(c) of the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- 4.7. The new roundabout at the intersection of Flaxton Road and Fernside Road has increased the safety of this intersection; however, a speed reduction to 60 km/h along both roads is still recommended. The road connecting to the development on the east side of the roundabout is likely to have a speed of 50 km/h to 60 km/h; therefore, to ensure even approach speeds, a lower limit is preferred. The current mean operating speed in the area (WDC traffic count data obtained after construction of the roundabout) is 60.6 km/h.
- 4.8. With the support received for a lower speed limit on the Skewbridge Road section, between Flaxton Road and the current 80 km/h section near Kaiapoi, staff will be recommending that the speed limit is reduced to 80 km/h. For consistency purposes, staff are also recommending that Flaxton Road, between Skewbridge Road and the current 80 km/h section near Rangiora, is also reduced to 80 km/h. A deputation was presented to the Kaiapoi-Tuahivi Community Board in May after senior staff attended a resident meeting. This detailed the residents request for a lower speed along this corridor.

- 4.9. The current mean operating speed on Marsh Road is less than 45 km/h. Therefore, a drop to 60 km/h along this road will have minimal impact on the traffic which travels down it.
- 4.10. The 280 m sealed section on Camside Road was included in the review to ensure consistency along the road. This section has no marked centreline, aside from the lead up to the intersection, and contains multiple reverse radius bends, making it a different road environment to the 80 km/h environment on Boys Road.
- 4.11. At the Council meeting in July, an amended recommendation was carried. This saw both Earlys Road and Mill Road excluded from consultation and retained at 100 km/h. There were eight requests (three for Earlys Road and five for Mill Road) for these to be included.
- 4.12. There were also a number of requests for the western section of Cust Road (current 80 km/h zone) to have a reduced speed limit. This section of road was included within the report taken to this Community Board in May; however, was removed under advice from Waka Kotahi. Staff will explore options for this section of road to bring the mean operating speed to within 10% of the posted speed limit, ensuring alignment with the Setting of Speed Limits Rule.
- 4.13. The Rangiora-Ashley Community Board has the following options available to them:
- 4.14. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the approval of this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with. Where proposals do not align with the feedback received, technical reasoning has been provided.

- 4.15. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the amendment of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and technical reasoning has been provided where the proposals do not align with the feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

- 4.16. Option Three: Retain the Current Posted Speed Limits in the Ward Area

The option is to recommend to Council that the report recommendations are declined and to retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council Staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.17. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.

5.1.2. To date, the Rūnanga have not provided a formal response to this consultation; however, Council will be updated if this changes.

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. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.

5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which some of these stakeholders were present. Council will be updated with feedback from these entities if they provide a late submission.

5.2.4. Waka Kotahi has advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.

5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.

5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits

proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.

- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from the 27th September 2021 to the 18th October 2021. This consultation included a letter drop to affected residents within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.
- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. The majority of responses received for the Cust area favoured lower speed limits. Mixed responses were received for the Rangiora area. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Technical reasons have been provided in Section 4 detailing why staff are still recommending speed limit reductions on the roads unflavoured by the public.
- 5.3.6. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.
- 5.3.7. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

6.1.3. There are also costs associated with the implementation of infrastructure at locations where the mean operating speed needs to be reduced substantially. An example of this is Cust, where to achieve a 50 km/h operating speed through the village, investment is required to provide traffic calming. For this reason, \$75,000 has been included in the 2021/2022 Minor Safety Programme for speed calming measures in Cust.

6.2. Sustainability and Climate Change Impacts

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

6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.

6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 Risk Management

6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.

6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.4 Health and Safety

6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.

6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have 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. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislation for this project.

7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.

7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.

7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

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.

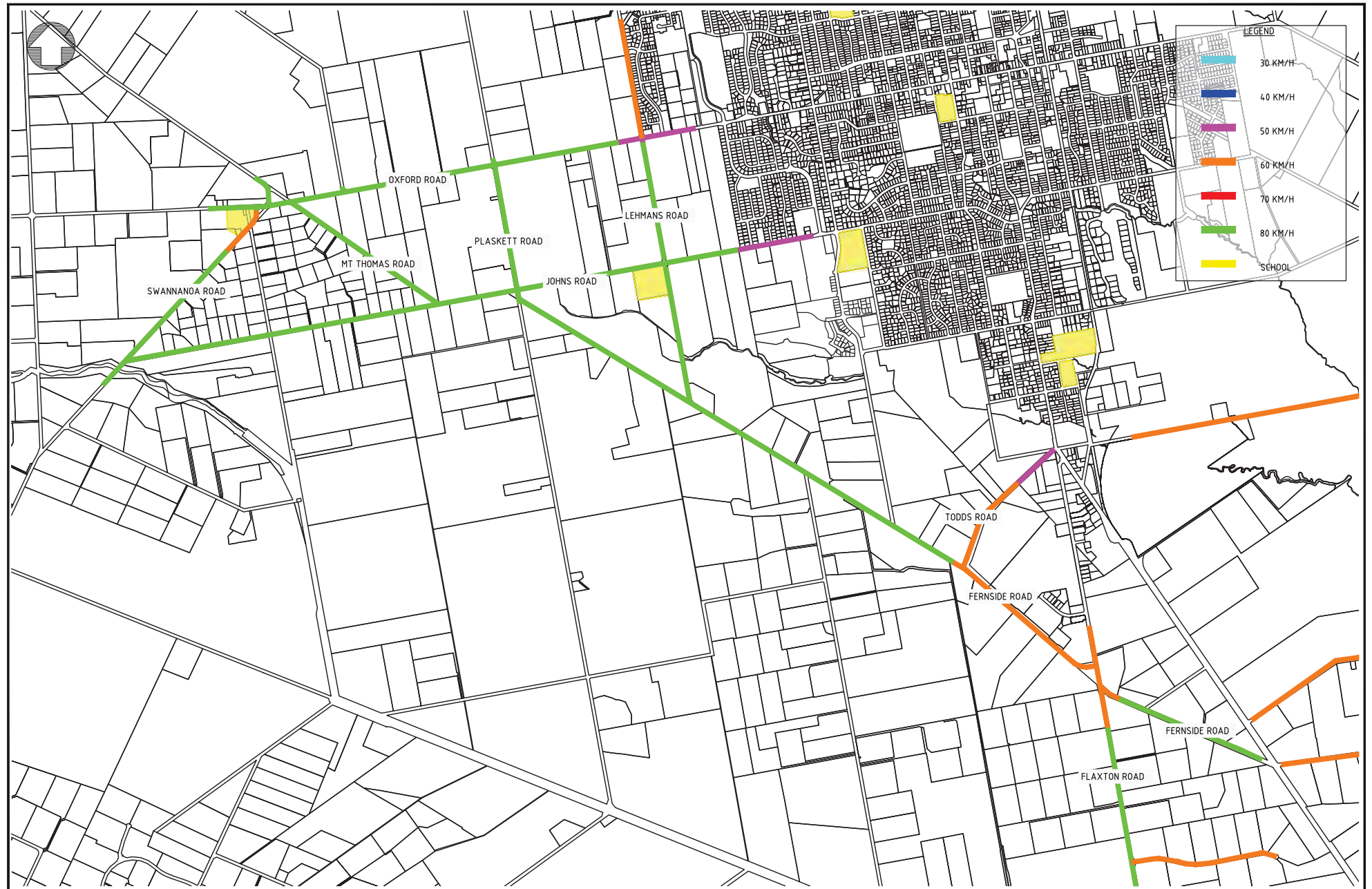
7.3.3. Transport is accessible, convenient, reliable and sustainable

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

7.4. Authorising Delegations

7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.

7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

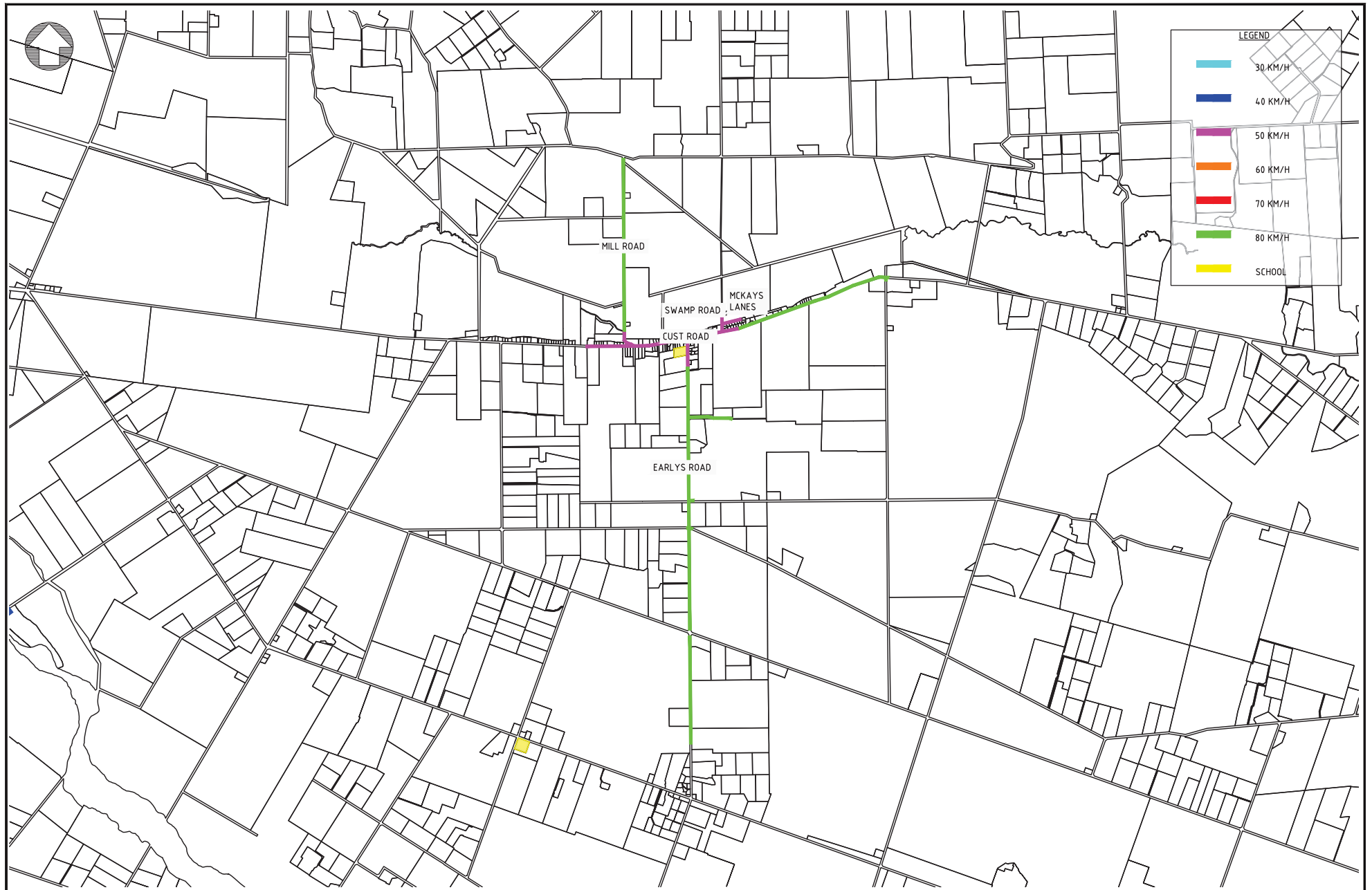
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
RANGIORA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
01	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

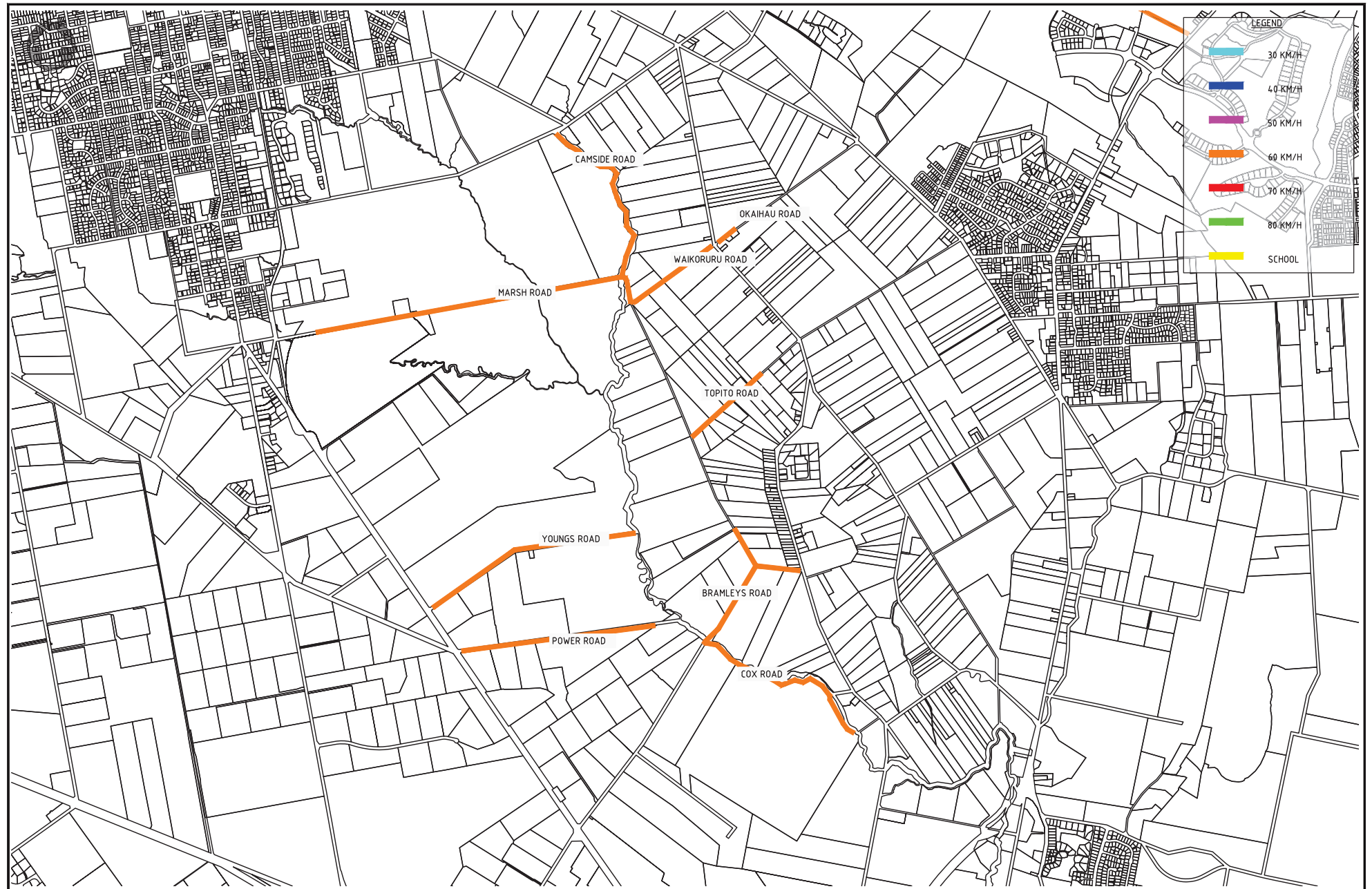
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	CUST
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
03	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED		PROJECT No	PD001172
DRAWN	AMC	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
TOWN ENTRANCES**

SHEET TITLE
**TUAAHIWI
UNSEALED ROADS**

FOR INFORMATION	
DRAWING	
SHEET	REVISION
06	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

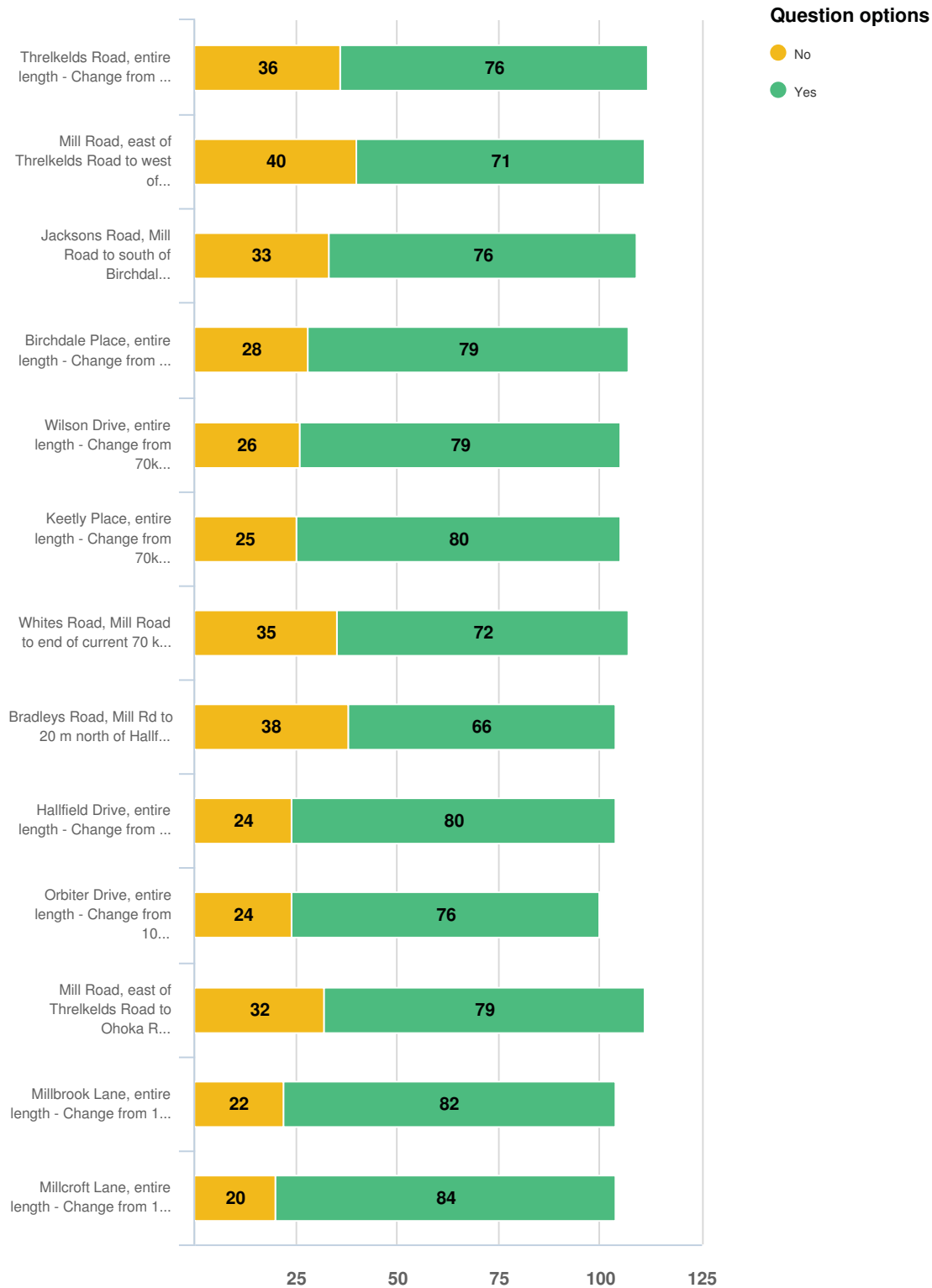
Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?



Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/27/2021 06:16 PM

I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.

Screen Name Redacted

9/28/2021 10:05 AM

Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.

Screen Name Redacted

9/28/2021 11:01 AM

I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.

Screen Name Redacted

9/28/2021 11:05 AM

I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1

Screen Name Redacted

9/28/2021 11:37 AM

Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool

Screen Name Redacted

9/28/2021 01:33 PM

Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic

Screen Name Redacted

9/28/2021 06:05 PM

Reduce the speed on tram road to 80km/h right back to mandeville

Screen Name Redacted

9/28/2021 06:53 PM

Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.

Screen Name Redacted

9/28/2021 07:11 PM

These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/29/2021 06:54 AM</p>	<p>Some that you've proposed 100 to 60 I would support an 80</p>
<p>Screen Name Redacted 9/29/2021 11:16 AM</p>	<p>A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.</p>
<p>Screen Name Redacted 9/29/2021 11:42 AM</p>	<p>1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h</p>
<p>Screen Name Redacted 9/29/2021 12:30 PM</p>	<p>Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.</p>
<p>Screen Name Redacted 9/29/2021 03:19 PM</p>	<p>Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.</p>
<p>Screen Name Redacted 9/29/2021 07:16 PM</p>	<p>i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.</p>
<p>Screen Name Redacted 9/29/2021 08:29 PM</p>	<p>Feldwick Drive needs to be 30kmph</p>
<p>Screen Name Redacted 9/29/2021 09:41 PM</p>	<p>Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.</p>
<p>Screen Name Redacted 9/29/2021 10:24 PM</p>	<p>If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change</p>
<p>Screen Name Redacted</p>	<p>I live in Mill Road west of Threlkelds road in the heart of Ohoka</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80K/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp comming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

 Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at _____, the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h???????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

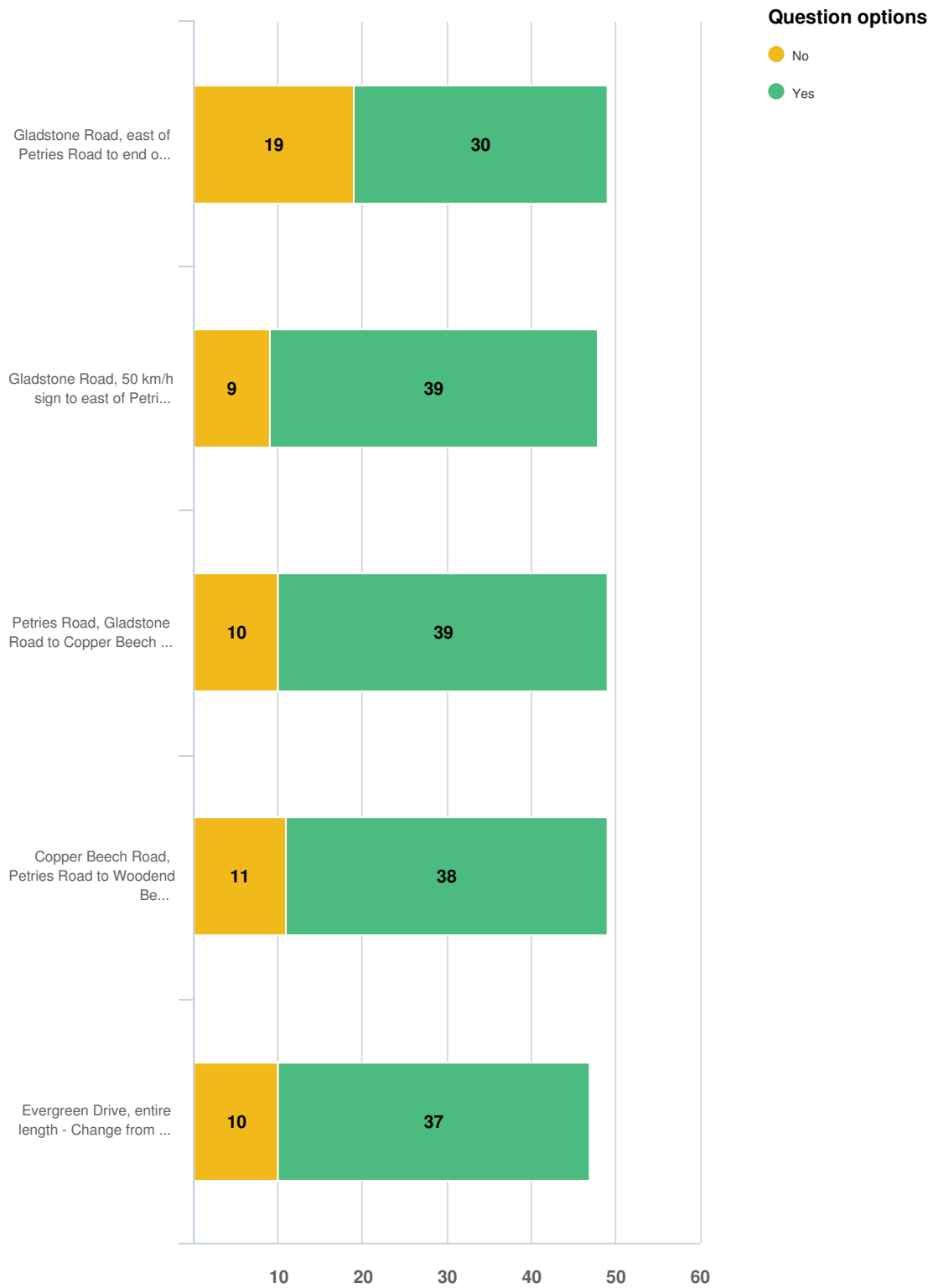
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

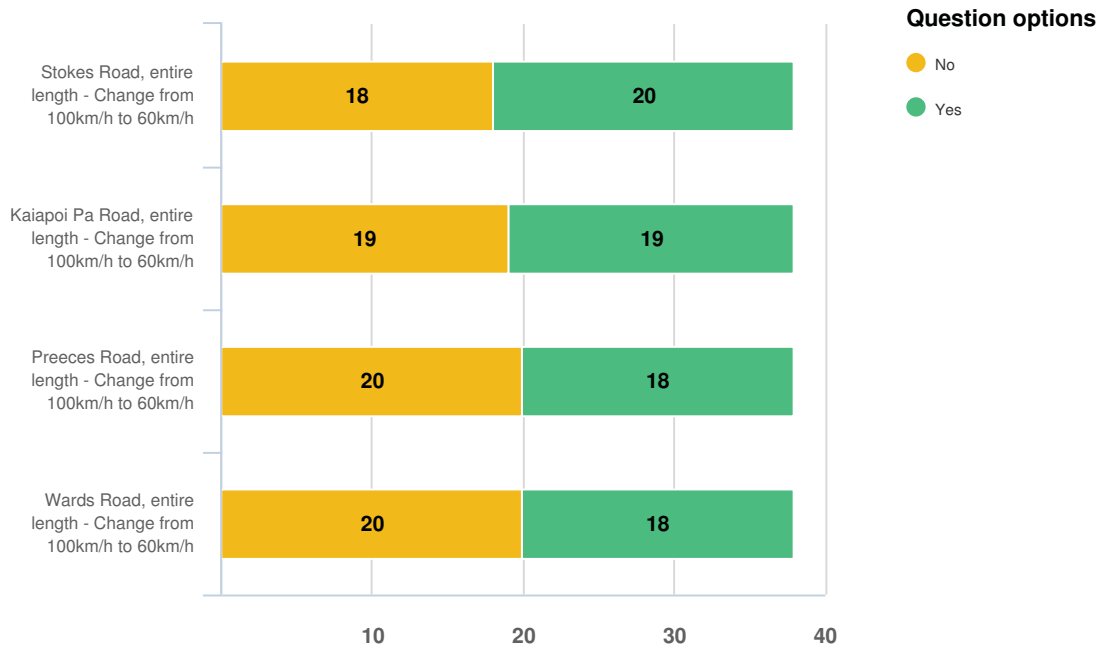
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

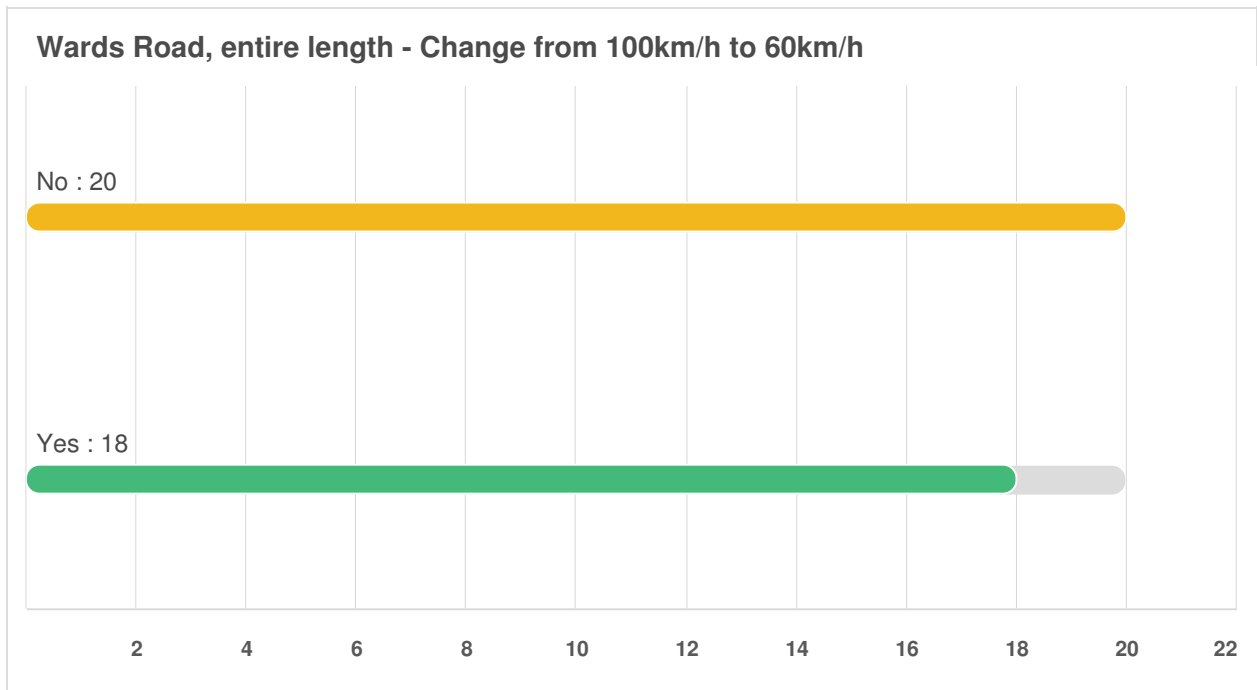


SURVEY QUESTIONS

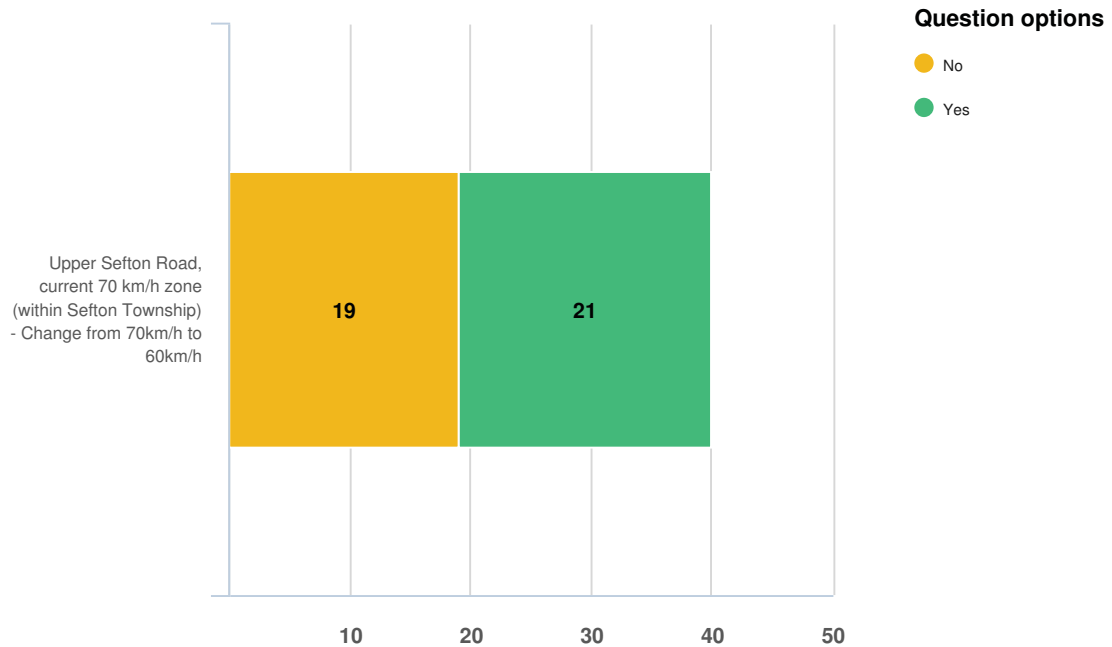
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted 10/01/2021 02:19 PM	It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.
Screen Name Redacted 10/01/2021 02:36 PM	You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...
Screen Name Redacted 10/02/2021 09:02 AM	I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.
Screen Name Redacted 10/03/2021 08:13 AM	Leave them alone
Screen Name Redacted 10/03/2021 01:50 PM	I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h
Screen Name Redacted 10/03/2021 04:03 PM	I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club
Screen Name Redacted 10/05/2021 09:52 PM	Better policing required
Screen Name Redacted 10/06/2021 09:52 AM	There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits
Screen Name Redacted 10/08/2021 02:13 PM	
Screen Name Redacted 10/13/2021 04:36 PM	I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

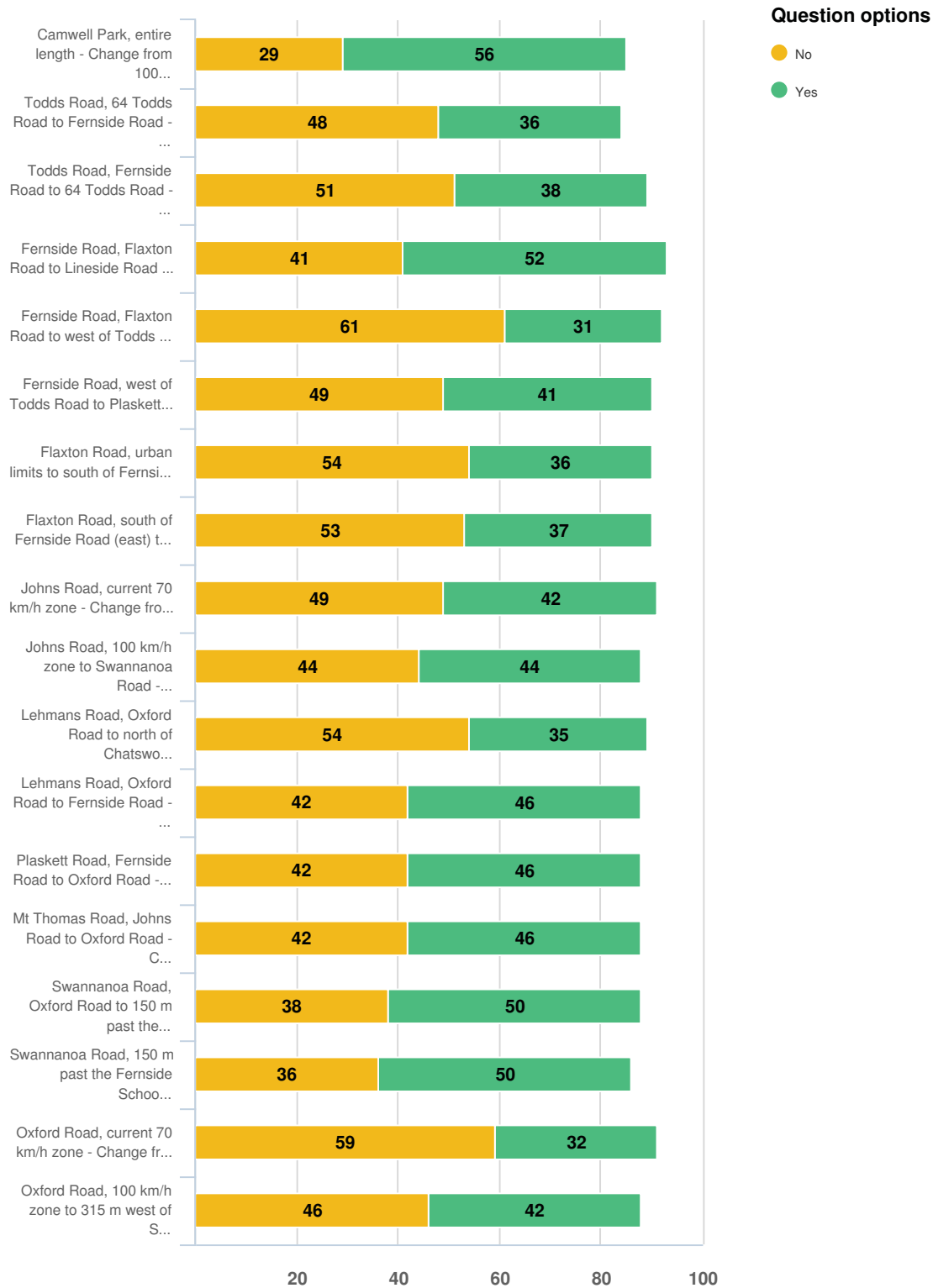
Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/02/2021 12:40 PM</p>	<p>Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt</p>
<p>Screen Name Redacted 10/02/2021 01:16 PM</p>	<p>O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road</p>
<p>Screen Name Redacted 10/02/2021 03:34 PM</p>	<p>Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads</p>
<p>Screen Name Redacted 10/02/2021 04:03 PM</p>	<p>The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.</p>
<p>Screen Name Redacted 10/02/2021 06:12 PM</p>	<p>Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.</p>
<p>Screen Name Redacted 10/02/2021 09:09 PM</p>	<p>I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.</p>
<p>Screen Name Redacted 10/03/2021 08:12 AM</p>	<p>Leave the speec limits alone. The roads are safe, it's the drivers that need the training.</p>
<p>Screen Name Redacted 10/03/2021 09:36 AM</p>	<p>I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along</p>

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

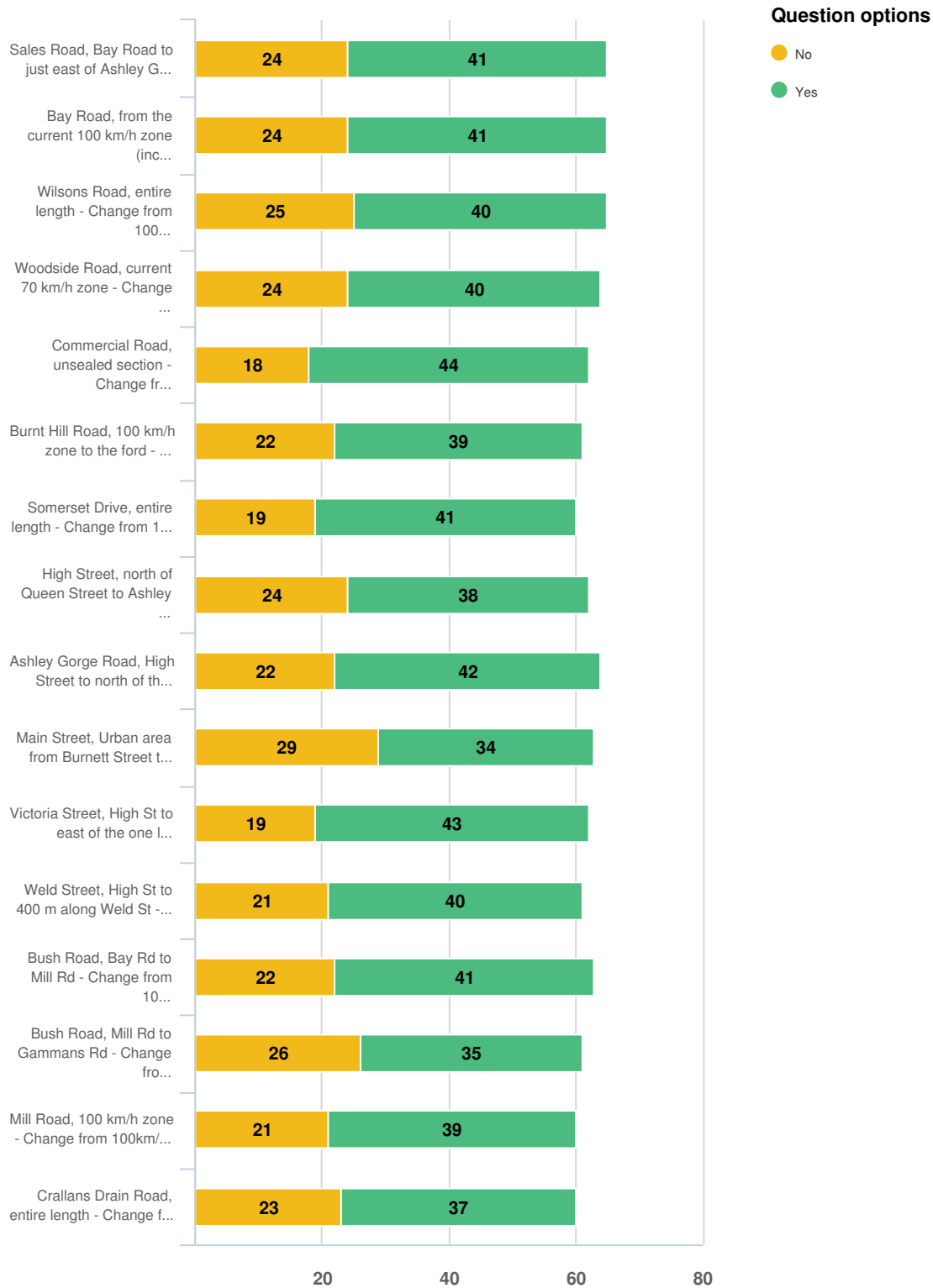
SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

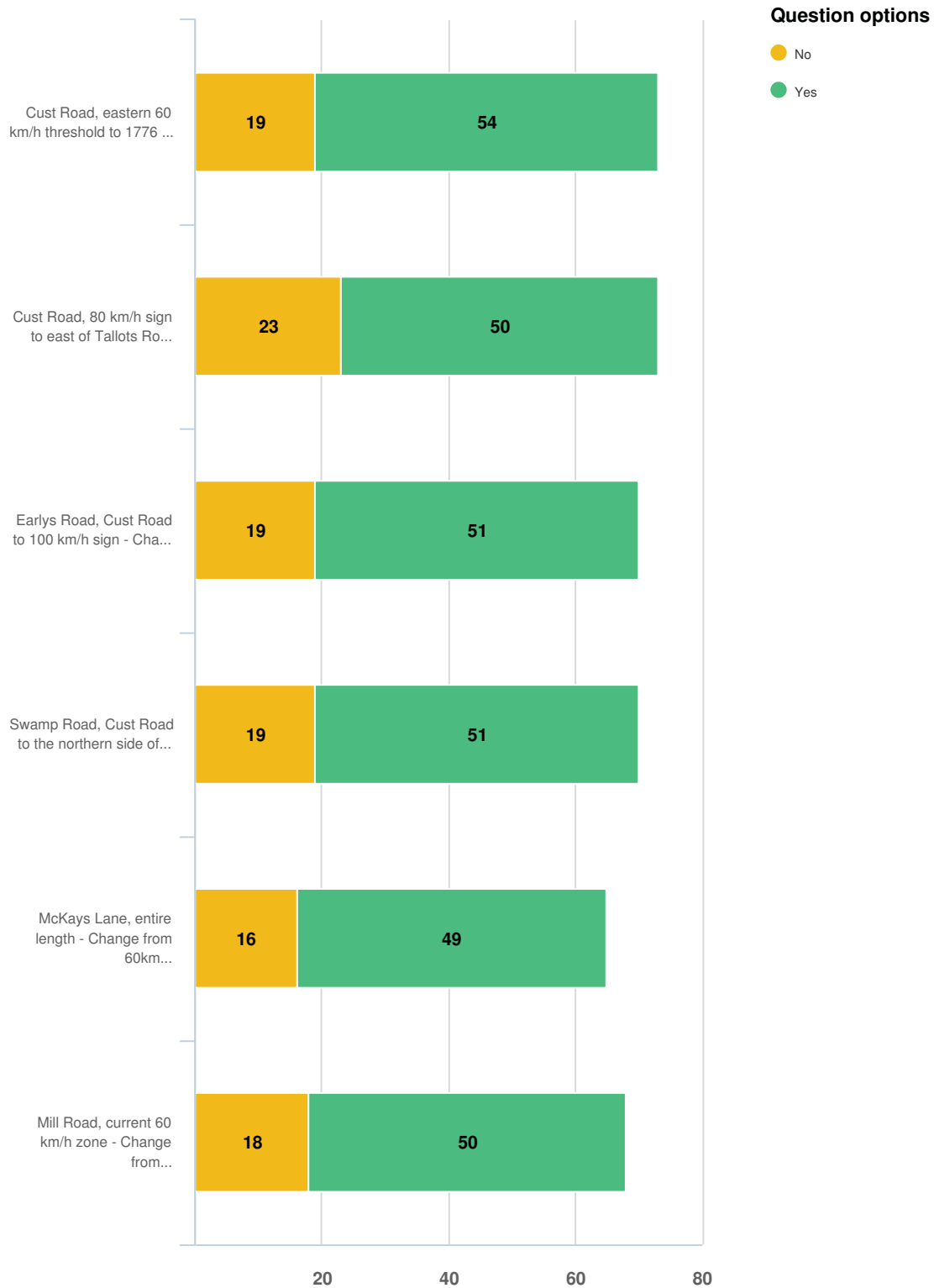
Speed Limit Review - In and Around our Towns

SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?


Optional question (70 response(s), 18 skipped)

Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?


Optional question (75 response(s), 13 skipped)

Question type: Likert Question

<p>Screen Name Redacted</p> <p>9/27/2021 03:38 PM</p>	<p>We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance</p>
<p>Screen Name Redacted</p> <p>9/28/2021 04:27 PM</p>	<p>I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view</p>
<p>Screen Name Redacted</p> <p>9/30/2021 03:30 PM</p>	<p>Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.</p>
<p>Screen Name Redacted</p> <p>10/01/2021 11:27 AM</p>	<p>Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather then having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.</p>
<p>Screen Name Redacted</p> <p>10/04/2021 01:13 PM</p>	<p>Totally agree with the Oxford road changes. Have been wanting them lowered for years</p>
<p>Screen Name Redacted</p> <p>10/07/2021 07:09 AM</p>	<p>Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.</p>
<p>Screen Name Redacted</p> <p>10/07/2021 05:58 PM</p>	<p>Burnt Hill Road should be 50km/h</p>
<p>Screen Name Redacted</p> <p>10/08/2021 10:03 PM</p>	<p>burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings . There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the</p>

way to the bridge. Bay road should change from 100 to 70 for that section It seems that the current thinking is that 60 is the new speed for everywhere ,I certainly think that 100 is to high for some of those roads but 60 is to slow for these almost rural roads the new speed for those changes should be 70 at the lowest .

Screen Name Redacted

(01) (000) (000000)

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

(01) (000) (000000)

Hi, we live at 88 Bush rd.As part of the local walkway I am very concerned for the safety of a large number of people the use it (dog walkers,cyclist& parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100ks.

Screen Name Redacted

(01) (000) (000000)

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

(01) (000) (000000)

You appear to have missed out the western side of Cust Road completely. This plan has zero effect of the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

The 80km either side of Cust road change to 60km.

Screen Name Redacted

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is still too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

Screen Name Redacted

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly; - OFarrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)

Question type: Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Thursday, 3 June 2021 8:55 AM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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

Good work Allie - thanks for reaching out - we are here to help so pleased I have added some value.

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services
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A vision of a New Zealand
where no one is killed or seriously
injured in road crashes



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 3 June 2021 8:48 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Good news regarding Swannanoa Road! I have left some comments below in red to clarify a couple of points.

Overall, we will continue to discuss options in Cust to ensure we do meet Clause 4.4(2)(c). Yes, Council will be doing a speed counts in Tuahiwi; however, when those are to occur is out of my hands (I do expect it to be soon though).

Again, thanks for your help on all of this Glenn. The process has not only helped us with this review and what our submission will be, but has also helped inform our approach to the Speed Management Plan we will be developing soon. Therefore, time not wasted!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
 Sent: Wednesday, 2 June 2021 12:02 PM
 To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
 Subject: RE: WDC Speed Limit Review - Advice

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

Hi Allie - running out of colours, so some bulleted responses to your comments/queries

- Woodend - good approach
- Fernside Road east - Waka Kotahi response to consultation will be to disagree that 80 is SAAS, for the reasons I have described - we can only comment on alignment with the Rule, and 80 for one direction and 60 for the other when the evidence Waka Kotahi has provided says otherwise. Council has the final say though.
- Swannanoa Road - clause 3.3(1)(b) of the Rule includes "unless the requirement is impracticable for that road" - this is one of those situations
- Cust - I suppose what I'm really interested in is Council meeting clause 4.4(2)(c) - yes MegaMaps might say this is all 50, and the governing factor for that is road function, so rural town, and so 50 is right for all the reasons you say - it's just that you can't put up 50km/h signs where the mean speeds are 74km/h, and I don't think your entry points nor treatments are going to achieve 55km/h - that is what you need to be representing to your Community Board - 50 is the right answer, but as proposed 50 is unlikely to comply with 4.4(2)(c) by a long shot. It's the same situation you had for Tuahiwi Allie. The only way I believe you will get 50 to comply with the Rule is to promote a lower speed along the whole corridor as I've described.
- Understand Earlys now I think - you have existing 80 south of Tram Road do you, but 100 north of Tram Road, so this is making all of Earlys 80, except past the school **We have an existing 80 km/h approximately 1 km south of Tram Rd and yes the intention is to make all of Earlys (aside from the school), between Cust and West Eyreton, 80 km/h.**
- Giles Road - the Rule is quite clear Allie - you must take the information from Waka Kotahi into account - that drives 60 for this length, and it is this data that allows you compliance with 60 - you comply with what the Rule says, and you get a far better and more consistent result for the road length. This road length is narrow and has no centreline - SAAS is simply not 80km/h. There is no requirement in the Rule for you to question Waka Kotahi data, which is purely generated from Bluetooth signals from the vehicles that have passed through this length of road - we can supply in 15 minute intervals if needed. There is no manipulation, just the same collection method used for every road in the country, which is how we get national consistency when it is applied. Ditch your data, use what the Rule requires you to use, and apply 60 is my advice - do you think you will get pushback on that? - this looks nothing like Fernside Road east, so can't fathom anybody saying it's a 80km/h road.
- Raven Quay
 - clause 4.2(2) *In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority **must** have regard to—(a) the information about speed management developed and maintained by the Agency*
 - note again, there is no 'neighbourhood greenway' sign - make sure the person working on this project talks to me re signage please. **Will do. Signage is going to feature much later, so will likely be a discussion next financial year.**
- Depot Road - good you are discussing - the 50 in MegaMaps assumes the whole length from Woodside to the bridge is 'urban fringe' - if you change that to rural using the corridor editor (which is how most of it represents), SAAS is 80. Just please don't propose to shift the 50 out 150m as Waka Kotahi will disagree with that. **We certainly won't be doing that, unless there is substantial change in roadside development in the coming years. This 80 km/h approach may not end up in this round of reviews, but we will look to do it in the coming rounds if that is the case.**

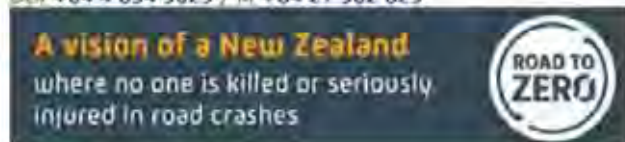
Hope that's helpful Allie.

Thanks for the update on Tuahiwi - I didn't think your draft engineering proposals for that were aggressive enough, so Council will be monitoring speeds through there to ensure it is complying with 4.4(2)(c) for the 40km/h speed limit (ie that speeds are well less than 50)?

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Wednesday, 2 June 2021 9:43 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thanks for clarifying the 50 km/h and no offence taken as we are all working towards the same outcome. Just in general, we do agree with your suggested speed limits in some of the areas; however, at this stage we are struggling with community support for them and/or the planned development has not yet occurred to create the environment and 'place' function necessary to support some of them. From here, we will be adding these areas into our Speed Management Plan, as this gives us the perfect framework to begin these discussions.

My comments to your comments in purple are in orange.

Also, in addition to the roads listed below, one of the Community Boards has asked us to include Upper Sefton Road (through the township) and Copper Beech Road. We will be proposing a 60 km/h limit through Sefton (there is currently no budget to implement infrastructure to achieve 50 km/h at this time; however, will be added into our Speed Management Plan to achieve this) and Copper Beach Road as 50 km/h (it is defined as a collector road in the ODP which is currently being updated).

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 10 May 2021 4:57 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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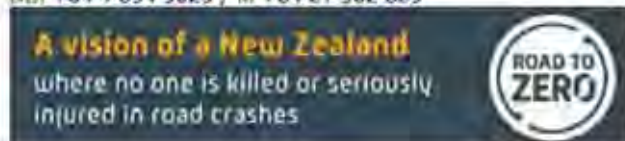
Hi Allie - 50 is not a rural speed limit based on the fact that it doesn't figure in figure 1.4 of the Guide (pg 13), and in Table 2.2 (pg 20) just for rural towns that fit certain criteria (ie look and feel like an urban environment). Also there is the principle that rural speed limits should have 20km/h differentiation (table 2.4, page 21), so that's 100/80/60/(40), and of course 50 doesn't fit that principle. Yes you are right though, historically people associate 50 with urban areas (it has been the 'urban default' in many people's minds), so seeing it rural areas is just confusing.

Comments to your comments in purple below - my comments are getting beyond just compliance with Rule stuff and into traffic engineering now, but with the intent of achieving what the Rule requires and a good outcome for you - hope you guys aren't offended!

Cheers, Glenn

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wrmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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

Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
- Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**

within 20m (C), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Wednesday, 28 April 2021 12:57 PM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>
Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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5 October 2021

Allie Mace-Cochrane
allie.mace-cochrane@wmk.govt.nz

Dear Allie,

I refer to your correspondence of 23 September 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Waimakariri District.

Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Natasha Rodley, as the District Road Policing Manager for her operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on the specified roads in the Waimakariri District.

Yours sincerely,

Inspector Peter Jones
Acting Director: National Road Policing Centre

Allie Mace-Cochrane

From: John Bond
Sent: Thursday, 14 October 2021 10:40 AM
To: Allie Mace-Cochrane
Subject: Consultation on Speed Limit Reviews - Waimakariri

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

Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanx.co.nz



**ROAD TRANSPORT
ASSOCIATION NZ**

From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 14 October 2021 9:34 AM
To: Simon Carson
Cc:
Subject: Consultation on Speed Limit Reviews - Waimakariri
Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)



Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 409 responses received – 400 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	87	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Common Themes included:

- Additional Roads – Asking for speed limits to be reviewed on roads outwith the scope of the engagement
- Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps
- Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended
- Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement
- School – comments or suggestions about roads around schools including speed and safety
- Driver education – relating to improving driver behaviour through better or more robust driver education
- Level of service – comments or suggestions to change current roads including layout, surfaces, signage
- Safety – included safety of other roads users. Querying the impact of slower speeds on safety
- General – general comments about the review process

Oxford/Cust Roads

Of the 87 who completed the survey, 59 respondents left a comment and with the overall sentiment including:

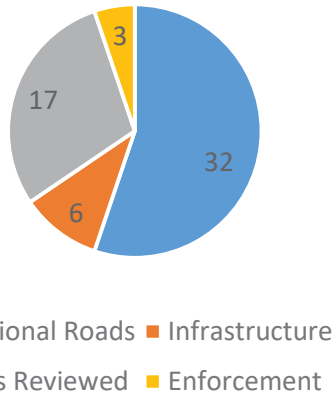
10% negative

17% mixed

59% neutral

14% positive

Common Themes from Feedback - Oxford/Cust



Rangiora Roads

Of the 95 who completed the survey, 37 respondents left a comment and with the overall sentiment including:

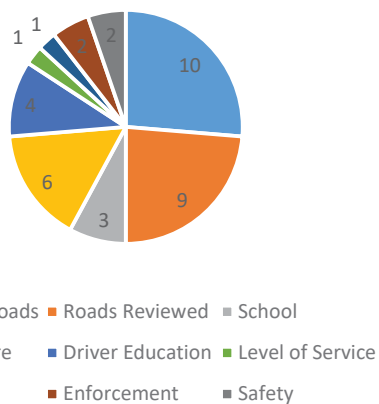
22% negative

18% mixed

16% neutral

43% positive

Common Themes from Feedback - Rangiora



Kaiapoi/Ohoka Roads

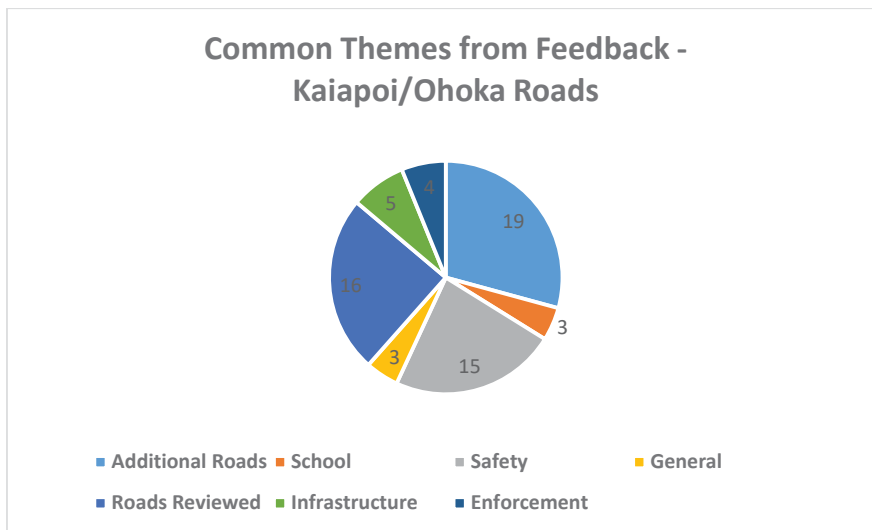
Of the 129 who completed the survey, 66 respondents left a comment and with the overall sentiment including:

24% negative

21% mixed

32% neutral

32% positive



Woodend/Tuahiwi Roads

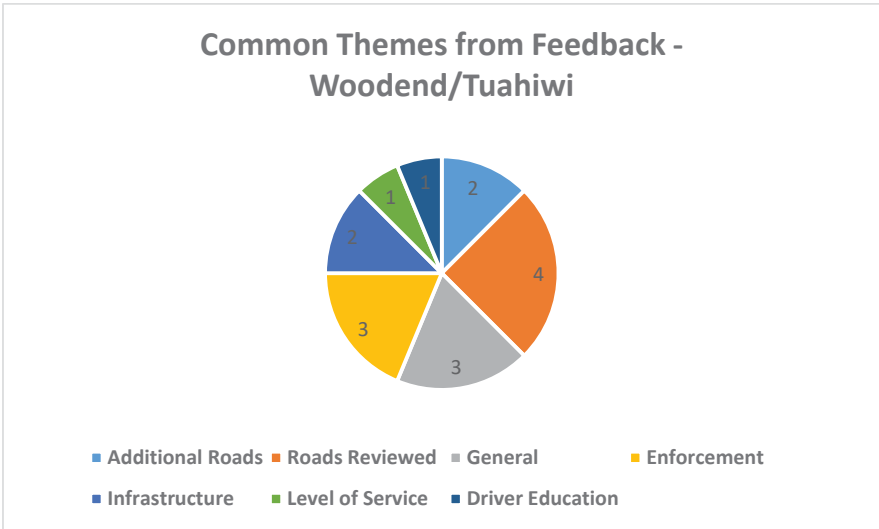
Of the 49 who completed the survey, 17 respondents left a comment and with the overall sentiment including:

18% negative

18% mixed

29% neutral

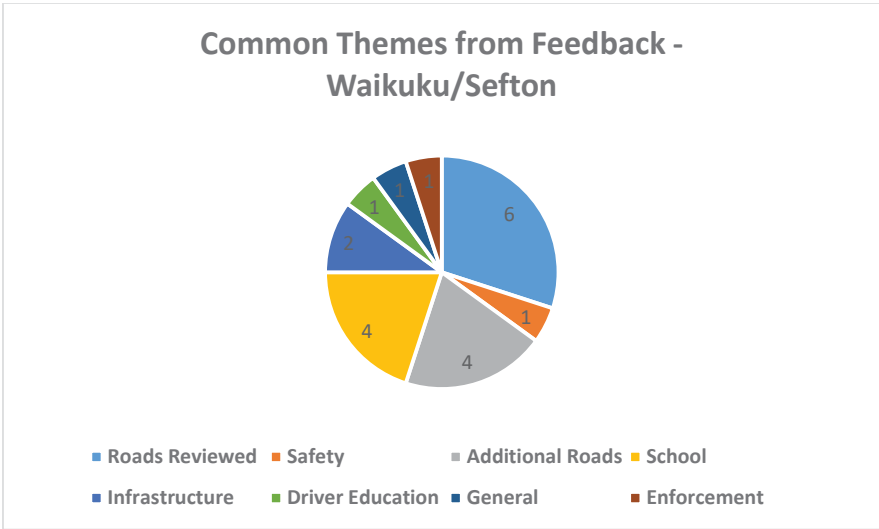
35% positive



Waikuku/Sefton Roads:

Of the 40 who completed the survey, 21 respondents left a comment and with the overall sentiment including:

- 18% negative
- 18% mixed
- 29% neutral
- 35% positive



Waimakariri District Crash Data (2010 – 2021)

Table 1. Cust crash data.

Location	Non-Injury	Minor	Serious	Fatal
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	2	0	0	0
Cust Road , 80 km/h sign to east of Tallots Road	3	1	1	0
Earlys Road , Cust Road to 100 km/h sign.	0	0	0	0
Swamp Road , Cust Road to the northern side of the one-lane bridge.	1	1	0	0
McKays Lane , entire length.	0	0	0	0
Mill Road , current 60 km/h zone.	0	2	0	0

Table 2. Urban fringe crash data.

Location	Non-Injury	Minor	Serious	Fatal
Todds Road , 64 Todds Road to Southbrook Road.	0	0	0	0
Todds Road , Fernside Road to 64 Todds Road.	1	0	1	0
Flaxton Road , urban limits to south of Fernside Road (east).	3	6	3	0
Fernside Road , Flaxton Road to west of Todds Road.	4	1	1	0
Johns Road , current 70 km/h zone.	1	1	0	0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	0	0	0	0
Oxford Road , current 70 km/h zone.	1	2	0	0

Table 3. Rural arterial crash data.

Location	Non-Injury	Minor	Serious	Fatal
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	8	0	0	3

Table 4. Rural primary collector crash data.

Location	Non-Injury	Minor	Serious	Fatal
Fernside Road , west of Todds Road to Plaskett Road.	8	8	0	0
Johns Road , 100 km/h zone to Swannanoa Road.	16	7	4	0
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	3	2	0	0
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	8	3	1	1

Waimakariri District Crash Data (2010 – 2021)

Table 5. Rural secondary collector crash data.

Location	Non-Injury	Minor	Serious	Fatal
Fernside Road , Flaxton Road to Lineside Road.	2	0	0	0
Lehmans Road , Oxford Road to Fernside Road.	0	1	0	0
Plaskett Road , Fernside Road to Oxford Road.	8	2	1	0
Mt Thomas Road , Johns Road to Oxford Road.	0	0	0	0
O'Roarkes Road , Johns Road to Swannanoa Road.	0	0	0	0

Table 6. School crash data.

Location	Non-Injury	Minor	Serious	Fatal
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	0	0	0	0

Table 7. Tuahiwi crash data.

Location	Non-Injury	Minor	Serious	Fatal
Camside Road , sealed section (280 m).	0	0	0	0
Camside Road , unsealed section.	2	3	0	0
Youngs Road , entire length.	0	0	0	0
Marsh Road , entire length.	3	1	1	0

Waimakariri District Crash Data (2010 – 2021)

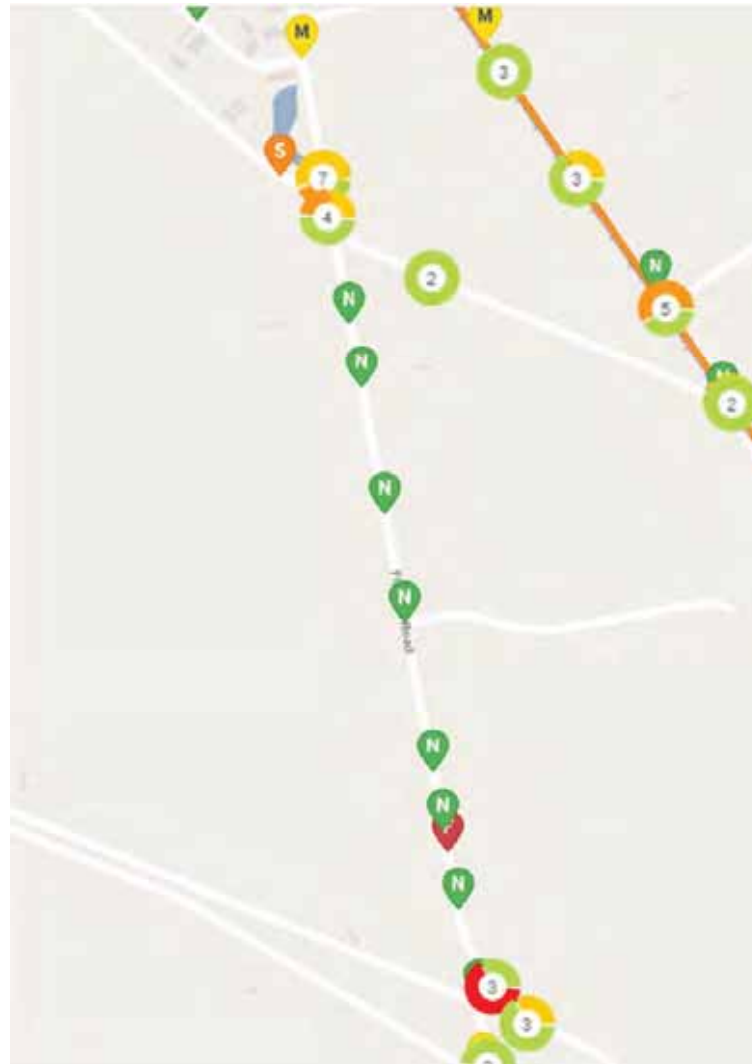


Figure 1. Grouped crash data for Flaxton Road.

Waimakariri District Crash Data (2010 – 2021)



Figure 2. Grouped crash data for southwest Rangiora.

Waimakariri District Crash Data (2010 – 2021)



Figure 3. Grouped crash data for west Rangiora.