



WAIMAKARIRI
DISTRICT COUNCIL

Council

Agenda

Tuesday 4 October 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, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA**, on **TUESDAY 4 OCTOBER 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**

- Passing of Roger Blair; served on the Kaiapoi Community Board prior to becoming a District Councillor (2007-2013), Kaiapoi Community Board member 2013-2016 and Kaiapoi-Tuahiwi Community Board member from 2016 to 2019.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on 6 September 2022**

RECOMMENDATION

17-42

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on 6 September 2022.

MATTERS ARISING (FROM MINUTES)

PUBLIC EXCLUDED MINUTES (Refer to public excluded agenda)

4.2 **Minutes of the public excluded portion of a meeting of the Waimakariri District Council held on 6 September 2022**

5. **DEPUTATIONS AND PRESENTATIONS**

5.1 **Joe Holland**

Mr Holland will share his views on climate change with the Council.

5.2 **Swannanoa School Representatives**

Student representatives Rosie Tapp and Eva Dingel will share their views on the Council's proposed Adoption of the Walking and Cycling Network Plan, and Infrastructure Prioritisation Programme, supported by parents and Sarah Barkle (Oxford-Ohoka Community Board member).

5.3 **Loburn School Representatives**

Student representative Keva Woolford will share views on the Council's proposed Adoption of the Walking and Cycling Network Plan, and Infrastructure Prioritisation Programme, supported by parents.

Following the deputations, the Council will consider matters in Item 7.1 (Adoption of the Walking and Cycling Network Plan, and Infrastructure Prioritisation Programme) of the agenda.

6. **ADJOURNED BUSINESS**

6.1 **Gambling Policy Reviews 2022 – L Beckingsale (Policy Analyst) and T Tierney (General Manager Planning, Regulation and Environment) on behalf of the Gambling Policy Review Hearing Panel: Councillors W Doody (Chair), P Williams and P Redmond**

RECOMMENDATION

43-103

THAT the Council:

- (a) **Receives** Report No. 220922164406
- (b) **Adopts** the Gambling (Class 4) Venue Policy with changes as follows:

Clauses 1 to 6 – no change

Clause 7 – Option 3– cap machine numbers at a ratio of 1:265

Clause 12 – Relocation policy - Relocation of machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 venue licence applies

- (c) **Adopts** the TAB (Totalisator Agency Board) Venue Policy with changes as follows:

The TAB Venue Policy terminology updated in accordance with the new *Racing Industry Act 2020*. No changes to the policy elements.

6.2 **Proposed Policy – Briefings and Workshops – S Nichols (Governance Manager)**

RECOMMENDATION

104-117

THAT the Council:

- (a) **Receives** Report No. 220928167654.
- (b) **Adopts** the Policy on Briefings and workshops (Trim 220603094363), effective immediately.
- (c) **Notes** the Policy is inclusive of Council, Committees and Community Boards with wording clarified from previously tabled proposed policy.
- (d) **Notes** this Policy will be conveyed to the new term elected members through the induction process.

7. REPORTS

7.1 Adoption of the Walking and Cycling Network Plan, and Infrastructure Prioritisation Programme – D Young (Senior Engineering Advisor) and A Mace-Cochrane (Project Engineer)

RECOMMENDATION

118-289

THAT the Council:

- (a) **Receives** Report No. 220817141624;
- (b) **Adopts** the recommended Walking and Cycling Network Plan (refer to Attachment ii);
- (c) **Approves** the following links being included in the prioritisation programme as Priority One;
 - a. **Tram Road** (Mandeville Village shopping precinct to No. 10 Road) – Gravel shared path;
 - b. **McHughs Road / Mandeville Road** (Tram Road to the Mandeville Sports Ground) – Gravel shared path;
 - c. **Ashley Street/Ivory Street/Percival Street** – On-road cycle lanes (connecting existing);
 - d. **Railway Road/Torlesse Street/Coronation Street/Ellis Road** – Separated path or shared path (dependent on scheme design) and neighbourhood greenway;
 - e. **Pegasus to Woodend** (State Highway 1 – Pegasus roundabout to 130A Main North Road) – Gravel shared path;
 - f. **Dixons Road/Loburn Whiterock Road/Hodgsons Road** (Rangiora Leigh Holiday Park to Loburn School) – Gravel shared path (Note, the Dixons Road Bridge will remain a deficiency in this link until budget to construct a clip-on becomes available in the future);
 - g. **Sandhill Road** (Williams Street to Woodend Beach Road) – Shared path;
 - h. **Old North Road/Ranfurly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street** – Shared path/neighbourhood greenway;
- (d) **Approves** the following links being included in the prioritisation programme as Priority Two;
 - a. **Harewood Road, Oxford** (High Street to Main Street) – Gravel/sealed shared path;
 - b. **High Street, Oxford** (Main Street to Harewood Road) – Gravel/sealed shared path;
 - c. **Earlys Road** (end of existing facility to Springbank Road) – Gravel share path;
 - d. **Williams Street** (north of town centre) – On-road cycle lanes (connecting existing);

- (e) **Approves** the following links being included in the prioritisation programme as Priority Three;
- a. **Main Street** (Oxford urban limits) – On-road cycle lane;
 - b. **Cust Road** (Cust urban speed zone) - Protected cycle lane;
- (f) **Notes** the following additions have been made to the Walking and Cycling Network Plan based on staffs' assessment of the community and Community Board submissions;
- a. **North Eyre Road** (between No. 10 Road and Earlys Road);
 - b. **North Eyre Road** (between Poyntzs Road and Tram Road);
 - c. **Two Chain Road** (between Pattersons Road and North Eyre Road);
 - d. **Pattersons Road** (between Two Chain Road and Wards Road);
 - e. **Wards Road** (between Makybe Drive and Pattersons Road);
 - f. **Whites Road** (between Mill Road, Ohoka, and Tram Road);
 - g. **Tram Road** (upgrade of level of service between Whites Road and Mandeville Town);
 - h. **Easterbrook Road** (from Cust River – bridge from Bradleys Road to Fernside Road);
 - i. **Fernside Road** (between Easterbrook Road and Townsend Road);
 - j. **Townsend Road** (upgrade of level of service between Fernside Road and the South Brook);
 - k. **Mill Road, Ohoka** (between Threlkelds Road and Christmas Road);
 - l. **Christmas Road** (between Mill Road, Ohoka, and Butchers Road);
 - m. **Butchers Road** (between Christmas Road and Ohoka Road);
 - n. **Bramleys Road** (between Tuahiwi Road and Lineside Road);
 - o. **Greens Road** (between Tuahiwi Road and Church Bush Road);
 - p. **Church Bush Road** (between Greens Road and Tuahiwi Road);
 - q. **Te Pouapatuki Road** (between Greens Road and Rangiora Woodend Road);
 - r. **State Highway One** (between Gressons Road and Pegasus Boulevard);
 - s. **Bridge Street** (between Reserve Road and the beach access);

- t. **Domain Terrace** (between Park Terrace and the campground access);
 - u. **Waikuku Beach Domain** (between Domain Terrace and Reserve Road);
 - v. **Cones Road** (between Dixons Road and Carrs Road);
 - w. **Carrs Road** (between Cones Road and Station Road);
 - x. **Station Road** (between Carrs Road and Loburn Whiterock Road);
 - y. **Hodgsons Road** (between Swamp Road and 110 Hodgsons Road);
 - z. **Loburn Whiterock Road** (upgrade level of service between Loburn Domain and Dixons Road);
- (g) **Notes** staff have made the following changes to the prioritisation programme;
- i. **Pegasus to Woodend** – moved from Priority Three to Priority One (community/Community Board feedback);
 - ii. **Dixons Road/Loburn Whiterock Road/Hodgsons Road** – moved from no priority to Priority One (community feedback);
 - iii. **Sandhill Road** – moved from Priority Two to Priority One (community/Community Board feedback);
 - iv. **Old North Road/Ranfurlly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street** – moved from Priority Three to Priority One (community/Community Board feedback);
 - v. **Tuahiwi Road** (Tuahiwi Village limits) – moved from Priority Two to outside of the priority list (staff to revisit which Grade 2 facility is required);
 - vi. **McHughs Road / Mandeville Road** – moved from Priority Two to Priority One (part of the Climate Emergency Response Fund application);
- (h) **Notes** that options to fund the expected shortfall between the updated estimates for the Priority One projects, and the expected funding streams (i.e. existing Council funding, Better off funding, and Climate Emergency Response Fund (CERF)) will be brought to the Council's Annual Plan deliberations;
- (i) **Notes** that there is a budget of \$490,000 within PJ101229.000.5135 for the 2022/23 financial year, of which, \$40,000 is allocated towards improving estimates for all Priority One routes, and the advancement of the scheme design for the Woodend to Pegasus, Kaiapoi to Woodend, and Railway Road/Torlesse Street/Coronation Street/Ellis Road links, as well as Ashley Street (reseal planned for January), and \$450,000 towards the construction of a footpath in Tuahiwi (noting that this is already budgeted within the Low Cost Low Risk programme of this NLTP, which Council has previously approved);

- (j) **Notes** that staff can undertake preliminary design works for the Pegasus to Woodend link initially; however, are unable to undertake detailed design or construction until Waka Kotahi has finalised their design for the safety improvements along State Highway One (between Woodend and Pegasus/Ravenswood);
- (k) **Notes** that there is a Council funded (i.e., no Waka Kotahi funding at this stage) budget of \$660,000 within PJ101229.000.5135 for construction of walking and cycling infrastructure in the 2023/24 financial year, which will be the subject of a future report before any commitment to expenditure is made;
- (l) **Notes** that additional funding is being sought through the 'Better Off' funding stream (Three Waters Reform) and the CERF (Waka Kotahi) for the following links;
 - vii. **Pegasus to Woodend;**
 - viii. **Kaiapoi to Woodend: Sandhill Road;**
 - ix. **Kaiapoi to Woodend Road: Old North Road/Ranfurly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street;**
 - x. **Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane;**
 - xi. **Ashley Street/Ivory Street/Percival Street;**
 - xii. **Tram Road (School path);**
 - xiii. **McHughs Road/Mandeville Road (Sportsground path);**
- (m) **Notes** that both Courtenay Drive (southern side, between Williams Street and Stone Street) and Charles Street (between Williams Street and Jones Street) will be considered as an off-road Grade Two link only;
- (n) **Recommends** to staff that they re-instate the Walking and Cycling Reference Group under new Terms of Reference, to review and consider the priorities as required and report back to the Community Boards' for consideration, which staff will draft and bring back to the new Council in a separate report;
- (o) **Recommends** to staff that they include investigations into way-finding and other signage deficiencies across the network within the yearly budget allocation for design and construction;
- (p) **Notes** that the Walking and Cycling Network Plan sets a strategic framework, and will require further costing and prioritisation through the LTP process;
- (q) **Notes** that consultation for the two options in Kaiapoi, completing the Kaiapoi to Woodend link, will be consulted on during the design phase of the Sandhill Road portion;
- (r) **Notes** that staff will engage with all rural schools, prior to the next review of the Walking and Cycling Network Plan, to determine their demand areas for walking and cycling;

- (s) **Notes** that staff will bring a report to the relevant Community Board and Council if a community group obtains funding, or circumstances change on a roading network or as part of a project where it makes sense to construct walking and cycling infrastructure, which is not within the current prioritisation programme, but is on the Walking and Cycling Network Plan;
- (t) **Notes** that staff will report on the three-year prioritisation programme annually, as part of the Roothing Capital Works programme report, prior to finalising the walking and cycling infrastructure programme for that year;
- (u) **Notes** that the Walking and Cycling Network Plan, excluding the prioritisation programme, will be reviewed internally (in conjunction with the Community Boards' and the Council) every three years and publicly consulted upon every six years.

7.2 **Approval of the Transportation Procurement Strategy – J McBride (Roading and Transport Manager)**

RECOMMENDATION

290-339

THAT the Council:

- (a) **Receives** Report No. 220922165111.
- (b) **Approves** the Draft Transportation Procurement Strategy 2022 (TRIM No. 220923165338).
- (c) **Notes** that shared services are considered and implemented with neighbouring local authorities where applicable.
- (d) **Notes** that should any changes be required following review by Waka Kotahi and prior to endorsement, that these would be progressed subject to approval by the General Manager Utilities and Roading and the Acting Chief Executive.
- (e) **Notes** that any major changes would be reported back to Council.
- (f) **Circulates** this report to Community Boards for information.

7.3 **Changes to Sampling Budgets to Reflect New Drinking Water Rules – C Roxburgh (Water Asset Manager)**

RECOMMENDATION

340-345

THAT the Council:

- (a) **Receives** Report No. 220919161951.
- (b) **Notes** that on 25 July 2022 new Drinking Water Quality Assurance Rules were released by Taumata Arowai to come into effect on 14 November 2022, and that these Rules contain new requirements for testing and sampling of drinking water.
- (c) **Approves** that the following water supply sampling budgets be increased for the 2022/23 financial year to reflect new requirements in accordance with the table below:

Scheme	2022/23 Budget (Current)	2022/23 Budget (Proposed)	2022/23 Increase Required
Cust	6,170	11,870	5,700
Garrymere	7,720	9,820	2,100
Kaiapoi	28,300	43,900	15,600
Mandeville	17,940	20,940	3,000
Ohoka	5,150	10,650	5,500
Oxford Rural No.1	14,410	22,410	8,000
Oxford Urban	20,500	20,500	-
Oxford Rural No.2	11,320	11,320	-
Pegasus–Woodend	33,960	43,260	9,300
Rangiora	28,160	32,260	4,100
Waikuku	21,090	29,590	8,500
West Eyreton	4,260	9,990	5,730
Summerhill	1,410	10,000	8,590
Poyntzs	4,120	10,000	5,880
Total	204,510	286,510	82,000

- (d) **Notes** that the sampling budget increases will result in an average of a 2% rating increase across the District's water supplies, and that these rating increases will take effect from 2023/24 onwards.
- (e) **Approves** that the sampling budgets be apportioned evenly across all properties with a water connection via the District Wide UV rate rather than on a scheme by scheme basis.
- (f) **Notes** that the required budget and rating impacts for future years will be addressed via the 2023/24 Annual Plan process.

7.4 **July 2022 Flood Response – Forecast Costs and Funding Sources – R Kerr (Delivery Manager – Stimulus and Funding)**

RECOMMENDATION

346-357

THAT the Council:

- (a) **Receives** Report No. 220923165375;
- (b) **Approves** budget of **\$3.82 million** in responding to the flood event and recovery from the flood damages, with preliminary funding arranges as follows:

Asset Area	Estimate	Preliminary Funding source
Roading	\$1,940,000	Roading with NTLF FAR
Stormwater	\$615,000	Relevant Urban Drainage account
Land Drainage	\$400,000	District Drainage account
Rivers	\$25,000	District Drainage account
Wastewater	\$340,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$500,000	Drainage Operations account
TOTAL	\$3,820,000	

- (c) **Agrees** the flood response work be debt funded in 2022/23 and then loan funded with the charge being on the 2023/24 rate.
- (d) **Notes** that co-funding by Waka Kotahi is estimated at \$989,410 (subject to approval) with the Funding Assistance Rate anticipated to be 51% for Emergency Works.
- (e) **Notes** that the total rating impact from this additional budget, less the Waka Kotahi co-funding, is as follows:

Rating Area	Rating Implication
Roading	Increase by approximately \$5.55 or 1.2%
District Drainage	Increase by approximately \$1.30 or 6.5%.
Kaiapoi Urban	Increase by approximately \$7.54 or 2.0%.
Rangiora Urban	Increase by approximately \$1.00 or 0.3%.
Coastal Urban	Increase by approximately \$0.54 or 0.3%.
Pegasus Urban	Increase by approximately \$1.98 or 0.8%.
Oxford Urban	Increase by approximately \$4.91 or 3.1%.
Eastern Districts Sewer	Increase by approximately \$1.59 or 0.3%.

- (f) **Notes** that staff are continuing to work with Waka Kotahi, insurers and other external parties to secure funding for the works where available;
- (g) **Note** that 2023/24 maintenance budgets will be reviewed in light of the additional information and may need to be revised.
- (h) **Note** that some investigations will identify work that is able to be completed in this financial year while others will be included in the draft Annual Plan process.
- (i) **Circulates** this report to all Community Boards for information.

7.5 **46 Main North Road (Kaiapoi) – Reserve Classification – C Brown**
(General Manager Community and Recreation)

RECOMMENDATION

358-370

THAT the Council:

- (a) **Receives** Report No. 220808135614.
- (b) **Approves** the proposal for the classification of 46 Main North Road as a Local Purpose Amenity Linkage Reserve under the Reserves Act 1977.
- (c) **Notes** the cost of classifying the land under the Reserve Act 1977 as approximately \$8,000, which will be covered by existing Arohata te Awa budget provision.
- (d) **Circulates** to the Kaiapoi-Tuahiwi Community Board.

7.6 **132 Percival Street Temporary Carpark – S Hart (General Manager Strategy, Engagement and Economic Development)**

RECOMMENDATION

371-375

THAT the Council:

- (a) **Receives** Report No. TRIM number 220922164255;
- (b) **Approves** the establishment of a temporary unsealed public carpark at 132 Percival Street noting that a further report providing options for more permanent treatment of this site will come back to Council for their consideration early in 2023.
- (c) **Notes** that a future report early in 2023 will also consider any update on the Bunnings Site and how what influence that might have.
- (d) **Notes** that between 20-30 parks will be temporarily secured within the new site with a P120 restriction applied consistent with the public carpark at 136 Percival Street;
- (e) **Notes** that the new P120 restrictions for the temporary car parks at 136 Percival Street will be retrospectively added to the Parking Bylaw Schedule, and that enforcement of the restrictions could not occur until those changes have been adopted.
- (f) **Approves** funding to be brought forward and reallocated from currently unassigned parking budget in the 2023/24 financial for the temporary parking improvements, estimated at \$27,200 including contingency.

7.7 **Discussion Draft – Council Housing Policy Statement 2022 – S Markham (Manager Strategic Projects)**

RECOMMENDATION

376-386

THAT the Council:

- (a) **Receives** Report No. 220920162485.
- (b) **Adopts** the recommendation of the Housing Working Group to provide to the incoming Council following the October elections for its consideration, a 'discussion draft' Housing Policy Statement 2022 (220920162483).
- (c) **Notes** that engagement with Ngāi Tūāhuriri hapū on the draft Housing Policy Statement is not yet advanced and that engagement is interrelated with development of a Kāinga Nohoanga Strategy under the auspice of the Greater Christchurch Partnership Committee (GCP).

7.8 **Submissions: Water Services Entity Bill, Proposed National Policy Statement for Indigenous Biodiversity, and ME 1669 Discussion Document: Managing Wetlands in the CMA – S Hart (General Manager Strategy, Engagement and Economic Development), L Murchison (Lead Advisor – Sustainable Development)**

RECOMMENDATION

387-424

THAT the Council:

- (a) **Receives** the report No 220923165233.

- (b) **Receives** the attached submissions (Trim No 220722125323, 220721124432 and 220921163332) on Water Services Bill #1, the Proposed National Policy Statement for Indigenous Biodiversity, and the Discussion Document ME 1669 Managing Wetlands in the Coastal Area.
- (c) **Circulates** the report and submissions to the Community Boards for their information.

7.9 **Recommendations to Incoming Council – J Millward (Acting Chief Executive)**

RECOMMENDATION

425-431

THAT the Council:

- (a) **Receives** report No 220801120418.
- (b) **Authorises** the (Acting) Chief Executive, subject to the limitations set out in clause 32(1) of Schedule 7 of the Local Government Act 2002, to make decisions on behalf of the Council and community boards during the period between the declaration of election results and elected members being sworn into office, in respect of urgent matters and, where the Mayor-elect is known, in consultation with the Mayor-elect; and
- (c) **Resolves**, under clause 30(7) of Schedule 7 of the Local Government Act 2002 that the following Joint Committees are not discharged on the coming into office of the members of the Council elected or appointed at, or following, the October 2022 triennial local body elections, and they continue to exercise the delegations made to them:
 - (i) Canterbury Waste Joint Committee
 - (ii) Canterbury Regional Landfill Joint Committee
 - (iii) Canterbury Civil Defence and Emergency Management Joint Committee
 - (iv) Greater Christchurch Partnership Committee
 - (v) Greater Christchurch Public Transport Joint Committee
 - (vi) Canterbury Water Management Strategy Waimakariri Water Zone Committee
 - (vii) District Licensing Committee

THAT the Council recommends to the incoming Council that it:

- (d) **Retains** the following Councillor Portfolios as per the 2019-2022 term:
 - **Council:**
 - (i) Iwi Relationships
 - (ii) Greater Christchurch Partnership
 - (iii) Canterbury Water Management Strategy
 - (iv) International Relationships
 - (v) Regeneration (Kaiapoi)
 - (vi) Climate Change and Sustainability
 - **Audit and Risk Committee:**
 - (vii) Audit, Risk, Annual and Long Term Plans and the Excellence Programme
 - (viii) Customer Services
 - (ix) Communications
 - **Community and Recreation Committee:**

- (x) Greenspace (Parks, Reserves and Sports Grounds)
 - (xi) Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls, Museums and Community Housing)
 - (xii) Community Development and Wellbeing
 - (xiii) Waimakariri Arts and Culture
- **District Planning and Regulations Committee**
 - (xiv) District Planning Development
 - (xv) Regulation and Civil Defence
 - (xvi) Business, Promotion and Town Centres
- **Utilities and Roothing Committee**
 - (xvii) Drainage and Stockwater
 - (xviii) Roothing
 - (xix) Transport
 - (xx) Utilities (Water Supplies and Sewer)
 - (xxi) Solid Waste
- **Land and Water Committee**
 - (xxii) Biodiversity
 - (xxiii) Natural, Coastal and Marine Areas
- (e) **Notes** that further discussion and decision will occur with the incoming Council as to the final portfolio titles and arrangements to be considered in November, following Mayoral discussions on Councillors interests and strengths/skills.
- (f) **Establishes** the following Committees:
- (i) Audit and Risk (Standing Committee)
 - (ii) Community and Recreation (Standing Committee)
 - (iii) District Planning and Regulation (Standing Committee)
 - (iv) Utilities and Roothing (Standing Committee)
 - (v) Mahi Tahi Joint Development Committee
 - (vi) Land and Water Committee
 - (vii) Hearings Committee
 - (viii) Chief Executive Review Committee
 - (ix) District Licensing Committee
 - (x) Code of Conduct Committee
- (g) **Notes** the incoming Council would determine the membership of each committee and its member rotation.
- (h) **Retains** the rotation of Chairperson for the Audit and Risk, Community and Recreation, District Planning and Regulation, and the Utilities and Roothing Committees.
- (i) **Develops** a customised development plan for the Mayor and Councillors for the coming term.

8. MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS

8.1 Changes to Canterbury Waste Joint Committee Constituting Agreement in Relation to Environment Canterbury Re-joining CWJC– K Waghorn (Solid Waste Asset Manager)

(Refer to attached copy of report no. 220907154870 to the Solid and Hazardous Waste Working Party meeting of 22 September 2022)

RECOMMENDATION

432-475

THAT the Council:

- (a) **Receives** Report No. 220907154870.
- (b) **Supports** the proposed updates to the Canterbury Waste Joint Committee Constituting Agreement, as recommended by the Canterbury Waste Joint Committee at their meeting on 5 September 2022.
- (c) **Notes** that the Canterbury Waste Joint Committee has the delegated authority to deal with all matters relating to the volumes of solid waste sent for disposal through regional waste minimisation initiatives identified by the Committee.

8.2 Flood Mapping Freeboard and Floor Level Technical Practice Note – G Cleary (General Manager Utilities and Roading) and K LaValley (Project Delivery manager)

(Refer to attached copy of report no. 220907154870 to the Utilities and Roading Committee meeting of 27 September 2022)

RECOMMENDATION

476-551

THAT the Council:

- (a) **Endorse** the Flood Mapping Freeboard and Floor Level Technical Practice Note and associated process (Record No. 200106000520 and 220323042890).
- (b) **Notes** that the processes and requirements in this Technical Practice Note will be used by staff when setting minimum floor levels in relation to building, subdivision and land development in the district.
- (c) **Notes** that the General Manager Utilities and Roading, 3 Waters Manager and Project Delivery Manager will use discretion in applying the Technical Practice Note on a case by case basis.
- (d) **Notes** that the Technical Practice Note may need to be revised once the Proposed District Plan is adopted to reflect the proposed changes to the natural hazards chapter.
- (e) **Notes** that the Technical Practice Note is a living document and may be amended by the General Manager Utilities and Roading, 3 Waters Manager or Project Delivery Manager with any major changes to be brought to the Council for endorsement.

9. HEALTH, SAFETY AND WELLBEING

9.1 Health, Safety and Wellbeing Report September 2022 – J Millward (Acting Chief Executive)

RECOMMENDATION

552-561

THAT the Council:

- (a) **Receives** Report No 220920163133
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Notes** the appointment of the new Health, Safety and Wellbeing Manager and current recruitment of new team members.
- (d) **Circulates** this information to Community Boards for their information.

10. **COMMITTEE MINUTES FOR INFORMATION**

- 10.1 Minutes of a meeting of the Community and Recreation Committee meeting of 16 August 2022
- 10.2 Minutes of a meeting of the Utilities and Roading Committee meeting of 23 August 2022
- 10.3 Minutes of a meeting of the District Planning and Regulation Committee meeting of 23 August 2022

RECOMMENDATION

562-590

THAT Items 10.1 and 10.3 be received information.

11. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 11.1 Minutes of the Oxford-Ohoka Community Board meeting of 7 September 2022
- 11.2 Minutes of the Woodend-Sefton Community Board meeting of 12 September 2022
- 11.3 Minutes of the Rangiora Ashley Community Board meeting of 14 September 2022

RECOMMENDATION

591-620

THAT Items 11.1 to 11.3 be received for information.

12. **MAYOR'S DIARY**

- 12.1 **Mayor's Diary Wednesday 31 August to Tuesday 27 September 2022**

RECOMMENDATION

621-623

THAT the Council:

- (a) **Receives** report no. 220831150050.

13. **COUNCIL PORTFOLIO UPDATES**

- 13.1 **Iwi Relationships – Mayor Dan Gordon**
- 13.2 **Greater Christchurch Partnership Update – Mayor Dan Gordon**
- 13.3 **Canterbury Water Management Strategy – Councillor Sandra Stewart**
- 13.4 **International Relationships – Deputy Mayor Neville Atkinson**
- 13.5 **Regeneration (Kaiapoi) – Councillor Al Blackie**

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

13.7 **Business, Promotion and Town Centres** – Councillor Joan Ward

14. QUESTIONS

(under Standing Orders)

15. URGENT GENERAL BUSINESS

(under Standing Orders)

16. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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
16.1	Minutes of public excluded portion of Council meeting of 6 September 2022.	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
16.2	Receipt of Minutes of the public excluded portion of the Utilities and Roading Committee meeting of 23 August 2022	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
16.3	Report of D Young (Senior Engineering Advisor) and K LaValley (Project Delivery Manger)	Private Development Agreement	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°	Reason for protection of interests	LGOIMA Part 1, Section 7
16.1 to 16.3	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

17. NEXT MEETING

This is the final meeting of the Council for the 2019-2022 electoral term.

The new Council will be sworn into office late October 2022, with ordinary Council meetings resuming from November 2022. Further information will be advertised and listed on the Council's website.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON TUESDAY 6 SEPTEMBER 2022, COMMENCING AT 1PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, K Barnett, R Brine, W Doody, N Mealings, P Redmond, S Stewart, J Ward and P Williams.

IN ATTENDANCE

J Millward (Acting Chief Executive), G Cleary (General Manager Utilities and Rooding), T Tierney (General Manager Planning, Regulation and Environment), S Markham (Manager Strategic Projects), M Bacon (Development Planning Manager), K Simpson (3 Waters Manager), J McBride (Rooding and Transport Manager), D Roxborough (Implementation Project Manager – District Regeneration), S Hart (Strategy and Business Manager), S Nichols (Governance Manager), R Hawthorne (Property Manager), D Young (Senior Engineering Advisor), L Hurley (Project Planning and Quality Team Leader), V Thompson (Senior Advisor Business and Centres) A Mace-Cochrane (Graduate Engineer), T Kunkel (Governance Team Leader), A Smith (Governance Coordinator) and E Stubbs (Governance Officer).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

Councillors Atkinson and Mealings declared a conflict of interest relating to Item 7.6 'Housing Bottom Lines – Implementing National Policy Statement Directions' due to their appointment as Commissioners on the proposed District Plan Hearings Panel.

3. ACKNOWLEDGEMENTS

Mayor Gordon congratulated Leon Hingston, of Rangiora, who was named the winner for the central South Island and the southern area in the Registered Master Builders Apprentice of the Year competition. The competition recognised excellence among carpentry apprentices and raised awareness of career opportunities in the building and construction industry.

Mayor Gordon also acknowledged the Chairperson of the Oxford Arts Trust, Areta Wilkinson who was awarded the Arts Foundation Laureate for 2022.

4. CONFIRMATION OF MINUTES

4.1. Minutes of a meeting of the Waimakariri District Council held on 2 August 2022

Moved: Councillor Brine

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on 2 August 2022.

CARRIED

MATTERS ARISING (FROM MINUTES)

There were no matters arising.

PUBLIC EXCLUDED MINUTES

(These Minutes were considered in the public excluded portion of the meeting)

4.2. Minutes of the public excluded portion of a meeting of the Waimakariri District Council held on 2 August 2022

5. DEPUTATIONS AND PRESENTATIONS

5.1. Shona Powell - Chairperson of the Woodend-Sefton Community Board

S Powell, spoke to the Council about the Woodend-Sefton Community Board's (the Board) views on the proposed Walking and Cycling Network Plan. During every Annual and Long Term Plan process for the last five years the Board had requested a gravel walkway/pedestrian access between Pegasus and Woodend alongside State Highway One (SH1). The Board would therefore like this access to be moved from Priority Three in the Walking and Cycling Network Plan to Priority One as it would be an important connection between two areas, not just for confident cyclists, but also for families and younger children.

S Powell noted that a linkage between Woodend and Kaiapoi was identified as a high priority by residents who attended the drop-in sessions dealing with the Walking and Cycling Network Plan. Once the proposed median barrier was installed on SH1 it would make the narrow road corridor even more unsafe, thus increasing the need for the Woodend / Kaiapoi link. The link would also complete the linkages between the large urban areas. S Powell also raised the linkage between Waikuku and the Pegasus/Ravenswood roundabout. It was noted there were only bus services at peak times servicing Waikuku, which effectively meant that Waikuku was largely isolated unless people owned a car.

S Powell presented a video highlighting traffic safety, and on behalf of the Board requested that the Council consider funding the three paths the Board had identified. In conclusion, she acknowledged the members of the public in attendance to support the deputations by herself and Doug Wethey of the Woodend Community Association.

Councillor Barnett asked if the Board had any ideas on how to create the linkages. S Powell commented that in the past the paper road continuing from Sandhill Road had been raised as a potential option. The Pegasus to Woodend link and roundabout required a discussion with Waka Kotahi, however, it could not wait for the proposed Woodend Bypass.

Councillor Doody enquired about the possibility of traffic lights and S Powell advised she had met with a representative of Waka Kotahi on site at the Ravenswood/Pegasus roundabout and had requested an underpass for use of both pedestrians and cyclists to be considered at the roundabout.

Mayor Gordon added that the Council had requested funding from Waka Kotahi to look at the feasibility of constructing an underpass. He thanked S Powell for her presentation and noted that the report on the Waimakariri District Walking and Cycling Network Plan would be considered by the Council in October 2022.

5.2. Doug Wethey - Woodend Community Association

Doug Wethey from the Woodend Community Association shared the views of the Association on the proposed Walking and Cycling Network Plan. They also believed that the Woodend to Kaiapoi link should be a Priority One. In the feedback to the Walking and Cycling Network Plan consultation, the most commonly raised concern was the Kaiapoi to Woodend and Pegasus to Woodend linkages. This included the feedback from the Canterbury West Coast Automobile Association. He was disappointed that following feedback from the consultation, there had been no changes to the priorities in the Walking and Cycling Network Plan.

D Wethey noted there were virtually no cyclists on SH1 as it was too dangerous. He commented that a route for the proposed cycleway already existed as a paper road and it would be good to create the third link between the three main urban centres.

In response to a question from Councillor Brine, D Wethey's confirmed that the Association supported a linkage along the Old Main North Road from Pine Acres.

Councillor Blackie questioned the number of Kaiapoi High School pupils or commuters who would use the proposed cycleway. D Wethey commented that the school had a role of around 900 children and believed the route would be well used by recreational and commuter cyclists if developed.

Councillor Williams enquired if the Association had considered the best option for those wanting to cross SH1. D Wethey commented that the route needed to be on the eastern side of SH1 and suggested a school lights crossing as a potential crossing option.

Councillor Doody asked if there was a school bus from Woodend to Kaiapoi High School and it was advised that there was.

Mayor Gordon thanked D Wethey for his presentation.

6. **ADJOURNED BUSINESS**

Nil.

7. **REPORTS**

7.1. **Request to Revoke the Speed Limit Bylaw 2022 – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)**

J McBride introduced the report which sought approval to revoke the Speed Limit Bylaw 2022. The new Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022 and the Council Speed Limit information had been transferred to the National Speed Limit Register.

Councillor Mealings asked what were the ramifications going forward under the new rule. J McBride advised that the Council still had a role in setting speed limits and was required to develop a Speed Management Plan for which consultation would be required. Regional Transport Committees would have a role in approving Speed Management Plans at a regional level to help ensure consistency in approach.

Councillor Barnett referred to Regional Transport and enquired if that meant consistency over a regional level or national level. J McBride explained that work was being done at a regional level to ensure consistency. The guidelines had just been released late July 2022 to assist in providing a framework for the new rules. The Speed Management Plans were required to be in place for the 2024 Regional Long Term Plan. Staff had recently commenced discussions on the proposed Speed Management Plans, and would be updating the Council and Community Board's on the process.

Councillor Atkinson questioned if the Roading Team viewed the new Land Transport Rule as a move to set speed limits on regional or national levels rather a local level. J McBride commented that it was still the role of the Territorial Authority to set the Speed Management Plan and report to the Regional Transport Committee.

Councillor Williams noted that the Speed Management Plans required approval from the Regional Transport Committee and asked if the Committee could override the provisions set at a local level, i.e. were they able to mandate a speed limit. J McBride commented that the Council would work with the Regional Transport Committee to ensure cohesiveness with the neighbouring councils, and while the Committee did sign off the plans, it was still the role of each Council to develop the Speed Management Plan for their district.

Councillor Redmond commented that the report appeared to be procedural, however two options had been presented: proceed or decline. He enquired what would be the consequence if the Council decided not to revoke the Speed Limit Bylaw. J McBride advised that was not the recommended option and she would need to follow up of the consequences with Waka Kotahi.

Councillor Redmond questioned if staff had been aware that the new rules were coming into place before introducing the Speed Limit Bylaw 2022. J McBride confirmed that they were, however, it was required that the Bylaw was in place so that speed limits could be enforceable.

Moved: Councillor Brine

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 220816140854.
- (b) **Approves** the revocation of the Speed Limit Bylaw 2022, effective immediately.
- (c) **Notes** that Waimakariri District Council Speed Limit information had been transferred to the National Speed Limit Register and this information was now live.

CARRIED

Councillor Brine supported the motion and commented the line of questioning provided a good coverage of the issues.

Councillor Atkinson noted that while the report was procedural, he was concerned that there seemed to be a step by step evolution to national speed limit setting.

Councillor Barnett believed it was reducing speed limits by stealth. Waka Kotahi was looking at reducing all 100km/hr speed limits to 80km/hr. However, she believed speed limits should be developed nationally for consistency. The constant changes in speed limits created confusion. She believed it was one step in the right direction and hoped for a national standard of consistency.

Councillor Williams agreed with Councillor Atkinson. He did not have confidence in Waka Kotahi's ability to set speed limits due to their inconsistency in setting speed limits on State Highways.

Mayor Gordon supported the motion. He sat on the Regional Road Safety Committee and appreciated the work that was done there to achieve cross-boundary consistency. He did not agree that it was about stealth, but rather about setting sensible speed limits. He believed there was still the opportunity for the public to have a say in local speed limits and was confident in the advice of the Roading and Transport Manager that it was a sensible direction.

Councillor Doody thanked J McBride and the roading team for their work. Speed limits needed to be reduced.

Councillor Brine, in right of reply, commented that in his professional view it was a step in the right direction and for that reason he supported the motion.

7.2. Three Waters Reform – Transition Support Package Agreement with Department of Internal Affairs – G Cleary (General Manager Utilities and Roading) and L Hurley (Project Planning and Quality Team Leader)

G Cleary advised that the Council's authorisation was being sought to enter a Funding Agreement with the Department of Internal Affairs (DIA) for Three Waters Reform Transition Support Package (Tranche 1). An amount of \$569,000 exclusive of GST was made available to the Waimakariri District Council and the purpose of the funding was to financially assist councils with costs associated with the transition. Authorisation was also sought for the Acting Chief Executive to sign the Funding Agreement on behalf of the Council.

G Cleary explained that an additional recommendation was proposed to protect the Council's position in terms of membership with 'Communities 4 Local Democracy' (C4LD), and its opposition to Three Waters Reform; essentially to protect the right of the Council to express its view.

Councillor Ward sought clarity on the origin of the \$569,000. G Cleary advised the funding was from central Government, to ensure that the Council was able to participate in the reform programme without putting delivery of Three Waters services at risk during the transition and establishment period.

Councillor Ward further questioned if the funding covered the costs of the Council investigations into the Three Waters reform. G Cleary advised that Tranche 1 of the fund related to costs that the Council would have to bear as a result of transition activities until 30 June 2023.

Councillor William asked if any of the claimed funds would be refundable if the reform did not proceed. G Cleary confirmed that the Council would not be expected to repay the funding.

Councillor Doody enquired if staff believe the funding would be sufficient until 30 June 2023. G Cleary explained this was Tranche 1 funding, there was potentially more funding available, however, that would be subject to a separate agreement. Staff would be tracking costs and engaging in active discussion with the DIA.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Council:

- (a) **Receives** Report No. 220822143713.
- (b) **Authorises** the Acting Chief Executive to sign the Funding Agreement between Department of Internal Affairs and Waimakariri District Council for Three Waters Services Reforms – Transition Support Package (Tranche 1) before 30 September 2022, (Trim 220822143712).
- (c) **Notes** that the Waimakariri District Council could recover up to \$569,000 (+ GST) under the Transition Support Package (Tranche 1) for eligible costs as specified in the funding agreement.
- (d) **Authorises** the Chief Executive to insert wording to protect the Council's position in terms of its membership of 'Community 4 Local Democracy', and its opposition to Three Waters Reform and Waimakariri District Council's ability to carry out normal business operations and activities. The final wording to be authorised by the Mayor and Acting Chief Executive prior to signing.
- (e) **Circulates** this report to Community Boards for information.

CARRIED

Councillor Redmond commented that the Council was incurring costs and as there were no strings attached to accessing the funding, they may as well be reimbursed for those costs.

Councillor Williams agreed and noted that it was important to protect ratepayers from bearing costs as much as possible.

Mayor Gordon supported the motion with the inclusion of recommendation (d). He did not support receiving funding if the Council could not freely express its opposition to the proposed Three Waters Reform. He believed that trying to prevent council's expressing their views was repugnant in a democracy. Accepting assistance with costs did not negate the Council position.

Councillor Mealings concurred with colleagues previous comments, and agreed that it would benefit ratepayers to receive assistance with costs. She commented on the over \$1 billion had already been spent on the reform and questioned how that could lead to more affordable outcomes for Three Waters delivery.

Councillor Doody was concerned about the impact of meeting the expectations of the DIA in a bid to receive the funding would have on staff workload.

Councillor Atkinson noted that he had initially intended to oppose the motion, however with the inclusion of recommendation (d) he would support the motion as the Council could still maintain its own voice on Three Waters.

Councillor Blackie felt that the Council accessing the funding could be seen as a dilution to the Council support for C4LD, however, he was persuaded by the funds assisting with expenses the Council incurred.

Councillor Barnett thanked the central Government for providing funding assistance for work required. She now requested that they provide funding for the Resource Management Act, 1991 amendments regarding the intensification of housing that the legislation forced on ratepayers without consultation, costing thousands of dollars.

Councillor Ward noted that \$2.15 billion had been spent on the Three Waters Reform before it had even started. These funds would have gone a long way to fix water infrastructure in Wellington.

Councillor Redmond supported the motion as it was better for central Government to pay expenses incurred, however, it did not mean he supported the Three Waters' reform and he strongly opposed the Better-Off funding.

Mayor Gordon took the opportunity to thank staff for the large amount of work undertaken. Their exemplary work had been acknowledged by other Councils.

7.3. Three Waters Reform Information Request – Activity Management Plans– G Cleary (General Manager Utilities and Roading), C Roxborough (Water Asset Manager) and L Hurley (Project Planning and Quality Team Leader)

G Cleary advised that the report was to inform the Council of work currently being progressed in response to an official information request related to the Three Waters Reform. This information had been requested by the DIA to inform an entity-wide Activity Management Plan (AMP). This AMP would set out projects required to be completed across the South Island, forming a basis for a future works programme to be budgeted and delivered. The DIA were proposing the AMPs to become a Water Services Entity (WSE) wide Capital and Renewal Programme to be picked up and work on day one of the entity. Staff were proposing that the first draft be approved by the Acting Chief Executive and the Council would have the opportunity to receive and approve the final version which was due August 2023, with an interim version due in March 2023.

There were no questioned from elected members.

Moved Councillor Ward

Seconded Councillor Atkinson

THAT the Council:

- (a) **Receives** Report No. 220824146324.
- (b) **Notes** that draft data to be provided to the Department of Internal Affairs by 30 October 2022 would be approved by the Acting Chief Executive.
- (c) **Notes** that prior to the final information request response being submitted to the Department of Internal Affairs in August 2023, the incoming Council would be provided opportunity to review and approve the submission providing feedback as required.

CARRIED

Councillor Ward supported the motion as the report was self-explanatory. It was work required of staff who were doing a great job.

Councillor Williams noted the timeframes prescribed by the Government to provide the information, although no timeframes were given for the reform.

Mayor Gordon reluctantly supported the motion, provided that the Council priorities were well understood and considered to ensure ratepayer's interests were taken care of.

Councillor Redmond commented on the timing of the draft which meant the incoming Council would not have the opportunity to consider the information being provided. If the new Council could have a look at the draft prior to 30 October it would be appreciated.

7.4. July 2022 Flood Response – Emergency and Immediate Works Expenditure
 – G Cleary (General Manager Utilities and Roading), K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager)

G Cleary, J McBride and K Simpson were in attendance to present the report which provided an overview of the May 2021 and July 2022 flood events and associated response works which were either in progress or planned. The report also sought approval of unbudgeted expenditure of \$3.15 million to respond to and recover the Council's infrastructure services impacted by the flooding. The report provided a summary of the large number of service requests received and detailed, which normal budget and staff levels were not adequate to respond to and recover from the series of storms that impacted on the District. Staff had been working to address service requests and to launch investigations and sought approval for the resulting expenditure.

K Simpson advised that a Flood Recovery Project Control Group had been set up to oversee delivery of investigations and the Council's Delivery Manager, R Kerr, had been co-opted to assist. Staff were also seeking additional external resources. However, even with the additional resources, it was likely to be a six month delivery period and it was therefore important to manage public expectations.

Councillor Williams commented that the work was a 'need' and asked if there was a possibility to revisit the DIA's Tranche funding. J McBride provided clarification of the funding pools available. Mayor Gordon noted that funding was a future workshop topic and could be further discussed at that time.

Councillor Barnett noted a number of complaints from the community regarding service requests not being followed up and asked if there was a team looking at the follow-up response. K Simpson advised that 143 investigations were being worked on and similarly 400 maintenance related issues. These were being tracked individually to ensure follow-up, however, with the quantum of service requests it was difficult to respond in a timely manner. The Council could however be confident that staff were tracking tasks.

Councillor Barnett further asked if information regarding longer service response times could be made public through the Communications and Engagement Team, and G Cleary confirmed that there could be a general response. It was a good reminder to provide a response proactively and regularly. It could also be done at a community level, for example at street level.

Councillor Barnett commented on the increasing regularity of major weather events and the subsequent rise in funding spent on flooding issues and questioned at what point would climate change and the long term response be considered. J Millward agreed that the matter needed to be addressed and areas of concern were being identified and information regarding the potential impact of climate change on these properties was now included on properties' Land Information Memoranda (LIMs); for example properties subject to sea level rise. However, it was a difficult conversation to have with the communities involved and required buy-in from all agencies involved and central Government, who would need to take a leadership role in this issue.

Councillor Stewart referred to the possible funding of the extraordinary expenditure, and enquired about the likelihood of receiving an additional subsidy from Waka Kotahi. J Millward noted the standard Waka Kotahi subsidy was 51%, which was unlikely to be increased.

Furthermore, Councillor Stewart questioned how the \$1 million in debt would impact on rates going forward. J Millward advised that this would form part of the discussion going forward. There were parts of the district which were not rated for stormwater services and Environment Canterbury's responsibilities would also need consideration. K Simpson advised that if all of the unbudgeted expenditure were to be loan funded on a District wide basis over a 10 year period it would increase rates by approximately \$11 (including GST) per ratepayer (assuming that Waka Kotahi co-funding was obtained for the roading related works).

Councillor Stewart asked about the number of consultants and staff involved. K Simpson advised it was changing, however there were three main consultants with R Kerr in an overview role. In terms of staff, if there was an internal person with specific knowledge or a project underway, that was managed internally, whereas a new project was outsourced.

Councillor Mealings sought clarity on the likelihood of the Council qualifying for the National Land Transport Fund (NLTF) bearing in mind that the flooding events were collectively severe due to the saturated groundwater level. J McBride noted that staff were confident that there was enough evidence to make a case for NLTF funding.

In response to a question from Councillor Mealings, K Simpson reported that the Ohoka rural projects were due to the wastewater reticulation system being overloaded. The Mandeville area would be a key area that staff would be reporting on due to resurgence channel upgrades and the impact on the wastewater system in the Mandeville area.

Councillor Mealings suggested that high groundwater levels should be taken into consideration as part of sustainability and climate change impacts of developments. G Cleary noted that when the Mandeville area was first developed no allowance was made for the high groundwater levels, however, the groundwater levels were taken into consideration in all new developments in the area.

Councillor Atkinson noted that potholes which were not repaired timeously, caused major damage to roads. He questioned if this would be covered by the unbudgeted expenditure. J McBride explained that it was challenging to justify the use of emergency work funding for pothole repairs. Staff were currently looking at dealing with potholes as part of the deterioration of the roading network modelling.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Council

- (a) **Receives** Report No. 220825147219.
- (b) **Approves** the unbudgeted expenditure of up to \$3.15 million for emergency and immediate works responding to and recovering from the flooding.
- (c) **Notes** that a total of 143 investigations had currently been identified for action.
- (d) **Notes** that staff had established a Flood Recovery Project Control Group to oversee delivery of these investigations.
- (e) **Notes** that staff were seeking additional external resources to assist with the delivery of these investigations.
- (f) **Notes** that even with these additional resources, it was likely to be a six month delivery period, but that staff would prioritise the investigations based on scale, effect and community interest.
- (g) **Notes** that staff would bring a further report to the October 2022 Council meeting to give an update and refined cost estimate and rating implications, noting that this expenditure was separate to any "Better Off" funding allocation.
- (h) **Notes** that staff would be preparing a fortnightly emailed update to Councillors and Community Boards, and a more detailed monthly report to the Utilities and Roading Committee on progress on these projects and would be preparing a Communications Strategy for public information.
- (i) **Notes** that staff would work with Waka Kotahi, insurers and other external parties to seek funding for the works where available.
- (j) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams stated that the work needed to be done, hence the funding would need to be spent. He hoped that the Acting Chief Executive would look at all Departments to find some efficiency gains and possible saving to cover some of the unbudgeted expenditure as this would be a direct increase in rates. Although it may only be a small increase in district-wide rates over a 10-year period, there would be more rainfall events in future that would require further emergency work funding which may lead to additional increases in rates in the future.

Councillor Redmond noted that the district had been hit with more than usual major rain events over the last two years. This had led staff to be inundated with service requests. He commended staff for the work that they had been doing in dealing with the problems caused by the flooding. Councillor Redmond however noted that improved communication with the public about service requests was vital going forward.

Councillor Atkinson concurred with the previous speakers, noting that the Long Term Plan process was the time to reflect on efficiency gains and possible savings. The Council needed to ensure that its high level of services, which had been agreed with the community, was maintained.

Councillor Barnett commented that the Council was in a challenging situation, in that it could establish a 'Contingency Fund' to deal with emergency work. However, the Council may then be criticised of collecting rates that it did not need. The Council had to secure loan funding in the past to respond to natural disasters, hence the Council's high rates in this regard. Unfortunately the Council again had to respond to natural disasters by incurring this unbudgeted expenditure. She supported the motion, however, she believed that the Council would need to make a decision on whether to keep 'fixing' infrastructure after major weather events, or investigate other ways of dealing with the issue, especially in light of the increase in frequency of these major weather events. Councillor Barnett suggested that the communication with communities on the work being done after major weather events needed to be improved. Communities needed to be kept informed about the emergency work being done by the Council via social media

Mayor Gordon commended the exceptional work that the Utilities and Roding staff were doing in responding to major weather event. The Utilities and Roding Team was working long hours with limited staff resources, because the Three Waters Reform had made it difficult for councils to retain or recruit qualified staff. Mayor Gordon further noted that it was important to identify efficiency gains and possible saving, however, this had to be done by the Council as part of the Annual and Long Term Planning process. He did not wish to see financial savings lead to a decline in the Council's level of service. He acknowledged that the Council would have to investigate how it made budgetary provision for dealing with major weather events due to the increase in frequency of these events. The Council also needed to ensure that its drainage contract made adequate provision to deal with weather events.

Councillor Mealings concurred with the comments made by the Mayor, she also applauded staff for the work being done in responding to major weather events. She commented that all the service requests that she had lodge after weather events had been acknowledged. She suggested that communities could be kept informed by sharing general information on the Council's Website. Councillor Mealings noted that the Council may have slightly larger base rates due to the fact that it had to undertake major infrastructure repairs after the 2011 earthquakes. Despite this, the Council had consistently had some of the lowest rates increases in the country.

Councillor Ward supported the motion, noting that Waka Kotahi had cut \$1 million from the Council's roading budget, thus placing additional strain of the Council's ability to cope with major weather events. She joined previous speakers in acknowledging the work done by the Utilities and Roding staff.

Councillor Williams agreed that the Council should not cut its current level of services. He thanked the Utilities and Roding staff for the work being done and noted that they have gone above and beyond to deal with drainage issues. He noted that nobody expected major weather events, however, it was anticipated that these events would occur more regularly and the Council therefore need to plan accordingly.

7.5. **Gambling Policy Reviews 2022 – L Beckingsale (Policy Analyst) and T Tierney (General Manager Planning, Regulation and Environment) on behalf of the Gambling Policy Review Hearing Panel: Councillors W Doody (Chair), P Williams and P Redmond**

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Council

- (a) **Resolves** that the report on the Gambling Policy Reviews 2022 lay on the table to allow the Gambling Policy Hearing Panel to reconvene and further consider some of their recommendations.

CARRIED

7.6. **Housing Bottom Lines – Implementing National Policy Statement Directions - M Bacon (Development Planning Manager)**

Councillors Atkinson and Mealings left the meeting during consideration of this report.

M Bacon took the report as read, highlighting that the 2020 National Policy Statement on Urban Development (NPSUD) required the Council to provide at least sufficient development capacity to meet expected demand for housing and business land over the short, medium and long term. In order to ascertain this demand, the Greater Christchurch Partnership completed a Housing Capacity Assessment for Greater Christchurch in 2021 (the HCA). The HCA provided for 'housing bottom lines' across the Greater Christchurch urban environment on a per territorial authority basis. M Bacon noted that the 'housing bottom lines' did not direct where housing development should take place, it only determined the number of housing units that needed to be developed to meet expected demand for housing.

Councillor Barnett questioned if the Waimakariri District was on track to meet the short, medium and long term demand for housing and business land. M Bacon confirmed that the Council was on-track in reaching the required numbers. However, the HCA did not take into account the elements of the District Plan review such as planning and enabling rural development. The HCA also did not take into account the Variation 1 (Residential housing intensification) to proposed District Plan.

In response to a question from Councillor Doody, M Bacon explained that the proposed District Plan amends the zoning for a large part of Oxford from Residential 2 that allowed 600m² sections to General Residential which allowed 500m² sections. The three storey height limit did not apply to Oxford, as it did not meet the required population threshold.

Moved: Councillor Barnett

Seconded: Councillor Doody

THAT the Council:

- (a) **Receives** Report No. 220817141135.
- (b) **Approves** the insertion of an objective into the operative and proposed district plan to provide for housing bottom lines, as outlined in the Greater Christchurch Housing Development Capacity Assessment completed in 2021.
- (c) **Notes** that the proposed changes were required under the National Policy Statement for Urban Design and were being progressed with Waimakariri District Council, Selwyn District Council, Christchurch City Council and Environment Canterbury.

- (d) **Directs** staff to insert the provisions identified in attachment (i) as amended to fit within the structure of the operative and proposed Waimakariri District Plan.
- (e) **Notes** Housing capacity was considered as part of the Councils Long Term Planning processes.
- (f) **Notes** that the housing capacity assessment that informed the objective to be inserted into the operative and proposed District Plans in relation to 'housing bottom lines' did not take into account the proposed District Plan review in terms of the proposed rural zoning or the provisions of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act, 2021.

CARRIED

Councillor Barnett noted that the central Government was expecting councils to provide 'housing bottom line' figures and then passed legislation that made those figures obsolete. It needed to be clarified that the information being provided by the Council was based on current long-term planning. She believed that especially rural densification would have a significant impact of the figures provided and would change significantly in the next three years.

Councillor Doody commented that it was a relief that the three storey height limit would not apply to Oxford, as she believed that the natural elements of the Oxford area was not conducive to three story developments.

7.7. Housing Working Group – Request by Ōtautahi Community Housing Trust – S Markham (Manager Strategic Projects, on behalf of the Housing Working Group)

S Markham explained that an expression of support was being sought for the establishment of a new Trust similar to the Ōtautahi Community Housing Trust (OCHT), to deliver community housing in the Waimakariri District and across Canterbury. This expression of support did not in itself bind the Council to any action. The Housing Working Group believed there would be benefits in having more service providers able to contribute to meeting the social housing needs in the District.

Councillor Barnett questioned why the OCHT could not provide social housing outside of Christchurch boundaries. S Markham advised that OCHT had a portfolio of approximately 2400 community housing properties within the Christchurch City boundaries. OCHT was restricted by its trust deed to only providing social housing within the Christchurch boundaries. However, they could through a separate legal entity deliver community housing Canterbury-wide, thus address the housing waiting list.

Councillor Redmond questioned why OCHT chose to establish a new trust rather than an amend its trust deed to allow the OCHT to operate outside Christchurch. S Markham noted that it would not be easy to alter the trust deed due to OCHT's special relationship with Christchurch City Council.

Moved: Councillor Atkinson

Seconded: Councillor Doody

THAT the Council:

- (a) **Receives** Report No. 220826147321.
- (b) **Provides** an expression of support for the Ōtautahi Community Housing Trust (OCHT) to establish a sister trust to OCHT, as a potential community housing provider (CHP) in the rest of the Canterbury Region, including the Waimakariri District.

- (c) **Notes** this expression of support did not in itself bind the Council to act.

CARRIED

Council Atkinson supported the motion as he believed that the Council would benefit from supporting the establishment of a new Trust to deliver community housing in the wider Canterbury District. The Council's support did not finically bind the Council. He noted that the main reason that OCHT could not operate outside Christchurch was because the Christchurch City Council funded the establishment of OCHT.

Councillor Doody advised that the Housing Working Group agreed that having more social housing providers would be beneficial to meet the needs of the district.

Mayor Gordon commented that there was a real need for social housing in the Waimakariri District. He therefore supported the motion as the proposed new trust could be a tool to assist with housing delivery. He commended Councillor Atkinson and staff for the work being done by the Housing Working Group.

Council Atkinson noted that because there was no transitional housing available in the Waimakariri District, people were automatically being placed in transitional housing in Christchurch. Thus creating the misguided impression that there was no need for social housing in the Waimakariri District. Social housing provider such as the proposed new trust was needed to develop much needed transitional and social housing outside of Christchurch.

7.8. District Regeneration – Annual Progress Report to June 2022 – D Roxborough (Implementation Project Manager – District Regeneration)

D Roxborough presented the annual District Regeneration Programme progress report for the period ending June 2022. He was pleased to report that the first rugby league game was played on Norman Kirk Park. He further noted the progress made with the signing of the lease agreement with to Te Kohaka o Tuhaitara Trust for the Huria Reserve Heritage and Mahinga Kai area.

D Roxborough explained that some of the physical work on capital projects had been delayed, as staff had concentrated more time on project planning and design during the period under review. The Regeneration Programme was projected to come in on budget. The Council would be submitting the District Regeneration Programme for a 2022 Recreation Aotearoa Award.

There were no questions from elected members.

Moved: Councillor Blackie

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 220721124626.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.
- (c) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Blackie thanked D Roxborough for the excellent report. He was pleased with the District Regeneration Programme progress and the increase in the usage of the facilities.

7.9. **Adoption of Policy - Briefings and Workshops – S Nichols (Governance Manager)**

S Nichols reported that work had been undertaken to review how briefings and workshops were conducted and information conveyed to elected members. A new policy in relation to Briefings and Workshops had subsequently been developed, which the Council were requested to adopt with immediate effect. It was anticipated that the new policy would provide clearer guidance for both elected members and staff on the process, expectations and transparency of briefings and workshops.

Councillor Brine asked if the policy would mitigate some of the concerns raised by the Ombudsman. S Nichols explained that the Ombudsman was only starting his investigation and findings were expected mid-next year. The work on the policy in relation to Briefings and Workshops started in June 2022, prior to the Ombudsman launching his investigation, as part of the ongoing review to ensure best practice.

Councillor Barnett noted that the Council was requested to adopt the policy, which would be referred to the Community Boards. She questioned if the Community Boards should not be consulted on the policy, as the policy would apply to them. S Nichols advised that the policy would be implemented with immediate effect for the Council. However, as per standard practise the policy would be submitted to the Community Boards for consideration after the elections.

In response to a question for Councillor Barnett, S Nichols confirmed that as separate legal entities the Boards would have to adopt policies and procedures such as Standing Orders. However, the Policy in relation to Briefings and Workshops focused more on procedure policy in how staff would manage briefings and workshop delivery to elected members.

Councillor Stewart enquired what would be considered 'good reason' for considering issues in public excluded. S Nichols elaborated on the reasons that matters may be discussed while the public was excluded, were contained in the Local Government Official Information and Meetings Act 1987. J Millward noted that the policy had introduced an additional step in the Council's process were the individuals and/or organisations that requested a briefing to the Council should justify why the public should be excluded.

Councillor Redmond noted that the scope of the policy indicated that the policy would be applicable to all elected members, including Community Boards. S Nichols advised that the policy could be adopted on the proviso that any reference to the Community Boards be removed.

Moved: Councillor Barnett

Seconded: Councillor Blackie

THAT the Council

- (a) **Resolves** that the report on the Adoption of Policy - Briefings and Workshops lay on the table to allow the Community Boards to be consulted.

CARRIED

8. **MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS**

8.1. **Main Street, Oxford – Endorsement to Seek Approval for a 40km/h Speed Limit – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 220719123144 of the Oxford-Ohoka Community Board meeting of 3 August 2022)

J McBride presented this report which was referred from the Oxford-Ohoka Community Board meeting of 3 August 2022. The report sought approval of the Council to apply to Waka Kotahi to lower the speed limit on Main Street Oxford to 40km/h, between Burnett Street and Bay Road. The new rule which was introduced this year allows for implementing lower speeds without the need for significant investment in infrastructure, which had been the case previously. This was still a strong desire of the Community Board and in discussions with Waka Kotahi staff, they had indicated that they would be supportive of a 40km/h in this area. There were two budget areas where funding had been set aside and approved by the Utilities and Roading Committee, being \$33,000 set aside for upgrading pedestrian crossings from the Road Safety budget – there were three crossings in Oxford. Secondly \$25,000 was budgeted for speed signage and markings, and signage to highlight awareness of the change.

Councillor Redmond sought clarification of the current speed limit of 50km/h on Main Street Oxford and if this complied with the current rules. J McBride advised that under the former rules for setting speed limits, 50km/h was a common speed limit for urban areas but under the new rules, which were introduced on 28 July, supported lower speed limits where there was a large amount of activity. The new rules used a process of considering the land use and the activity in the area and endeavouring to match that to a speed which would be more appropriate for the area. Setting of speed limits was not a matter of complying with rules, however there was guidance provided by Waka Kotahi on setting of speed limits. J McBride added that there was a move to lowering speed limits in some areas, lower than what had been previously experienced.

Councillor Atkinson expressed concern that there would be inconsistencies of speed in urban areas throughout the district. He pointed out that Christchurch City has all of the high use inner city areas speed limits set at 30km/h and asked why this was not an option for Oxford. J McBride said the recommendation of 40km/h was endeavouring to provide consistency within the district. There would be other towns in the district that the council would need to consider speed limits – using Cust as an example. 30km/h could be suitable where there was a higher level of activity, such as Rangiora or Kaiapoi town centres. Councillor Atkinson noted this could mean variations of speed limits through town centres across the district – for example Oxford and Cust at 40km/h, Rangiora and Kaiapoi at 30km/h. With Woodend currently having a speed limit of 50km/h, J McBride advised that any change to the speed limit through towns would need to be done in conjunction with Waka Kotahi, noting that SH1 through Woodend had much higher traffic numbers than Cust or Oxford.

Councillor Barnett referred to previous information provided on the mean average speed of traffic through Oxford, which was confirmed at 43km/h at Meyer Place, and 48/49km/h at Bay Road and Burnett Street. Councillor Barnett suggested that with these currently the average speeds, that it was not the speed of traffic that was the issue, but the volume of traffic and heavy vehicles travelling through the town. Councillor Barnett was aware of comments from residents indicating this. J McBride responded that the proposed 40km/h speed limit would see a more consistent speed of traffic in this area. Because of the size of heavy vehicles, there was a perception that they were moving faster.

Councillor Barnett noted that the residents of Coney Street, Meyer Place and Redwood Place, which were all included in the proposed 40km/h speed limit area, hadn't been included in the consultation. J McBride agreed to follow up with on this. It was noted that these streets were very small/short streets.

Councillor Williams referred to the current mean average speed of traffic along Main Street Oxford of 43km/h and suggested that reducing the speed limit to 40km/h would not provide any benefit to those using the pedestrian crossings. Councillor Williams, suggested it may be a better option to install pedestrian traffic lights for safer pedestrian crossing. J McBride noted the mean speeds were 48 and 49 km/h and installing traffic lights would be a high cost solution, at between \$250,000 and \$500,000. This cost was not warranted for this environment and noted that the proposal of a reduced speed limit was a relatively low cost intervention which could help improve safety. The mean speeds at Bay Road and Burnett Street pedestrian crossings were recorded at 48/49km/h, and staff believe this was the most cost effective solution, to allow safer crossing at the three existing pedestrian crossings.

Moved: Councillor Doody

Seconded: Councillor Mealings

THAT the Council

- (a) **Receives** Report No. 220719123144.
- (b) **Approves** an application being submitted to the Director at Waka Kotahi under section 2.6 of the Setting of Speed Limits Rule 2022, requesting approval to proceed with the implementation of a 40km/h speed limit on Main Street, Oxford, between Burnett Street and Bay Road.
- (c) **Notes** that consultation on a 40km/h speed limit on Main Street, Oxford (between Burnett Street and Bay Road) was undertaken in 2021 and this was supported by 54% of respondents, with the remaining 46% of respondents opposed to the change.
- (d) **Notes** that Meyer Place, Coney Street and Redwood Place would need to be included within the 40km/h speed limit area as they were not sufficient length to hold their own speed limit, and speeds on these roads were very low due to their nature.

LOST

A Division was called

For: Mayor Gordon, Councillors Brine, Doody, Mealings, Stewart.

Against: Councillors Atkinson, Barnett, Blackie, Redmond, Williams.

Abstention: Councillor Ward.

5:5

As the status quo remained, the resolution was lost.

Councillor Doody, having been a long time resident of Oxford was in full support of this Community Board recommendation and for the speed limit to be reduced to keep the residents of Oxford safe. Councillor Doody commented that the pedestrian crossings on Main Street Oxford were busy, more so than the one in the town centre in the retail businesses area. The west crossing was also busy with school children crossing before and after school. Councillor Doody said the other concern was sunstrike, which posed a significant safety issue with people using any of the pedestrian crossings. This impacted four times taking into account before and after daylight saving time. Councillor Doody said the Oxford residents had been asking for this speed limit reduction for a long time and encouraged all Councillors to support this recommendation.

Councillor Mealings said it was not just the Oxford-Ohoka Community Board members who were wanting this speed reduction - the Oxford community were in full support of this speed limit reduction. This was now not a significant amount of money required to fix this problem. There was a number of elderly residents who lived on the three short side streets and children who used the pedestrian crossings regularly. In this instance it was appropriate for the speed limit to be reduced and Councillor Mealings urged all Councillors to support this recommendation.

Mayor Gordon also supported this recommendation, noting that previously when this matter came before the Council it had not received the support of all the Council, however at that time there would have been a significant cost to the Council to change the speed limit. Government had since approved a new Speed Limit Rule which meant the cost was much less for Council to change the speed limit. Mayor Gordon also urged Council to support the Community Board and this recommendation.

Councillor Williams referred to the consultation that had been undertaken, noting that there was not a large margin of error between those in support and those opposing the reduction of the speed limit to 40 km/h in Main Street Oxford. Councillor Williams would not be supporting this recommendation and spending the \$58,000, as he did not believe it would be effective in reducing speed of traffic through Oxford.

Councillor Atkinson did not support this recommendation and commented that he was generally in opposition of reducing speed limits as he believed that keeping the roads in better conditions would keep drivers safer than reducing speed limits. In Main Street Oxford, this was a different equation being the main street of a town. Councillor Atkinson also noted that there wasn't a big difference in the percentage of those consulted who were in support or opposed the speed limit reduction, which indicated that not everyone supported reducing the speed limit. Councillor Atkinson suggested that education of local residents on driving to the speed limits would be more beneficial and he would like to see less restrictions for residents. Councillor Atkinson would support spending the money on traffic calming measures, without lowering the speed limit and for this to be trialled before reducing the speed limit.

Councillor Barnett had sympathy for residents who thought that lowering the speed limit was the solution to the problem however she would not be supporting the recommendation. She was not aware of any major injury accidents on this part of Main Street, Oxford and pointed out that there were other rural areas in the district in 80 or 100km/h speed limit areas, where this money could be well spent to provide a safer environment for residents. Councillor Barnett said, based on comments from residents, that their main concern with traffic through Oxford was the heavy vehicles that use this route and she did not believe that reducing the speed limit would have the results that the residents were asking for. Oxford was built on a main highway and Councillor Barnett believed that 50km/h was an appropriate speed limit on this road and she was not aware of any towns on main highways in New Zealand, with 40km/h speed limits, mostly these would be 50km/h and in some cases 60km/h. Councillor Barnett noted it was rare for her to go against a Community Board recommendation, however advocated for the speed limit on this part of Main Street, Oxford, to remain at 50km/h. It was suggested that the money could be spent on roading improvements in rural areas in the district, making it safer for children to cycle and walk to school.

Councillor Blackie also expressed concern with this proposal and that the end result would not be what residents were hoping for. Another concern of Councillor Blackie was the setting of a precedence if approved, with other residents requesting a reduced speed limit through their towns.

Councillor Redmond believed that everyone wanted to have safe roads in the district but did not believe this was the solution, in this case. The community was divided in support and opposition to the proposed speed limit reduction and was disappointed that the Council had dealt with this at least twice previously in the last 12 month period. Councillor Redmond supported Councillor Barnett's view and noted that the speed limits impacted on everyone using the roads, both drivers and pedestrians. In conclusion, Councillor Redmond advised that for the third time, he would be opposing this recommendation.

Councillor Stewart being a regular traveller to Oxford noted the difficulty of turning onto Main Street to travel back towards Rangiora during the day. There was a mix of people using this area, including cars, trucks, other vehicles, school children and elderly. In her opinion the speed needed to be lowered as it was currently a real safety issue to navigate this street and she would be supporting the recommendation.

In reply, Councillor Doody noted that this had been a request from the Oxford community to lower the speed limit, due to their concerns with traffic and pedestrian safety. Councillor Doody expressed disappointment that there was no support from all Councillors on this matter, but was still hopeful that the recommendation would be passed.

9. HEALTH, SAFETY AND WELLBEING

9.1. Health, Safety and Wellbeing Report August 2022 – J Millward (Acting Chief Executive)

J Millward presented this Health, Safety and Wellbeing report for August which was taken as read.

Councillor Redmond sought clarification on information regarding one of the accidents, and whether this involved a non-employee or a staff member. J Millward agreed that this would be followed up and clarification provided.

Moved: Councillor Atkinson

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No 220824145575.
- (b) **Notes** that there were no notifiable incidents this month. The organisation was, so far as reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Notes** the appointment of the new Health, Safety and Wellbeing Manager and current recruitment of new team members.
- (d) **Circulates** this information to Community Boards for their information.

CARRIED

10. COMMITTEE MINUTES FOR INFORMATION

10.1. Minutes of a meeting of the Community and Recreation Committee meeting of 16 August 2022

10.2. Minutes of a meeting of the Utilities and Roding Committee meeting of 23 August 2022

Moved: Councillor Blackie

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Items 10.1 and 10.2 for information.

CARRIED

11. COMMUNITY BOARD MINUTES FOR INFORMATION

- 11.1. Minutes of the Oxford-Ohoka Community Board meeting of 3 August 2022
- 11.2. Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 4 August 2022
- 11.3. Minutes of the Woodend-Sefton Community Board meeting of 8 August 2022
- 11.4. Minutes of the Rangiora Ashley Community Board meeting of 10 August 2022
- 11.5. Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 15 August 2022

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Items 11.1 to 11.5 for information.

CARRIED

12. REPORT FOR INFORMATION

- 12.1. **2021-2022 Flood Events – Service Requests and Further Information Update** - E Klopper, (Flood Team Lead), C Fahey, (Water Operations Team Leader), K Simpson, (3 Waters Manager)
(Refer to report 220811137957 of the Utilities and Roading Committee meeting of 23 August 2022)

Moved: Councillor Williams

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** reports no. 220811137957 for information.

CARRIED

13. MAYOR'S DIARY

- 13.1 **Mayor's Diary Wednesday 27 July to Tuesday 30 August 2022**

Moved Councillor Williams

Seconded Councillor Atkinson

THAT the Council:

- (a) **Receives** report no. 220831150050.

CARRIED

14. COUNCIL PORTFOLIO UPDATES

- 14.1. **Iwi Relationships – Mayor Dan Gordon**

Mayor Gordon had nothing new to update at this time.

- 14.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**

At the most recent meeting, the Spatial Plan work that was undertaken by Waimakariri Council staff, was approved. This would provide some protection for this district. The next meeting of the Partnership was scheduled for Friday, 9 September 2022, which would consider a series of papers to go to the Partnership in the new term of Council.

14.3. Canterbury Water Management Strategy – Councillor Sandra Stewart

There had been nitrate testing undertaken in Mandeville in August, in conjunction with the Water Zone Committee and Otago University Health Researcher, Dr Tim Chambers. Any residents could have a free test undertaken of well samples. Of the 300 samples, 233 came from drinking water supplies, five of these were over the maximum allowable value for nitrate in drinking water. A further 40 were over the 8 level which was considered to be high and problematic. Councillor Stewart said the issue of nitrate levels in the shallow private wells would be ongoing and believed there needed to concern raised about it.

An address was made to the Zone Committee meeting on 5 September 2022 from ECan, noting that while the coastal area of the district was considered a low risk zone, the remainder of the district was now considered a medium risk zone and the advice to residents in this area was to get well water tested.

There were three members retiring from the Zone Committee, Judith Roper-Lindsay having served ten years on the committee and was now the new Chairperson of the Waimakariri Biodiversity Trust. Andrew Thompson had recently been appointed as Coordinator of this Trust. Two new members were welcomed to the Water Zone Committee. The Biodiversity Trust, in conjunction with the Council ran a series of five lectures over the winter, which attracted good attendance at all these.

14.4. International Relationships – Deputy Mayor Neville Atkinson

Lieve Bierque Honorary Belgium Consulate, and member of the Waimakariri-Passchendaele Advisory Group was currently in Belgium and had taken copies of the information booklets that the Advisory Group had produced. These would be circulated to the museum and other interested individuals or groups.

A new Chinese Consulate had been appointed recently, Consul General He Ying. Mayor Gordon and Councillor Doody attended a sister city event in Christchurch last Friday, which also celebrated 50 years of official diplomatic relations between New Zealand and China. It was planned to host a visit of the new Consul General to Waimakariri district in the near future.

14.5. Regeneration (Kaiapoi) – Councillor Al Blackie

The dewatering ponds located at the end of Charles Street, left over from the dredging of the river were being decommissioned, with prices currently being sought for that job.

14.6. Climate Change and Sustainability – Councillor Niki Mealings

On 22 August the National Adaption Plan was finalised and released by the Government. A positive change for this was the introduction of priorities for the public sector work programmes. The Plan also emphasised the role that local government would play in climate change risk and adaptation. More details were to come on this matter. The Climate Change Adaption Act was likely to be released in 2023.

The Three Waters Climate Change Risk Assessment was being progressed. Christchurch City Council would be hosting a workshop on Climate change related financial disclosures. Councils need to be aware of these and be forward thinking.

14.7. Business, Promotion and Town Centres – Councillor Joan Ward

Councillor Ward advised that Meridian Energy plan to install two AC Units for electric car charging units for Woodend and Oxford – one each per site, to be included in October. The DC Units were on back order from overseas and likely to be installed sometime in 2023.

Two Project Reference Group workshops for Waimakariri Economic Development Strategy work were held in July and August with informative feedback received.

The NZ Motor Caravan Association in Kaiapoi were working through some site level issues after significant ponding was noted on the north side of the site. This issue became apparent during the last heavy rain event. It was hoped to get this site open in late spring.

Parking surveys were due to be undertaken in Kaiapoi and Rangiora, to be completed in late September by Abley Consultants. This information would inform future parking related decision making in the town centres and other transport related projects.

The Waimakariri Access Group AGM on Thursday night, this week 8 September 2022.

15. QUESTIONS

There were no questions.

16. URGENT GENERAL BUSINESS

There was no urgent general business.

17. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Ward

Seconded: Councillor Atkinson

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
17.1	Minutes of public excluded portion of Council meeting of 2 August 2022.	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.2	Minutes of the public excluded portion of the Community and Recreation Committee meeting of 16 August 2022	Receipt of Minutes for information	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.3	Minutes of the public excluded portion of the Kaiapoi-Tuahivi Community Board meeting of 15 August 2022	Receipt of Minutes for information	Good reason to withhold exists under Section 7	Section 48(1)(a)

REPORTS				
17.4	Report of J McBride (Roading and Transport Manager) and A Childs (Acquisition and Disposals Officer)	Barwells Road Legal Status and Trees in Road Reserve	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.5	Report of V Thompson, (Senior Advisor Business and Centres)	North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Memorandum of Understanding	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.6	Report of R Hawthorne (Property Manager) and K Simpson (3 Waters Manager)	Land Purchase and Disposal – 65 and 65A Rangiora Woodend Road	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.7	Report of R Hawthorne (Property Manager) and C Johnson	Waikuku Beach Holiday Park lease negotiations	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.8	Report of S Hart, R Hawthorne, on behalf of the BNZ Corner Divestment Panel	Rangiora BNZ Corner Site (70 and 74 High Street Divestment/Development Proposal Recommendation	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.9	Report of R Hawthorne (Property Manager)	Sale of 257 Coldstream Road, Rangiora	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution was 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:

Item N°	Reason for protection of interests	LGOIMA Part 1, Section 7
171 – 17.9	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)

CARRIED

The meeting adjourned for a short break at 4.51pm, followed by a briefing. The public excluded portion of the meeting commenced at 5.20pm and concluded at 7.12pm.

CLOSED MEETING

Resolution to Resume in Open Meeting

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Council:

17.1 Confirmation of Minutes of the Public Excluded portion of the Council meeting of Tuesday 2 August 2022

(a) **Resolves** that the Minutes remained public excluded.

- 17.2 **Receipt of Minutes of the Public Excluded portion of the Community and Recreation Committee meeting of Tuesday 16 August 2022**
- (a) **Resolves** that the Minutes remained public excluded.
- 17.3 **Receipt of Minutes of the Public Excluded portion of the Kaiapoi-Tuahiwi Community Board meeting of Monday 15 August 2022**
- (a) **Resolves** that the Minutes remained public excluded.
- 17.4 **Barwells Road Legal Status and Trees in Road Reserve – J McBride (Roading and Transport Manager) and A Childs (Acquisition and Disposals Officers)**
- (a) **Resolves** that the report and discussion remained public excluded but the resolutions be made public following the land legalisation being completed, resulting in the land parcel being vested as road reserve.
- 17.5 **North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Development Proposal MOU – V Thompson (Senior Advisor Business and Centres)**
- (a) **Resolves** that recommendations (a), (b), (e), (f) and (g) could be made public immediately, whilst recommendations (c) and (d), along with the report, discussion and minutes remained public excluded, to enable the Council to continue with (commercial and industrial) negotiations without prejudice or disadvantage. The public excluded nature of the report would be reviewed upon signing of the MOU between the parties.
- 17.6 **Land Purchase and Disposal – 65 and 65A Rangiora-Woodend Road – R Hawthorne (Property Manager) and K Simpson (3 Waters Manager)**
- (a) **Resolves** that the resolutions, report and discussion remained public excluded until after the settlement date of 21 September 2022 as contents of this report contained commercially sensitive information and to allow the Council to carry out without prejudice or disadvantage, commercial activities as per section 7 of the Local Government Official Information and Meetings Act 1987.
- 17.7 **Waikuku Beach Holiday Park lease negotiations – R Hawthorne (Property Manager) and C Johnson (Property Officer - seconded from The Property Group)**
- (a) **Resolves** that the report, resolution, and discussion remained public excluded to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of the Council, and to enable the Council holding the information to carry on, without prejudice or disadvantage, negotiations as per section 7 of the Local Government Official Information and Meetings Act 1987.
- 17.8 **Rangiora BNZ Corner Site (70 and 74 High Street) Divestment/Development Proposal Recommendation – S Hart (Strategy and Business Manager) and R Hawthorne (Property Manager) on behalf of the BNZ Corner Divestment Evaluation Panel**
- (a) **Resolves** that recommendations (a), (b), (c), (d), (e), (i) and (j) could be made public, whilst recommendations (f), (g) and (h), remained public excluded. to enable the Council to continue with (commercial and industrial) negotiations without prejudice or disadvantage. The public excluded nature of the report would be reviewed upon settlement of the property.

17.9 **Sale of 257 Coldstream Road, Rangiora – R Hawthorne (Property Manager)**

- (a) Item 17.9 was left to lie on the table until a subsequent Council meeting.

CARRIED

OPEN MEETING

17.5 **North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Development Proposal MOU – V Thompson (Senior Advisor Business and Centres)**

- (a) **Receives** Report No. 220822143949;
- (b) **Notes** the prior engagement with the Kaiapoi-Tuahiwi Community Board on 15 August 2022 and their support for the drafting of an Memorandum of Understanding (MOU).
- (e) **Notes** that following confirmation of the MOU and associated Schedule, staff would progress the appropriate tasks, and work with the North Canterbury Sport and Recreation Trust to assess the current development proposal in terms of feasibility, viability and 'consentability', with the aim of bringing a further report back to the Council on this matter.
- (f) **Notes** that the Council had previously approved a budget of \$1,000,000 (2026/27) in the current Long Term Plan to allow for the future development of the East MUBA areas, which could support the progression of Council related evaluation tasks in relation to the MOU.
- (g) **Notes** that the Kaiapoi Town Centre Plan 2028 and Beyond envisages a 'play-to-play' recreational facility in the Mixed-Use-Business area identified as project 11.

18. **NEXT MEETING**

The next scheduled ordinary meeting of the Council would occur at 1pm on Tuesday 4 October 2022, to be held in the Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 7.13PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

BRIEFING

At the conclusion of the open portion of the Council meeting a public excluded briefing was held to discuss the WHoW Project Memorandum of Understanding negotiations. Tony Joseph and Jason Mills from the WHoW Trust were present for this public excluded briefing discussion.

This Briefing was held public excluded under 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:

Section 7.2(b) To carry out commercial activities without prejudice;

Section 7.2(i) Enable Council to continue with (commercial) negotiation without prejudice or disadvantage

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** ENV-07 / 220922164406**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 October 2022**AUTHOR(S):** Gina Maxwell, Policy Technician
Tracy Tierney, Manager Planning and Regulation
on behalf of the Hearing Panel: Councillors W Doody (Chair), P Williams
and P Redmond**SUBJECT:** Gambling Policy Reviews 2022**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)_____
General Manager

Acting Chief Executive**1. SUMMARY**

- 1.1. This report presents the recommendations of the hearing panel with regard to the review of the Council's gambling policies.
- 1.2. Council has two policies to assist with minimising gambling related harm in the District, being the Gambling Venue Policy and the Board Venue Policy. The first of these policies is developed under the *Gambling Act 2003, S1001* and the second under the *Racing Industry Act 2020, S96* (previously the *Racing Act 2003*).
- 1.3. The legislation requires that Council reviews these policies every three years. The elements of Council's policies have not changed in the last nine years and it was considered timely for the community to have the opportunity to express their views on the elements of the policies intended to give effect to the purpose of the Acts. Additionally the Board Venue Policy needed to be updated to align with the *Racing Industry Act 2020*.
- 1.4. Submitters were invited to comment on all aspects of the Council's policies with particular attention given to Clause 7 of the Gambling Venue Policy, and discussion around whether or not a relocation policy should be included.
- 1.5. Public consultation was undertaken between Friday 10 June and Monday 11 July 2022. In total 38 submissions were received and six submitters took the opportunity to present their views in person to the hearing panel. A broad range of views were expressed.
- 1.6. During the Council meeting held on 6 September 2022 it was resolved that the report on the Gambling Policy Reviews 2022 lay on the table to allow the Gambling Policy Hearing Panel to reconvene and further consider some of their recommendations.
- 1.7. The hearing panel reconvened on 13 September and has considered all submissions, reviewed the pre-consultation report and summary of submission points and makes the following recommendations:

Gambling (Class 4) Venues Policy

- No change to clauses 1 – 6
- Option 3 adopted for clause 7 with a cap on machine numbers based on a ratio of 1:260

- No change to clauses 8 – 11
- A relocation policy is to be included as clause 12

Board Venue Policy

- No change to clauses in this policy
- Terminology updated to reflect the new legislation

Attachments:

- i. Minutes of the reconvened hearing (Trim: 220913158341)
- ii. Minutes of the deliberations meeting (Trim: 220802131752)
- iii. Minutes Council meeting 6 September 2022 (Trim: 220905152974)
- ii. Policy documents (track change and final) (Trim: 220922164605)

2. **RECOMMENDATION**

THAT the Hearing Panel recommends:

THAT the Council:

- (a) **Receives** Report No. 220922164406
- (b) **Adopts** the Gambling (Class 4) Venue Policy with changes as follows:

Clauses 1 to 6 – no change

Clause 7 – Option 3– cap machine numbers at a ratio of 1:265

Clause 12 – Relocation policy - Relocation of machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 venue licence applies

- (c) **Adopts** the TAB (Totalisator Agency Board) Venue Policy with changes as follows:

The TAB Venue Policy terminology updated in accordance with the new *Racing Industry Act 2020*. No changes to the policy elements.

3. **BACKGROUND**

- 3.1. Council has two policies to assist with minimising gambling related harm in the District, being the Gambling Venue Policy and the Board Venue Policy. The first of these policies is developed under the *Gambling Act 2003 S1001*, and the second under the *Racing Industry Act 2020 S96* (previously the *Racing Act 2003*).
- 3.2. Both Acts include a purpose to “*prevent and minimise harm from gambling conducted under this Act, including harm associated with problem gambling*”. Additionally, the *Gambling Act* has a purpose to “*control the growth of gambling...*”
- 3.3. In 2004 Council adopted the two policies and has reviewed them every three years as required by the legislation. The current review has been supported by a Social Impact Assessment.
- 3.4. Pre-consultation was undertaken late in 2021 to provide an understanding of community views regarding gambling in the District. A ‘quick poll’ was undertaken and 80 people submitted their views. In addition, information was sought and received from social services working in the district and the gaming industry.
- 3.5. The special consultative procedure (*Local Government Act 2002, S83*) was used for the review as required by the legislation. Submissions were received from 38 people: five of

the submissions were from representatives of the gaming industry; six submissions were from representatives of social services providing assistance to problem gamblers; the remaining submissions were from private individuals. A wide variety of views were expressed.

4. ISSUES AND OPTIONS

- 4.1. The elements of Council's gambling policies have not changed in the last nine years. It was considered timely to offer formal consultation giving the community the opportunity to express their views on the control of gambling in the District via these policies.
- 4.2. The current policies allow (Class 4) gambling venues and Totalisator Agency Board (TAB) venues to be established subject to meeting location requirements, machine numbers, licensing application and fee requirements. The following table shows the elements of the current policies and the options that were considered in this consultation and the hearing panel recommendations for change.
- 4.3. Gambling (Class 4) Venues Policy

Clause	Policy element	Option	Decision
1	The application is associated with premises that have an on-licence, club licence or is a chartered club in terms of the <i>Sale and Supply of Alcohol Act 2012</i> , or is a TAB venue.	No change	No change recommended
2	Gambling machines are not the primary part of the venue's operation or income.		
3	Venues are not in a Residential Zone as defined by the Operative District Plan		
4	The venue is not on a site the Council considers will unnecessarily display Class 4 gambling activity to places and institutions primarily frequented by people under the age of 18 years.		
5	Class 4 gambling venues should not be located in premises that are incompatible with other predominant uses of the premises or of other premises in close proximity.		
6	Class 4 gambling machines will not be located within a venue where the primary activity is associated with family or children's activities.		
7	A district-wide cap of 1 gambling machine per 120 people 18 years or older be used as a guideline to limit any increase in machine numbers	<p>Option 1 – status quo</p> <p>Option 2 – cap machine numbers at 157</p> <p>Option 3 – ratio to be</p>	<p>Option 3 – ratio to be current level at 1:260</p>

Clause	Policy element	Option	Decision
		current level at 1:260 Option 4 – introduce a sinking lid policy	
8	External signs at venues to be restricted to one per site, of an appropriate size and attached directly to the building, and that describes that gambling machines are on the premises. Advertising of prize money of any description shall not be visible from the exterior of the premises.	No change	No change recommended
9	Gambling machines must not be visible from the road.		
10	The gambling area of a venue does not have a separate entrance to a street, separate name or otherwise appear as a separate activity from the primary venue.		
11	Venues are to have a host responsibility and gambling harm minimisation policy and staff training programme.		
12	Relocation policy Sets out if and when the territorial authority will grant consent in respect of a venue within its district where the venue is intended to replace an existing venue (within the district) to which a class 4 venue licence applies. Note: whether Council's relocation policy is triggered in any given situation is informed by the <i>Waikiwi</i> precedent. https://www.dia.govt.nz/Gamblingterritorial-authorities-applying-policiesrelocations-Waikiwi-decision	Option 1 – status quo Option 2 – Relocation of machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 venue licence applies. Option 3 – Relocation of machines is not allowed.	Option 2 - Relocation of machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 venue licence applies.

Clause 7: Option 3 is recommended by the Hearing Panel after considering all submissions, reports and future population growth. It was considered that we currently have a balanced ratio of 1 gambling machine per 260 people 18 years or older. This

approach allows for a limited number of new machines in the district as population increases but does not result in unfettered increase in the number of Class 4 gaming machines.

The table below illustrates how machine numbers would increase under the existing (1:120) ratio, against the proposed (1:260) ratio as population grows.

Ratio	Current No. of Machines	Current Population (18+) 43,000	Projected Population (18+) 61,000
1:120	165 Machines	358 Machines	508 Machines
1:260		165 Machines	234 Machines

Clause 12: Option 2 allows for the relocation of machines within the district. All other elements of the policy apply to the new venue.

4.4. TAB Venue Policy

Clause	Policy element	Option	Decision
1	Venues are not in a Residential Zone as defined by the Operative District Plan	No change	No change recommended
2	Venues are not on a site the Council considers will unnecessarily display gambling activity to places and institutions primarily frequented by people under the age of 18 years.		
3	All applications will be publically notified and open for submissions for a period of 10 working days. The Hearings Committee will hear and decide		

The TAB Venue Policy will be updated in accordance with the new *Racing Industry Act 2020*. No change to the policy is recommended. It was noted that there has not been an application for a 'standalone' TAB in the Waimakariri District for the past ten years.

Implications for Community Wellbeing

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

Gambling is a legal activity in New Zealand but central government acknowledges the harm caused by problem gambling through the legislation enacted. This legislation requires territorial authorities to have gambling policies to control gambling in their districts and minimise gambling related harm.

The Gambling Venue Policy allowed for 1 machine per 120 people over the age of 18 years. The recommended change by the hearing panel to limit the number of machines district-wide to 1 machine per 260 residents puts a control on the number of machines in line with our current ratios and enables an increase in machines in correlation with growth in the district's population. Other controls within the policy limits the areas where the machines may be located. These controls are intended to assist with moderating access to Class 4 gaming and gambling related harm in the community.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report.

The review of the gambling policies has been discussed with the Te Ngāi Tūāhuriri executive at the beginning of the review process and again on completion of the Social Impact Assessment. The gambling review has also been discussed at Healthy Day at the Pa, organised by the late Dame Aroha Reriti-Crofts. These are opportunities to talk and discuss issues that face kaumatua and kuia in our District.

Hāpai te Hauora Māori Public Health took the opportunity to express their views regarding gambling and the effect on local Māori whānau and gave an oral representation of their submission to the hearing panel.

5.2. **Groups and Organisations**

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

All gaming societies with machines in the district, venue owners and social services working with gamblers in this district were notified of the pre-consultation and formal consultation associated with this review. A number of these organisations took the opportunity to express their views both during the pre-consultation phase and through the formal consultation.

All these groups will be notified individually of the result of the review of the Council's gambling policies.

5.3. **Wider Community**

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

All submitters will be notified individually of the result of the review of the Council's gambling policies. The policies will be available via the Council's website.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. Staff time is the major financial cost of this project and has been managed through current budgets.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

Class 4 gambling is a legal activity and those premises established prior to October 2001 are allowed up to 18 gaming machines, and after October 2001, a maximum of nine gaming machines. It is through the gambling policy that the Council has a means of balancing the tension between allowing a lawful activity and still providing for community and individual wellbeing.

Social policies such as the gambling policies carry an inherent risk of a polarised community with strong views being held on both sides of the argument. The special

consultative procedure ensures all views are able to be presented and considered by Council prior to making decisions on the options available.

6.3 Health and Safety

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

7. **CONTEXT**

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Gambling Act 2003, S1001 Territorial authority must adopt class 4 venue policy; S1002 Adoption and review of class 4 venue policy

Racing Industry Act 2020, S96 Territorial authority must adopt TAB venue policy; S97 Adoption and review of TAB venue policy

Local Government Act 2002, S83 Special consultative procedure

7.3. Consistency with Community Outcomes

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

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

- *The Council make information about its plans and activities readily available*
- *The Council takes account of the views across the community including mana whenua*
- *Opportunities for collaboration and partnership are actively pursued*

There is a safe environment for all:

- *Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised*

7.4. Authorising Delegations

The power to adopt or consult on policies is the responsibility of Council.

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE RECONVENED HEARING OF THE GAMBLING POLICY REVIEW HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 13 SEPTEMBER 2022, COMMENCING AT 9.30AM.

HEARING PANEL MEMBERS PRESENT

Councillor Wendy Doody (Chair), Councillor Philip Redmond and Councillor Paul Williams.

IN ATTENDANCE

B Charlton (Environmental Services Manager), S Hart (General Manager, Strategy, Engagement and Economic Development), G Maxwell (Policy Technical Assistant) and S Nichols (Governance Manager).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

There were no conflicts of interest recorded by panel members.

3. CONFIRMATION OF MINUTES

Moved: Councillor Williams Seconded: Councillor Redmond

THAT the Gambling Policy Review Hearing Panel:

Confirm, as a true and correct record, the circulated Minutes of the meeting of the Gambling Policy Review Hearing held on 3 and 4 August 2022.

CARRIED

Matters Arising

Moved: Councillor Williams Seconded: Councillor Doody

THAT the Gambling Policy Review Hearing Panel:

- (a) **Revoke** Clause seven (7) options 1 to 4 of the Gambling Venue Policy of 4 August 2022 related to the limit of gambling machines permitted in the Waimakariri District and review the options available.

CARRIED

Moved: Councillor Redmond Seconded: Councillor Williams

- (b) **Reconfirms** Clauses one to six (1-6) remain as recommended to the Council for consideration on 4 October 2022.

CARRIED

Moved: Councillor Doody Seconded: Councillor Redmond

- (c) **Reconfirms** Clauses eight to twelve (8-12) of the Gambling Venue Policy of 4 August 2022 remain as recommended to the Council for consideration on 4 October 2022.
- (d) **Reconfirms** Clauses one to three (1-3) of the Board Venue Policy remain unchanged and recommend to the Council for consideration at its 4 October 2022 meeting.

CARRIED

B Charlton presented options for consideration in relation to Clause seven of the Gambling Venue Policy from the report of 4 August 2022.

Four options were being considered and the pros and cons of each option was outlined to the panel.

Option One

The current status with a ratio of 1 machine per 120 people based on a population of 43,000 people over 18 years of age, resulting in a potential 375 machines being permitted. It was explained that currently 165 machines resulted in the status quo. With a projection based on census data with a population of 61,000 over 18 years old the potential was for 508 machines with the current ratio of 1:120.

S Hart advised about census projection numbers and how that was arrived from the policy unit.

Option Two

To cap the number of machines at the current level of 165 machines regardless of future population increases.

Option Three

Working on the current levels of 43,000 population over age 18 years and a ratio of 1 machine per 260 people would enable future increase in machine numbers as the population rises.

Option Four

This option would introduce a 'sinking lid' policy and would cap the number of machines at the present number of 165 machines, regardless of population growth and any machines relinquished would not be replaced.

The panel were asked to consider a fair process for the community and to balance gambling harm matters raised by submitters and those in the community that demonstrated responsible behaviour with gambling. Questions were sought from the panel for clarification.

Councillor Redmond referred to the population numbers used for the exercise being 43,000 population enquiring if this was the current numbers. Staff confirmed the numbers were based on June 2022 census information.

Councillor Redmond enquired, if under Option 3, is that the formula to give the existing number of machines. Staff confirmed that was the case however the number of machines can change as the population changes.

Councillor Doody queried the status quo and how that would be differentiated between options 1 and 3. Staff commented that the policy currently states for every 120 people there could be a machine which would equate to 375 machines, however if the ratio is 1:260 based on current population is current machine number of 165 machines and until the population increases you cannot increase the number of machines.

Councillor Redmond sought clarified on population, status quo and ratio impacts. Staff explained the impacts on projected numbers and impacts on increased numbers of machines.

Councillor Williams sought clarification on the maximum number of machines that were permitted in any one place. Staff confirmed that any business that had machines before October 2021 can have up to 18 machines. Any new establishment after October 2021 are limited to a maximum of nine machines per venue.

Councillor Doody queried the review of the policy occurring every three years. Staff confirmed that under legislation the Council must undertake a review of the district gambling policy every three years however that is not necessarily consulted on with the public; legislation stipulates the matter is reviewed.

Moved: Councillor Redmond

Seconded: Councillor Doody

That the Gambling Policy Review Hearing Panel recommend to the Council:

- (a) The adoption of Option 3 with a ratio of 1 machine per 265 population over the age of 18 years.

CARRIED

Councillor Williams Against

Councillor Redmond commented that this motion resulted in the status quo provision for more machines however submitters were not supportive of increases of machine numbers, although it was unclear if it was current machine numbers or any potential increase. He also commented on the decrease of machine numbers nationally however there was no evidence of any decrease of gambling harm. Councillor Redmond had given thought to Option 2 and capping machine numbers however that did not provide for an increased population and effectively was giving a sinking lid, in his view. Waimakariri is a high growth district and under Option 3 he believed it reflected hitting a sweet spot with the number of machines and a ratio of 1 machine for every 265 people. Councillor Redmond did question how the population numbers were assessed and relying on estimates against the census (acknowledging that in hindsight the numbers were reasonably accurate). He reflected on Option 4 of the sinking lid. Councillor Redmond stated that the district did not want to see a proliferation of machines and had heard from the Salvation Army and Maori health provider however some personal responsibility was also required. He acknowledged the harm that can occur with gambling however he was balancing aspects to support Option 3.

Councillor Doody was supportive of Option 3 with the ratio 1:265 as it balanced additional machines with an increasing population however kept the limit of nine machines for new licenced premises. Her earlier thoughts was leaning towards the status quo however after careful consideration of all the options again and factoring comments from submitters she was now supportive of Option 3.

Councillor Williams for clarification sought confirmation of how many machines were in current operation. Staff confirmed 165 machines and that no more machines could be sought until the population grows. For every additional 265 people over 18 years of age, an additional one machine could be licenced. S Hart advised that at the next point of review of the district population it will be factored into any increase of machines allowed. It was reiterated that the growth in the district had to occur before more machines could be introduced.

Councillor Redmond, in his right of reply commented on the slight reflective change that recognises harm and the right to gamble as a freedom of choice and balancing the growth factor with population increases over time. He believed that if the panel went with the status quo there would be a huge increase in machines and this was not supported by submissions received, so the Option 3 was a fair balance for all parties in his opinion.

The meeting was declared closed at 9.59am.

The recommendations will be considered by the Council at its 4 October 2022 meeting.

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE HEARING OF THE GAMBLING POLICY REVIEW HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 3 AUGUST 2022, COMMENCING AT 9AM AND DELIBERATIONS ON THURSDAY 4 AUGUST 2022, COMMENCING AT 9AM.

HEARING PANEL MEMBERS PRESENT

Councillor Philip Redmond
Councillor Wendy Doody
Councillor Paul Williams.

IN ATTENDANCE (for 3rd August hearing and 4th August deliberations)

T Tierney (General Manager, Planning, Regulation and Environment), L Beckingsale (Policy Analyst), B Charlton (Environmental Services Manager), M Pugh (Community Development Facilitator) (present for 3 August Hearing) and A Smith (Governance Coordinator).

Two members of the public were present during the hearing on 3 August 2022.

A Smith opened the hearing and called for nominations for Chairperson of the Hearing Panel.

1. APPOINT A HEARING PANEL CHAIRPERSON

Moved: Councillor Williams Seconded: Councillor Redmond

THAT Councillor Wendy Doody be appointed as Chairperson of the Gambling Policy Review Hearing Panel.

CARRIED

2. APOLOGIES

There were no apologies.

3. CONFLICTS OF INTEREST

There were no conflicts of interest recorded by panel members.

4. HEARING OF SUBMISSIONS

NAME	ORGANISATION	COMMENTS
Paul Barrett (in person)		P Barrett shared his personal experience of the impact of his father's gambling addiction on his family. This gambling was done on pokie machines at numerous venues in the Christchurch area and resulted in the loss of a significant amount of money. At the time, the family had been unaware of this gambling habit and only became aware through bank account records after his father's passing. P Barrett subsequently contacted the Department of Internal Affairs to ascertain if anything could be done to stop this same thing from happening to other families. However, after several years and a lost court case, P Barrett still believed that the Government needed to provide some protection for

		<p>people with gambling addictions. He recently shared his family's experiences at a Gambling Conference.</p> <p>Councillor Williams asked if there were any signs of his father's gambling habit. P Barrett said there was no indication until he was approached for money and asked for more the following week. This was the first indication that something was wrong. It was estimated the gambling had been happening for approximately ten years.</p> <p>P Barrett would like a reduction in the number of poker machines. His father was spending four to five hours a day gambling, with a significant amount of money being spent at different venues. P Barrett, therefore, supported restricting the number of transactions a person could make at a venue. Identifying a problem gambler and getting them help was challenging. P Barrett also supported law change in the banking industry, for them to do their part and be able to notify family members of any relevant patterns of bank account use.</p> <p>Councillor Redmond enquired what reduction in the number of machines P Barrett would support – he said any reduction would benefit problem gamblers. P Barrett added that in his father's case, he was visiting many gambling venues, and reducing the number of machines would probably not have helped. He also believed that there needed to be education provided to staff at venues where poker machines were to make them more aware of problem gamblers. He reiterated his earlier comment that there needed to be protection for people with gambling addictions.</p>
Jane Sommerville (in person)	Rangiora RSA Club	<p>J Sommerville, Secretary-Manager of the Rangiora RSA Club, supported by Keith Ballantyne (SI Representative of Clubs New Zealand), spoke to the submission on behalf of the Rangiora RSA. Under Clause 7 of the Policy, the RSAs preferred Option 2. The Club would like to see the gaming machines stay at their current level and not be impacted by the population increase.</p> <p>An increase in the number of machines would provide more opportunities for people to gamble and an increase in harm from gambling. Increasing machine numbers would have a negative impact on the community. Harm in the community was directly linked to socio-economic deprivation, ethnicity, and geographic location of these establishments. The section of the population that increased may not be the demographic that should be increasing gambling spending.</p> <p>The RSA club was the hub of the community with over 4,000 members and a high level of training provided to staff. The club's culture provided a safe</p>

		<p>place to ensure the care and protection of members and the wellbeing of those who chose to participate in gaming. It was felt that other commercial venues would not provide a duty of care to those in their venues. The RSA currently had 18 machines, and it had been noted that playing the machines had become less attractive. There was no pressure on the number of machines, even with the increased club membership and the District's population. Since Covid and the increased cost of living, income from gaming machines had decreased. Part of the profits from the gaming machines was used to maintain the facility and provide a social hub in the community. Over 30 non-profit and sporting groups used the venue free of charge. As a Club, the RSA own their machines and returned all profits to the Club, although they do make grants to community groups. The main income is returned to RSA members. There was no guarantee that money earned at other venues would come back to the community in which it was earned. If the income from the machines continued to be threatened and if more venues and machines were available, this valued income of the Club may go to outside organisations, thus risking increased harm in the community and impact on the funding available for the community groups from the RSA Club.</p> <p>There was a fund of approximately \$10,000 per year, which was available for outside organisations to apply for funding. However, if the turnover continued to be threatened, they could be risking increased harm in the community.</p> <p>Councillor Williams asked what percentage of the profit from the gaming machines went towards administration fees. K Ballantyne responded that the Club is its own entity, so there were no admin fees. Regarding gaming machines, 37.14% of funds had to return to the community. With the Club, 30% went to the Government, and the Club used 70% to operate as a community facility. Most of the funds from the gaming machines in the RSA supported their own sporting groups in the form of entry fees, uniforms, and sponsorship to these clubs within the Club. The Club also sponsored the Rangiora Brass Band for \$3,000 per year.</p> <p>Councillor Doody queried the location of the gaming machines in the RSA clubrooms. J Sommerville advised that the machines were located in a room directly beside the bar. A staff member was dedicated at all times to looking after the gaming room and undertaking regular 15-minute checks of the room. Any user who had been there for more than two hours was spoken to, and a report was written. This may be a conversation or could involve a follow-up. This was part of the licence requirements, and all staff involved with the gaming</p>
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		<p>machines were required to undertake a qualification through Clubs NZ. Most gaming machine users were Club members and had good relationships with the staff who looked after them.</p> <p>Councillor Williams asked if there had been any members of the Club who had developed gambling addictions. J Sommerville advised that the Club has a system of self-regulation, and in the past six months, three members had chosen self-exclusion for two years. The RSA could provide advice on where they could seek assistance.</p> <p>Mr Ballantyne said that, unfortunately, the RSA Clubs were placed into the same categories as other Clubs and Hotels. However, they had a much closer relationship with members who used their gaming machines. The Clubs were trying to provide the best case for gaming machines' users, and they have the right to exclude players of the gaming machines, but unfortunately, this would not stop them from going to other venues with gaming machines.</p> <p>Regarding the amount of money spent on gaming machines in Waimakariri, it was not known precisely how many venues in the District had gaming machines. However, J Sommerville advised that yesterday, over \$15,000 was put into the gaming machines at the RSA Club. The Club was cautious in managing people and what they were spending on the machines. J Sommerville believed that the level of staff training was not up to standard in other venues with gaming machines, and there was not the same care and responsibility. An increase in the number of opportunities for gaming in the community would increase the likelihood of harm. It was up to the DIA to initiate increased training of staff. The Oxford Club and Kaiapoi Club had the same level of training with Clubs New Zealand.</p> <p>Councillor Redmond asked how much was returned to the community/club from the machines in the RSA Club. Over 12 months, the profit from 18 gaming machines was budgeted at \$1 million. From this, there were still tax and administration costs to be paid.</p> <p>Clause 12</p> <p>The RSA Club supported the relocation clause, acknowledging that there were circumstances where venues need to be changed i.e. fire, earthquakes, or if there is a need to update the building. If there was no relocation clause in the policy and the Club was required to close from its current site, it would lose its licence if there was a period of downtime.</p>
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<p>Nicky Taylor (via Zoom)</p>	<p>Salvation Army Oasis Christchurch</p>	<p>N Taylor, a Public Health Worker at the Salvation Army Oasis Centre, spoke to the submission, supported by an Oasis Case Worker. The purpose of the centre was to minimise gambling harm in society. Oasis provided free counselling services for people harmed by gambling, their families, and others affected. N Taylor spoke on the seriousness of gambling-related harm in New Zealand and shared some experiences. The severe harm of gambling addiction, including adverse impact on family members and financial problems resulting from gambling, could often lead to crime. Gambling addiction could also cause problems at work and a lack of concentration and could impact family relationships and cause family violence. Gambling was an addiction, similar to alcohol and drugs.</p> <p>The accessibility to gambling was a problem, with reference to online gambling and there was often a stigma associated with gambling and people not wanting to talk about money. There was a large amount of guilt and shame associated with gambling. N Taylor referred to a documentary called "Ka-ching" – which provided an exposé on gambling, an honest look at the reality of gambling and the impact on the community.</p> <p>It was important that people needed to come before any financial considerations. Class 4 gaming machines were identified as the most harmful cause of gambling addiction. Every year there was considerable money lost in gambling, and lower income and vulnerable community members were the most likely to be harmed by gambling.</p> <p>The Salvation Army did not believe the harm caused by gambling could be offset by funding to community groups, and harm minimisation should be the focus. The average poker machine in Waimakariri had more than \$60,000 per year spent on it.</p> <p>Only a small percentage of people impacted by gambling harm would present for help. For example, \$24,000 per day was lost to gambling on poker machines in the past year in Waimakariri. Under the current policy there was room for more machines in Waimakariri, which Salvation Army Oasis considered a concern and would like the sinking lid policy introduced to reduce harm.</p> <p>Councillor Williams questioned if there was statistical information available on users of the gambling machines in the Waimakariri District (i.e. what socio-economic areas etc.) who had sought counselling assistance from Oasis. The Salvation Army had this information, which would be provided to Council staff. N Taylor commented that a full spectrum of people come to Oasis seeking treatment for gambling addiction.</p>
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		<p>In Christchurch, there are two full-time and two part-time Counsellors at the Salvation Army Oasis facility, and there was one other organisation that also had Counsellors (Problem Gambling Foundation). In the past month, there had been 80 counselling sessions at this Salvation Army Oasis. It was pointed out that approximately 80% of gamblers were not affected by the harm of gambling. However, of the other 20% of gamblers, there were various levels of harm, with gaming machines being the most insidious form of gambling as they are designed to be addictive.</p> <p>Councillor Redmond enquired about the national reduction of the number of poker machines, N Taylor responded that research still indicated that reduced access related to reduced harm. Oasis was a branch of the Salvation Army and was funded through a contract with the Ministry of Health.</p> <p>Councillor Doody asked about online gambling – N Taylor acknowledged that Councils had no control over this form of gambling however Salvation Army Oasis was hopeful that the Government would do something about the impact on gambling addiction from this form of gambling.</p>
Jarrod True (Virtually)	Gambling Machine Association	<p>J True spoke via Zoom, to the submission on behalf of the Gambling Machine Association. The Association supported the relocation provisions in the Policy which allowed for a business to be restored following a fire or natural disaster. It also protected community funding, in the instance of an earthquake, where several businesses with gaming machines may need to relocate to new premises to continue to operate. The relocation tool also enabled venues to move away from a lower deprivation area, which could have entrenched venues into these areas. The Relocation clause would also allow for older venues on bigger blocks of land to relocate to smaller, more modern premises, and at the same time free up the larger blocks of land to be available for social housing.</p> <p>Over 55 Councils had a relocation provision in place so it was quite common. The Association supported the status quo without a sinking lid policy. The problem gambling rate was very low 0.2% of the adult population in relation to all forms of gambling in the Waimakariri District. (not just gaming machines).</p> <p>J True referred to previous submitters comments on funding from the Ministry of Health for their service. He advised that the Ministry of Health obtained a budget from the Salvation Army for the service they want to provide and this budget was then submitted to the Gambling Commission. The Gambling Commission then approved this budget and set a levy, which went to the Ministry of Health and that money funded 100% of all the treatment services.</p>

		<p>The gaming machines therefore funded all services including face to face, email, telephone consultation and also problem gambling research. In relation to other districts of a similar size, all problem gambling referrals for assistance were relatively low in Waimakariri District, with four new people referred in 2018/19, four new people in 2019/20, and two new people in 2020/21.</p> <p>In the last ten years there had been a dramatic reduction in the number of gaming machine, with over 4,600 machines lost (25%), however there had not been any reduction in the problem gambling rate.</p> <p>On the benefit of the gaming machines, this provided entertainment for adults; and there was also significant grants from local machines. In 2020, despite the significant impact of Covid, there was over 162 local grants made.</p> <p>Of the 11 venues in the district, three were Club venues. The funding from the machines in Clubs was used to provide support to the Clubs own members. So in a Club environment, money spent at the machines was used by the Club to benefit its own members. This funding was extremely valuable and not able to be replaced.</p> <p>Spoke on the harm minimisation measures in place, minimum age was 18-years, maximum bet at any one time was \$2.50, maximum prize to win on a machine was \$500, or if a machine was jackpot linked the maximum prize is \$1,000. Every gaming venue had staff who had been trained in relation to harm minimisation, including how to identify a potential problem gambler and how to approach that person to offer them support. Gaming machines do not accept \$50 or \$100 notes, only \$5, \$10 or \$20 notes and ATMs were not allowed inside a gaming room. Every gaming room had signage and pamphlets offering advice on the harms of gambling. There was an exclusion system in place where a person could be excluded from a venue for up to two years. Regarding the gaming machines, these all had clocks on the main screen, and they must display clear honest feedback to the user. There was no advertising of gaming machines on Television or radio.</p> <p>There had been a move to online gambling and restricting poker machine gambling was unlikely to impact on online gambling. Online gambling with Mylotto was also increasing in numbers and the subsequent amount of spending through this source. There were now 1.2 million registered players and the online spend was \$430 million.</p> <p>TAB – over 60% of sport gambling was done either through phone or computer.</p>
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		<p>There was also offshore-based online gambling, which did not generate any community funding or local grants, no local jobs were generated and they paid no tax. These providers were not subject to any regulations or controls at all. There were thousands of online gambling providers.</p> <p>Councillor Williams had no questions, but thanked the presenter for their presentation.</p> <p>Councillor Redmond asked how problem gambling were measured. This was the number of problem gamblers who had contacted treatment services. This information was published by the Ministry of Health's by territorial areas. In Waimakariri, the number was very low.</p> <p>There was not a correlation to the numbers of people seeking help with gambling addiction and the reduction in machines. J True stated there would always be venues with poker machines and gambling facilities. There would also always be online gambling.</p> <p>The status quo was the preferred option, which would allow for additional machines in line with the district's population growth (an additional 133 machines). The Association did not support the ceiling cap which would be restrictive. The current policy was sensible and the Association did not see the need for any change. A reduction in the number of machines did not reduce problem gambling harm, but it would reduce the amount of community funding available.</p> <p>Councillor Doody asked about problem gamblers who had acknowledged their addiction and initiated treatment. J True advised that the vast majority of people who had approached venues and asked to be excluded, had already approached a counselling service provider and this action was a result of the initial session from the provider.</p>
Warwick Hodder	Class 4 Gambling Society	W Hodder was unable to attend to speak to this submission and had provided a brief summary of points of his submission that he wished the Panel to consider.
<i>The hearing adjourned at 10.38am and reconvened at 10.45am.</i>		
Tara Dymus (Virtually)	Maori Public Health Leadership	<p>Maori Public Health (Hapai Te Hauora) was established in 1996, and one of the portfolios of this group was gambling harm minimisation, which had been in place for approximately 15 years.</p> <p>The prevention of gambling harm was a top priority for this organisation and agreed with most of the measures the Council submitted to reduce this harm. Policies need to protect families and their rights and</p>

		<p>believed the Councils Policy was serious about protecting the community. Hapai recommended adopting Option 4, introducing a sinking lid policy.</p> <p>Councillor Williams questioned if Hapai had information on specific numbers of local residents in the Waimakariri District dealing with gambling addiction. T Dymus advised that Hapai was a national organisation and did not run a clinical service, so they did not have this information.</p> <p>Councillor Redmond spoke on other submitters who had indicated a reduction of 25% in the number of gaming machines nationwide, however that gambling harm had not been reduced as a consequence. Councillor Redmond asked for an explanation of why a sinking lid policy would reduce harm? T Dymus explained that there was general support of the sinking lid policy to minimise gambling harm but it was not that effective as a measure on its own and there needed to be other laws in place to be effective against gambling harm. In addition, there were many other impacts on the people presenting for help for gambling addiction and the figure of 2% with gambling addiction was not a true representation of the impact on families and the community.</p>
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The hearing adjourned at 10.58am on 3 August and reconvened at 9am on Thursday 4 August. 2022.

5. STAFF MEMO

5.1. Gambling Policy Reviews Hearing and Deliberations – Lynley Beckingsale (Policy Analyst)

Moved Councillor Redmond

Seconded Councillor Doody

THAT the Gambling Policy Review Hearing panel receive Memo no. 220719122813 for information.

CARRIED

6. HEARING PANEL DELIBERATIONS

6.1. Hearing Panel Report on Submissions – Gambling Policy Review 2022

6.2. Hearing Panel Deliberations Report

Clauses 1-6 Gambling Venue Policy

Having considered the pre-consultation report and submissions received, the Hearing Panel individually considered Clauses one to six of the Gambling (Class 4) Venue Policy.

Councillor Redmond noted there was not much discussion relating to Clauses one to six in the submissions received or by those submitters who presented at the hearing and supported the adoption of the clauses without change.

Councillor Williams was also in support of no change to the clauses, however, he did question Clause two and how it was known if the gaming machines were not the primary part of the venues' operation or income. T Tierney advised that it was a requirement to provide information on revenue and turnover at the time of application. The Department of Internal Affairs also undertook follow-up audits.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel:

- (a) **Recommends** to Council the adoption of Clauses one to six of the Gambling Venue Policy without change.

CARRIED

Clause 7 Gambling Venue Policy

Clause seven currently supported that a district-wide cap of one gambling machine per 120 people 18-years or older be used as a guideline to limit any increase in machine numbers. Options considered by the panel were:

Option 1: status quo

Option 2: cap machine numbers at 165 (current level)

Option 3: ration to be current level at 1:260

Option 4: introduce a sinking lid policy.

Councillor Williams supported Option 1, on listening to the submitters during the hearing. Based on the statistics of people seeking assistance for gambling addiction in the district over the past three years, there had not been any indication that a reduction in the number of machines reduced problem gambling

Councillor Redmond noted that under the status quo option, there would be the provision for 130 more gambling machines in the district. He did not believe that any of the submitters would support such an increase in machines, not even the venue operators in the district. There had been a 25% decline in gaming machines nationally without any reduction in gambling harm. Having more machines would create more harm, with gaming venues located closer, though it was acknowledged that people do travel to gaming venues. On this basis, Councillor Redmond supported Option 2, but suggested a cap of 175 machines, to allow for flexibility, noting that one submitter had indicated that there would be an application for a gaming machine licence coming in the near future. With this cap, it was actually a sinking lid policy, with the number of machines not increasing as the same as the increase in population in the district.

Staff confirmed that the current number of machines in the district was 165, which included an additional eight machines, as had been advised on the DIA website.

L Beckingsale advised that in the last 12 months there had been a reduction of five machines at Five Stags in Rangiora, however, the Woodend Tavern had increased its machines with eight to complete their allowable number of machines at 18 (this brought the total number of gaming machines in the district up to 165). The updated clause in the Act allowed for nine machines in any new premises.

Councillor Doody supported Option 1, retaining status quo.

Moved: Councillor Doody

Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel:

- (a) **Recommends** to Council the adoption of Option 1 (status quo) to replace the current Clause 7 of the Gambling Venue Policy.

CARRIED

Following further discussion (as recorded below), the mover, with the consent of all hearing panel members, subsequently agreed to the withdrawal of this motion and a replacement motion was resolved.

Councillor Doody, on referring to the submitter's presentations and all the submissions received, believed it was better for people with gambling addiction to actually be at a venue, rather than taking part in online gambling.

Councillor Williams noted that people would be gambling more on line and this would reduce the amount of funding available for groups such as Oasis Salvation Army. A percentage of funding from the gaming machines went towards this group through their Ministry of Health contract, and their work in protection from gambling addiction.

Councillor Redmond did not support the recommendation. Evidence presented by Oasis Salvation Army talked about the hidden addiction, however there also needed to be a balance between legitimate users and those harmed by gambling. The only way to deal with problem gamblers was to ban gaming machines completely and Councillor Redmond noted that this was not an action he supported either. The number of machines in the district currently was at a lower level than was allowable and probably reflected both the current demand from users and machine providers. The problem of gambling ran deeper than the small numbers of people who had presented for counselling for gambling addiction from this district. Councillor Redmond noted that submitter P Barrett acknowledged that in his father's instance, any gaming machine would have been an issue. Councillor Redmond also agreed with previous comments of fellow panel members that online gambling was a serious concern. Councillor Redmond supported Option 2, which would cap machine numbers and takes away the option to increase machine numbers excessively in the district.

L Beckingsale clarified that the status quo would mean that any new premise would be allowed to apply for up to nine gaming machines no matter where they were located. Accessibility showed that if people could walk to a venue to play the gaming machines, they would do that but there may be more consideration given if it meant travelling in a car to get to a venue. If there was no cap on the number of gaming machines, and the status quo retained, any venue could apply to have gaming machines on their premises.

There was further discussion on introducing a cap on the number of machines, rather than staying with the status quo in the Policy, which would have the limit of one gambling machine per 120 people 18-years or over in the district. Councillor Redmond suggested a cap of 185 gaming machines which would still represent a significant reduction of approximately potentially 300 gaming machines that could be

allowed in the district if the status quo of the Policy was retained. Option two gave some flexibility for any new applications, with allowance for an additional 20 gaming machines into the district. Councillor Williams, in reconsidering the situation, commented on the increase in population in the district which the status quo for the Policy would allow for a significant increase in the current number of gaming machines in the district. The introduction of a cap of 185 machines would be a compromise of allowing more machines in the district, however also putting a limit on this increase.

As previously noted in the minutes, the mover and all hearing panel members were in agreement to the withdrawal the original motion.

Moved: Councillor Redmond Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel

- (a) **Recommends** to Council the adoption of Option Two with gaming machine numbers to be capped at 185, to replace the current Clause 7 of the Gambling Venue Policy.

CARRIED

Against: Councillor Doody

Clauses eight to 11 Gambling Venue Policy

Having considered the pre-consultation report and submissions received, the Hearing Panel individually considered Clauses eight to 11 of the Gambling (Class 4) Venue Policy.

Moved: Councillor Redmond Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel:

- (a) **Recommends** to Council the adoption of Clauses eight to 11 of the Gambling Venue Policy without change.

CARRIED

Councillor Redmond noted this was not a contentious area in the submissions received in the consultation process and there was general support for these clauses of the Policy to be retained unchanged.

Relocation Clause

The Policy did not currently include a relocation clause, and staff confirmed that the Gambling Act now requires this now be included. There were safeguards within the Policy as it stood, with each venue wanting to put in machines or relocating machines being required to go through a process of community consultation. Submitters were asked to consider whether or not they would support a relocation clause being added to the Policy as part of the consultation. This proposed clause related to relocation of machines from one site to another site. There had been support from submitters to the inclusion of a Relocation Clause in the Policy.

Councillor Williams believed there needed to be a relocation clause included in the policy, to cover an instances of a fire or earthquake damaging premises and in this respect favours Option Two, which read:

Relocation of gaming machines is allowed where the venue is intended to replace an existing venue (within the district) to which a class 4 licence applies.

Councillor Redmond acknowledged that it was important to have some flexibility to

allow relocation to other venues in the instance of a natural disaster. Reference was made to the comments of submitter Mr True, who pointed out the difficulties if relocation of machines was not allowed. He was conscious that of 67 Councils in the country, there had been 55 who had adopted a relocation clause in their policy. Councillor Redmond sought some clarification on relocation and how this would be facilitated.

Staff provided background on a relocation, referring to the time following the Canterbury earthquakes, and venues needed to relocate. At this time there was not consultation processes undertaken but public notification and a common sense approach was undertaken, especially when venues were only moving a short distance. There were safeguards built in to the legislation relating to relocation. It was possible that any relocation would generate public consultation and even if the Relocation Clause was included in the policy, this did not exclude the Council from needing to undertake a consultation process, especially if there was significant public interest.

Councillor Williams acknowledged that including the relocation clause would enable businesses to relocate and continue trading in a temporary premises, in the case of a fire or natural disaster. The consultation period could involve a significant period of time which would impact on a business being able to continue operating.

Councillor Doody asked about the venues around the district that had gambling machines onsite and reference was made to a list of these venues that had been included in the information provided to the Hearing Panel Members.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel:

- (a) **Recommends** to Council the adoption of Option (2) to become Clause 12 of the Gambling Venue Policy.

CARRIED

Board venue policy

There were no stand-alone Agency venues in the District and no applications for board venues had been received in the last ten years. Clause four of the Board Venue Policy ensured the community had the opportunity to contribute to any application decisions. All the hearing panel members supported the Board Venue Policy without change to clause one to three. There were no issues raised by submitters on this Policy.

Moved: Councillor Doody

Seconded: Councillor Williams

THAT the Gambling Policy Review Hearing Panel:

- (a) **Recommends** to Council the adoption of Clauses one to three of the Board Venue Policy without change.

CARRIED

6.3. **Copy of all Submissions**

Thanks were extended to all the submitters and members of the hearing panel were impressed with the quality of all the submissions received.

Councillor Doody noted the importance of the consultation process and consideration of the submissions received

Councillor Redmond referred to his previous occupation, in which he had involvement with members of the community in relation to gambling – from owners of venues with gambling machines and positive work of Oasis Salvation Army in relation to gambling addiction. All submitters had valid points and it was hoped that the decision of the Panel has reflected the balance.

Moved: Councillor Doody

Seconded: Councillor Redmond

THAT the Gambling Policy Review Hearing Panel acknowledge receipt of all the submissions and thanked submitters.

CARRIED

L Beckingsale provided a summary of the process going forward following this consultation process, hearing and deliberations. A report from the Hearing Panel would go to the Council meeting of 6 September, seeking approval of the updated Policies.

There being no further business, the hearing and deliberations concluded at 9.57am on 4 August 2022.

CONFIRMED

Chairperson
Gambling Policy Review Hearing Panel
Councillor Wendy Doody

Date

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON TUESDAY 6 SEPTEMBER 2022, COMMENCING AT 1PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, K Barnett, R Brine, W Doody, N Mealings, P Redmond, S Stewart, J Ward and P Williams.

IN ATTENDANCE

J Millward (Acting Chief Executive), G Cleary (General Manager Utilities and Rooding), T Tierney (General Manager Planning, Regulation and Environment), S Markham (Manager Strategic Projects), M Bacon (Development Planning Manager), K Simpson (3 Waters Manager), J McBride (Rooding and Transport Manager), D Roxborough (Implementation Project Manager – District Regeneration), S Hart (Strategy and Business Manager), S Nichols (Governance Manager), R Hawthorne (Property Manager), D Young (Senior Engineering Advisor), L Hurley (Project Planning and Quality Team Leader), V Thompson (Senior Advisor Business and Centres) A Mace-Cochrane (Graduate Engineer), T Kunkel (Governance Team Leader), A Smith (Governance Coordinator) and E Stubbs (Governance Officer).

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

Councillors Atkinson and Mealings declared a conflict of interest relating to Item 7.6 'Housing Bottom Lines – Implementing National Policy Statement Directions' due to their appointment as Commissioners on the proposed District Plan Hearings Panel.

3. ACKNOWLEDGEMENTS

Mayor Gordon congratulated Leon Hingston, of Rangiora, who was named the winner for the central South Island and the southern area in the Registered Master Builders Apprentice of the Year competition. The competition recognised excellence among carpentry apprentices and raised awareness of career opportunities in the building and construction industry.

Mayor Gordon also acknowledged the Chairperson of the Oxford Arts Trust, Areta Wilkinson who was awarded the Arts Foundation Laureate for 2022.

4. CONFIRMATION OF MINUTES

4.1. Minutes of a meeting of the Waimakariri District Council held on 2 August 2022

Moved: Councillor Brine

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on 2 August 2022.

CARRIED

MATTERS ARISING (FROM MINUTES)

There were no matters arising.

PUBLIC EXCLUDED MINUTES

(These Minutes were considered in the public excluded portion of the meeting)

4.2. Minutes of the public excluded portion of a meeting of the Waimakariri District Council held on 2 August 2022

5. DEPUTATIONS AND PRESENTATIONS

5.1. Shona Powell - Chairperson of the Woodend-Sefton Community Board

S Powell, spoke to the Council about the Woodend-Sefton Community Board's (the Board) views on the proposed Walking and Cycling Network Plan. During every Annual and Long Term Plan process for the last five years the Board had requested a gravel walkway/pedestrian access between Pegasus and Woodend alongside State Highway One (SH1). The Board would therefore like this access to be moved from Priority Three in the Walking and Cycling Network Plan to Priority One as it would be an important connection between two areas, not just for confident cyclists, but also for families and younger children.

S Powell noted that a linkage between Woodend and Kaiapoi was identified as a high priority by residents who attended the drop-in sessions dealing with the Walking and Cycling Network Plan. Once the proposed median barrier was installed on SH1 it would make the narrow road corridor even more unsafe, thus increasing the need for the Woodend / Kaiapoi link. The link would also complete the linkages between the large urban areas. S Powell also raised the linkage between Waikuku and the Pegasus/Ravenswood roundabout. It was noted there were only bus services at peak times servicing Waikuku, which effectively meant that Waikuku was largely isolated unless people owned a car.

S Powell presented a video highlighting traffic safety, and on behalf of the Board requested that the Council consider funding the three paths the Board had identified. In conclusion, she acknowledged the members of the public in attendance to support the deputations by herself and Doug Wethey of the Woodend Community Association.

Councillor Barnett asked if the Board had any ideas on how to create the linkages. S Powell commented that in the past the paper road continuing from Sandhill Road had been raised as a potential option. The Pegasus to Woodend link and roundabout required a discussion with Waka Kotahi, however, it could not wait for the proposed Woodend Bypass.

Councillor Doody enquired about the possibility of traffic lights and S Powell advised she had met with a representative of Waka Kotahi on site at the Ravenswood/Pegasus roundabout and had requested an underpass for use of both pedestrians and cyclists to be considered at the roundabout.

Mayor Gordon added that the Council had requested funding from Waka Kotahi to look at the feasibility of constructing an underpass. He thanked S Powell for her presentation and noted that the report on the Waimakariri District Walking and Cycling Network Plan would be considered by the Council in October 2022.

5.2. Doug Wethey - Woodend Community Association

Doug Wethey from the Woodend Community Association shared the views of the Association on the proposed Walking and Cycling Network Plan. They also believed that the Woodend to Kaiapoi link should be a Priority One. In the feedback to the Walking and Cycling Network Plan consultation, the most commonly raised concern was the Kaiapoi to Woodend and Pegasus to Woodend linkages. This included the feedback from the Canterbury West Coast Automobile Association. He was disappointed that following feedback from the consultation, there had been no changes to the priorities in the Walking and Cycling Network Plan.

D Wethey noted there were virtually no cyclists on SH1 as it was too dangerous. He commented that a route for the proposed cycleway already existed as a paper road and it would be good to create the third link between the three main urban centres.

In response to a question from Councillor Brine, D Wethey's confirmed that the Association supported a linkage along the Old Main North Road from Pine Acres.

Councillor Blackie questioned the number of Kaiapoi High School pupils or commuters who would use the proposed cycleway. D Wethey commented that the school had a role of around 900 children and believed the route would be well used by recreational and commuter cyclists if developed.

Councillor Williams enquired if the Association had considered the best option for those wanting to cross SH1. D Wethey commented that the route needed to be on the eastern side of SH1 and suggested a school lights crossing as a potential crossing option.

Councillor Doody asked if there was a school bus from Woodend to Kaiapoi High School and it was advised that there was.

Mayor Gordon thanked D Wethey for his presentation.

6. **ADJOURNED BUSINESS**

Nil.

7. **REPORTS**

7.1. **Request to Revoke the Speed Limit Bylaw 2022 – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)**

J McBride introduced the report which sought approval to revoke the Speed Limit Bylaw 2022. The new Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022 and the Council Speed Limit information had been transferred to the National Speed Limit Register.

Councillor Mealings asked what were the ramifications going forward under the new rule. J McBride advised that the Council still had a role in setting speed limits and was required to develop a Speed Management Plan for which consultation would be required. Regional Transport Committees would have a role in approving Speed Management Plans at a regional level to help ensure consistency in approach.

Councillor Barnett referred to Regional Transport and enquired if that meant consistency over a regional level or national level. J McBride explained that work was being done at a regional level to ensure consistency. The guidelines had just been released late July 2022 to assist in providing a framework for the new rules. The Speed Management Plans were required to be in place for the 2024 Regional Long Term Plan. Staff had recently commenced discussions on the proposed Speed Management Plans, and would be updating the Council and Community Board's on the process.

Councillor Atkinson questioned if the Roading Team viewed the new Land Transport Rule as a move to set speed limits on regional or national levels rather a local level. J McBride commented that it was still the role of the Territorial Authority to set the Speed Management Plan and report to the Regional Transport Committee.

Councillor Williams noted that the Speed Management Plans required approval from the Regional Transport Committee and asked if the Committee could override the provisions set at a local level, i.e. were they able to mandate a speed limit. J McBride commented that the Council would work with the Regional Transport Committee to ensure cohesiveness with the neighbouring councils, and while the Committee did sign off the plans, it was still the role of each Council to develop the Speed Management Plan for their district.

Councillor Redmond commented that the report appeared to be procedural, however two options had been presented: proceed or decline. He enquired what would be the consequence if the Council decided not to revoke the Speed Limit Bylaw. J McBride advised that was not the recommended option and she would need to follow up of the consequences with Waka Kotahi.

Councillor Redmond questioned if staff had been aware that the new rules were coming into place before introducing the Speed Limit Bylaw 2022. J McBride confirmed that they were, however, it was required that the Bylaw was in place so that speed limits could be enforceable.

Moved: Councillor Brine

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 220816140854.
- (b) **Approves** the revocation of the Speed Limit Bylaw 2022, effective immediately.
- (c) **Notes** that Waimakariri District Council Speed Limit information had been transferred to the National Speed Limit Register and this information was now live.

CARRIED

Councillor Brine supported the motion and commented the line of questioning provided a good coverage of the issues.

Councillor Atkinson noted that while the report was procedural, he was concerned that there seemed to be a step by step evolution to national speed limit setting.

Councillor Barnett believed it was reducing speed limits by stealth. Waka Kotahi was looking at reducing all 100km/hr speed limits to 80km/hr. However, she believed speed limits should be developed nationally for consistency. The constant changes in speed limits created confusion. She believed it was one step in the right direction and hoped for a national standard of consistency.

Councillor Williams agreed with Councillor Atkinson. He did not have confidence in Waka Kotahi's ability to set speed limits due to their inconsistency in setting speed limits on State Highways.

Mayor Gordon supported the motion. He sat on the Regional Road Safety Committee and appreciated the work that was done there to achieve cross-boundary consistency. He did not agree that it was about stealth, but rather about setting sensible speed limits. He believed there was still the opportunity for the public to have a say in local speed limits and was confident in the advice of the Roading and Transport Manager that it was a sensible direction.

Councillor Doody thanked J McBride and the roading team for their work. Speed limits needed to be reduced.

Councillor Brine, in right of reply, commented that in his professional view it was a step in the right direction and for that reason he supported the motion.

7.2. Three Waters Reform – Transition Support Package Agreement with Department of Internal Affairs – G Cleary (General Manager Utilities and Roading) and L Hurley (Project Planning and Quality Team Leader)

G Cleary advised that the Council's authorisation was being sought to enter a Funding Agreement with the Department of Internal Affairs (DIA) for Three Waters Reform Transition Support Package (Tranche 1). An amount of \$569,000 exclusive of GST was made available to the Waimakariri District Council and the purpose of the funding was to financially assist councils with costs associated with the transition. Authorisation was also sought for the Acting Chief Executive to sign the Funding Agreement on behalf of the Council.

G Cleary explained that an additional recommendation was proposed to protect the Council's position in terms of membership with 'Communities 4 Local Democracy' (C4LD), and its opposition to Three Waters Reform; essentially to protect the right of the Council to express its view.

Councillor Ward sought clarity on the origin of the \$569,000. G Cleary advised the funding was from central Government, to ensure that the Council was able to participate in the reform programme without putting delivery of Three Waters services at risk during the transition and establishment period.

Councillor Ward further questioned if the funding covered the costs of the Council investigations into the Three Waters reform. G Cleary advised that Tranche 1 of the fund related to costs that the Council would have to bear as a result of transition activities until 30 June 2023.

Councillor William asked if any of the claimed funds would be refundable if the reform did not proceed. G Cleary confirmed that the Council would not be expected to repay the funding.

Councillor Doody enquired if staff believe the funding would be sufficient until 30 June 2023. G Cleary explained this was Tranche 1 funding, there was potentially more funding available, however, that would be subject to a separate agreement. Staff would be tracking costs and engaging in active discussion with the DIA.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Council:

- (a) **Receives** Report No. 220822143713.
- (b) **Authorises** the Acting Chief Executive to sign the Funding Agreement between Department of Internal Affairs and Waimakariri District Council for Three Waters Services Reforms – Transition Support Package (Tranche 1) before 30 September 2022, (Trim 220822143712).
- (c) **Notes** that the Waimakariri District Council could recover up to \$569,000 (+ GST) under the Transition Support Package (Tranche 1) for eligible costs as specified in the funding agreement.
- (d) **Authorises** the Chief Executive to insert wording to protect the Council's position in terms of its membership of 'Community 4 Local Democracy', and its opposition to Three Waters Reform and Waimakariri District Council's ability to carry out normal business operations and activities. The final wording to be authorised by the Mayor and Acting Chief Executive prior to signing.
- (e) **Circulates** this report to Community Boards for information.

CARRIED

Councillor Redmond commented that the Council was incurring costs and as there were no strings attached to accessing the funding, they may as well be reimbursed for those costs.

Councillor Williams agreed and noted that it was important to protect ratepayers from bearing costs as much as possible.

Mayor Gordon supported the motion with the inclusion of recommendation (d). He did not support receiving funding if the Council could not freely express its opposition to the proposed Three Waters Reform. He believed that trying to prevent council's expressing their views was repugnant in a democracy. Accepting assistance with costs did not negate the Council position.

Councillor Mealings concurred with colleagues previous comments, and agreed that it would benefit ratepayers to receive assistance with costs. She commented on the over \$1 billion had already been spent on the reform and questioned how that could lead to more affordable outcomes for Three Waters delivery.

Councillor Doody was concerned about the impact of meeting the expectations of the DIA in a bid to receive the funding would have on staff workload.

Councillor Atkinson noted that he had initially intended to oppose the motion, however with the inclusion of recommendation (d) he would support the motion as the Council could still maintain its own voice on Three Waters.

Councillor Blackie felt that the Council accessing the funding could be seen as a dilution to the Council support for C4LD, however, he was persuaded by the funds assisting with expenses the Council incurred.

Councillor Barnett thanked the central Government for providing funding assistance for work required. She now requested that they provide funding for the Resource Management Act, 1991 amendments regarding the intensification of housing that the legislation forced on ratepayers without consultation, costing thousands of dollars.

Councillor Ward noted that \$2.15 billion had been spent on the Three Waters Reform before it had even started. These funds would have gone a long way to fix water infrastructure in Wellington.

Councillor Redmond supported the motion as it was better for central Government to pay expenses incurred, however, it did not mean he supported the Three Waters' reform and he strongly opposed the Better-Off funding.

Mayor Gordon took the opportunity to thank staff for the large amount of work undertaken. Their exemplary work had been acknowledged by other Councils.

7.3. Three Waters Reform Information Request – Activity Management Plans– G Cleary (General Manager Utilities and Roading), C Roxborough (Water Asset Manager) and L Hurley (Project Planning and Quality Team Leader)

G Cleary advised that the report was to inform the Council of work currently being progressed in response to an official information request related to the Three Waters Reform. This information had been requested by the DIA to inform an entity-wide Activity Management Plan (AMP). This AMP would set out projects required to be completed across the South Island, forming a basis for a future works programme to be budgeted and delivered. The DIA were proposing the AMPs to become a Water Services Entity (WSE) wide Capital and Renewal Programme to be picked up and work on day one of the entity. Staff were proposing that the first draft be approved by the Acting Chief Executive and the Council would have the opportunity to receive and approve the final version which was due August 2023, with an interim version due in March 2023.

There were no questioned from elected members.

Moved Councillor Ward

Seconded Councillor Atkinson

THAT the Council:

- (a) **Receives** Report No. 220824146324.
- (b) **Notes** that draft data to be provided to the Department of Internal Affairs by 30 October 2022 would be approved by the Acting Chief Executive.
- (c) **Notes** that prior to the final information request response being submitted to the Department of Internal Affairs in August 2023, the incoming Council would be provided opportunity to review and approve the submission providing feedback as required.

CARRIED

Councillor Ward supported the motion as the report was self-explanatory. It was work required of staff who were doing a great job.

Councillor Williams noted the timeframes prescribed by the Government to provide the information, although no timeframes were given for the reform.

Mayor Gordon reluctantly supported the motion, provided that the Council priorities were well understood and considered to ensure ratepayer's interests were taken care of.

Councillor Redmond commented on the timing of the draft which meant the incoming Council would not have the opportunity to consider the information being provided. If the new Council could have a look at the draft prior to 30 October it would be appreciated.

7.4. July 2022 Flood Response – Emergency and Immediate Works Expenditure
 – G Cleary (General Manager Utilities and Roading), K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager)

G Cleary, J McBride and K Simpson were in attendance to present the report which provided an overview of the May 2021 and July 2022 flood events and associated response works which were either in progress or planned. The report also sought approval of unbudgeted expenditure of \$3.15 million to respond to and recover the Council's infrastructure services impacted by the flooding. The report provided a summary of the large number of service requests received and detailed, which normal budget and staff levels were not adequate to respond to and recover from the series of storms that impacted on the District. Staff had been working to address service requests and to launch investigations and sought approval for the resulting expenditure.

K Simpson advised that a Flood Recovery Project Control Group had been set up to oversee delivery of investigations and the Council's Delivery Manager, R Kerr, had been co-opted to assist. Staff were also seeking additional external resources. However, even with the additional resources, it was likely to be a six month delivery period and it was therefore important to manage public expectations.

Councillor Williams commented that the work was a 'need' and asked if there was a possibility to revisit the DIA's Tranche funding. J McBride provided clarification of the funding pools available. Mayor Gordon noted that funding was a future workshop topic and could be further discussed at that time.

Councillor Barnett noted a number of complaints from the community regarding service requests not being followed up and asked if there was a team looking at the follow-up response. K Simpson advised that 143 investigations were being worked on and similarly 400 maintenance related issues. These were being tracked individually to ensure follow-up, however, with the quantum of service requests it was difficult to respond in a timely manner. The Council could however be confident that staff were tracking tasks.

Councillor Barnett further asked if information regarding longer service response times could be made public through the Communications and Engagement Team, and G Cleary confirmed that there could be a general response. It was a good reminder to provide a response proactively and regularly. It could also be done at a community level, for example at street level.

Councillor Barnett commented on the increasing regularity of major weather events and the subsequent rise in funding spent on flooding issues and questioned at what point would climate change and the long term response be considered. J Millward agreed that the matter needed to be addressed and areas of concern were being identified and information regarding the potential impact of climate change on these properties was now included on properties' Land Information Memoranda (LIMs); for example properties subject to sea level rise. However, it was a difficult conversation to have with the communities involved and required buy-in from all agencies involved and central Government, who would need to take a leadership role in this issue.

Councillor Stewart referred to the possible funding of the extraordinary expenditure, and enquired about the likelihood of receiving an additional subsidy from Waka Kotahi. J Millward noted the standard Waka Kotahi subsidy was 51%, which was unlikely to be increased.

Furthermore, Councillor Stewart questioned how the \$1 million in debt would impact on rates going forward. J Millward advised that this would form part of the discussion going forward. There were parts of the district which were not rated for stormwater services and Environment Canterbury's responsibilities would also need consideration. K Simpson advised that if all of the unbudgeted expenditure were to be loan funded on a District wide basis over a 10 year period it would increase rates by approximately \$11 (including GST) per ratepayer (assuming that Waka Kotahi co-funding was obtained for the roading related works).

Councillor Stewart asked about the number of consultants and staff involved. K Simpson advised it was changing, however there were three main consultants with R Kerr in an overview role. In terms of staff, if there was an internal person with specific knowledge or a project underway, that was managed internally, whereas a new project was outsourced.

Councillor Mealings sought clarity on the likelihood of the Council qualifying for the National Land Transport Fund (NLTF) bearing in mind that the flooding events were collectively severe due to the saturated groundwater level. J McBride noted that staff were confident that there was enough evidence to make a case for NLTF funding.

In response to a question from Councillor Mealings, K Simpson reported that the Ohoka rural projects were due to the wastewater reticulation system being overloaded. The Mandeville area would be a key area that staff would be reporting on due to resurgence channel upgrades and the impact on the wastewater system in the Mandeville area.

Councillor Mealings suggested that high groundwater levels should be taken into consideration as part of sustainability and climate change impacts of developments. G Cleary noted that when the Mandeville area was first developed no allowance was made for the high groundwater levels, however, the groundwater levels were taken into consideration in all new developments in the area.

Councillor Atkinson noted that potholes which were not repaired timeously, caused major damage to roads. He questioned if this would be covered by the unbudgeted expenditure. J McBride explained that it was challenging to justify the use of emergency work funding for pothole repairs. Staff were currently looking at dealing with potholes as part of the deterioration of the roading network modelling.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Council

- (a) **Receives** Report No. 220825147219.
- (b) **Approves** the unbudgeted expenditure of up to \$3.15 million for emergency and immediate works responding to and recovering from the flooding.
- (c) **Notes** that a total of 143 investigations had currently been identified for action.
- (d) **Notes** that staff had established a Flood Recovery Project Control Group to oversee delivery of these investigations.
- (e) **Notes** that staff were seeking additional external resources to assist with the delivery of these investigations.
- (f) **Notes** that even with these additional resources, it was likely to be a six month delivery period, but that staff would prioritise the investigations based on scale, effect and community interest.
- (g) **Notes** that staff would bring a further report to the October 2022 Council meeting to give an update and refined cost estimate and rating implications, noting that this expenditure was separate to any "Better Off" funding allocation.
- (h) **Notes** that staff would be preparing a fortnightly emailed update to Councillors and Community Boards, and a more detailed monthly report to the Utilities and Roding Committee on progress on these projects and would be preparing a Communications Strategy for public information.
- (i) **Notes** that staff would work with Waka Kotahi, insurers and other external parties to seek funding for the works where available.
- (j) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams stated that the work needed to be done, hence the funding would need to be spent. He hoped that the Acting Chief Executive would look at all Departments to find some efficiency gains and possible saving to cover some of the unbudgeted expenditure as this would be a direct increase in rates. Although it may only be a small increase in district-wide rates over a 10-year period, there would be more rainfall events in future that would require further emergency work funding which may lead to additional increases in rates in the future.

Councillor Redmond noted that the district had been hit with more than usual major rain events over the last two years. This had led staff to be inundated with service requests. He commended staff for the work that they had been doing in dealing with the problems caused by the flooding. Councillor Redmond however noted that improved communication with the public about service requests was vital going forward.

Councillor Atkinson concurred with the previous speakers, noting that the Long Term Plan process was the time to reflect on efficiency gains and possible savings. The Council needed to ensure that its high level of services, which had been agreed with the community, was maintained.

Councillor Barnett commented that the Council was in a challenging situation, in that it could establish a 'Contingency Fund' to deal with emergency work. However, the Council may then be criticised of collecting rates that it did not need. The Council had to secure loan funding in the past to respond to natural disasters, hence the Council's high rates in this regard. Unfortunately the Council again had to respond to natural disasters by incurring this unbudgeted expenditure. She supported the motion, however, she believed that the Council would need to make a decision on whether to keep 'fixing' infrastructure after major weather events, or investigate other ways of dealing with the issue, especially in light of the increase in frequency of these major weather events. Councillor Barnett suggested that the communication with communities on the work being done after major weather events needed to be improved. Communities needed to be kept informed about the emergency work being done by the Council via social media

Mayor Gordon commended the exceptional work that the Utilities and Roding staff were doing in responding to major weather event. The Utilities and Roding Team was working long hours with limited staff resources, because the Three Waters Reform had made it difficult for councils to retain or recruit qualified staff. Mayor Gordon further noted that it was important to identify efficiency gains and possible saving, however, this had to be done by the Council as part of the Annual and Long Term Planning process. He did not wish to see financial savings lead to a decline in the Council's level of service. He acknowledged that the Council would have to investigate how it made budgetary provision for dealing with major weather events due to the increase in frequency of these events. The Council also needed to ensure that its drainage contract made adequate provision to deal with weather events.

Councillor Mealings concurred with the comments made by the Mayor, she also applauded staff for the work being done in responding to major weather events. She commented that all the service requests that she had lodge after weather events had been acknowledged. She suggested that communities could be kept informed by sharing general information on the Council's Website. Councillor Mealings noted that the Council may have slightly larger base rates due to the fact that it had to undertake major infrastructure repairs after the 2011 earthquakes. Despite this, the Council had consistently had some of the lowest rates increases in the country.

Councillor Ward supported the motion, noting that Waka Kotahi had cut \$1 million from the Council's roading budget, thus placing additional strain of the Council's ability to cope with major weather events. She joined previous speakers in acknowledging the work done by the Utilities and Roding staff.

Councillor Williams agreed that the Council should not cut its current level of services. He thanked the Utilities and Roding staff for the work being done and noted that they have gone above and beyond to deal with drainage issues. He noted that nobody expected major weather events, however, it was anticipated that these events would occur more regularly and the Council therefore need to plan accordingly.

7.5. **Gambling Policy Reviews 2022 – L Beckingsale (Policy Analyst) and T Tierney (General Manager Planning, Regulation and Environment) on behalf of the Gambling Policy Review Hearing Panel: Councillors W Doody (Chair), P Williams and P Redmond**

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Council

- (a) **Resolves** that the report on the Gambling Policy Reviews 2022 lay on the table to allow the Gambling Policy Hearing Panel to reconvene and further consider some of their recommendations.

CARRIED

7.6. **Housing Bottom Lines – Implementing National Policy Statement Directions - M Bacon (Development Planning Manager)**

Councillors Atkinson and Mealings left the meeting during consideration of this report.

M Bacon took the report as read, highlighting that the 2020 National Policy Statement on Urban Development (NPSUD) required the Council to provide at least sufficient development capacity to meet expected demand for housing and business land over the short, medium and long term. In order to ascertain this demand, the Greater Christchurch Partnership completed a Housing Capacity Assessment for Greater Christchurch in 2021 (the HCA). The HCA provided for 'housing bottom lines' across the Greater Christchurch urban environment on a per territorial authority basis. M Bacon noted that the 'housing bottom lines' did not direct where housing development should take place, it only determined the number of housing units that needed to be developed to meet expected demand for housing.

Councillor Barnett questioned if the Waimakariri District was on track to meet the short, medium and long term demand for housing and business land. M Bacon confirmed that the Council was on-track in reaching the required numbers. However, the HCA did not take into account the elements of the District Plan review such as planning and enabling rural development. The HCA also did not take into account the Variation 1 (Residential housing intensification) to proposed District Plan.

In response to a question from Councillor Doody, M Bacon explained that the proposed District Plan amends the zoning for a large part of Oxford from Residential 2 that allowed 600m² sections to General Residential which allowed 500m² sections. The three storey height limit did not apply to Oxford, as it did not meet the required population threshold.

Moved: Councillor Barnett

Seconded: Councillor Doody

THAT the Council:

- (a) **Receives** Report No. 220817141135.
- (b) **Approves** the insertion of an objective into the operative and proposed district plan to provide for housing bottom lines, as outlined in the Greater Christchurch Housing Development Capacity Assessment completed in 2021.
- (c) **Notes** that the proposed changes were required under the National Policy Statement for Urban Design and were being progressed with Waimakariri District Council, Selwyn District Council, Christchurch City Council and Environment Canterbury.

- (d) **Directs** staff to insert the provisions identified in attachment (i) as amended to fit within the structure of the operative and proposed Waimakariri District Plan.
- (e) **Notes** Housing capacity was considered as part of the Councils Long Term Planning processes.
- (f) **Notes** that the housing capacity assessment that informed the objective to be inserted into the operative and proposed District Plans in relation to 'housing bottom lines' did not take into account the proposed District Plan review in terms the proposed rural zoning or the provisions of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act, 2021.

CARRIED

Councillor Barnett noted that the central Government was expecting councils to provide 'housing bottom line' figures and then passed legislation that made those figures obsolete. It needed to be clarified that the information being provided by the Council was based on current long-term planning. She believed that especially rural densification would have a significant impact of the figures provided and would change significantly in the next three years.

Councillor Doody commented that it was a relief that the three storey height limit would not apply to Oxford, as she believed that the natural elements of the Oxford area was not conducive to three story developments.

7.7. Housing Working Group – Request by Ōtautahi Community Housing Trust – S Markham (Manager Strategic Projects, on behalf of the Housing Working Group)

S Markham explained that an expression of support was being sought for the establishment of a new Trust similar to the Ōtautahi Community Housing Trust (OCHT), to deliver community housing in the Waimakariri District and across Canterbury. This expression of support did not in itself bind the Council to any action. The Housing Working Group believed there would be benefits in having more service providers able to contribute to meeting the social housing needs in the District.

Councillor Barnett questioned why the OCHT could not provide social housing outside of Christchurch boundaries. S Markham advised that OCHT had a portfolio of approximately 2400 community housing properties within the Christchurch City boundaries. OCHT was restricted by its trust deed to only providing social housing within the Christchurch boundaries. However, they could through a separate legal entity deliver community housing Canterbury-wide, thus address the housing waiting list.

Councillor Redmond questioned why OCHT chose to establish a new trust rather than an amend its trust deed to allow the OCHT to operate outside Christchurch. S Markham noted that it would not be easy to alter the trust deed due to OCHT's special relationship with Christchurch City Council.

Moved: Councillor Atkinson

Seconded: Councillor Doody

THAT the Council:

- (a) **Receives** Report No. 220826147321.
- (b) **Provides** an expression of support for the Ōtautahi Community Housing Trust (OCHT) to establish a sister trust to OCHT, as a potential community housing provider (CHP) in the rest of the Canterbury Region, including the Waimakariri District.

- (c) **Notes** this expression of support did not in itself bind the Council to act.

CARRIED

Council Atkinson supported the motion as he believed that the Council would benefit from supporting the establishment of a new Trust to deliver community housing in the wider Canterbury District. The Council's support did not finically bind the Council. He noted that the main reason that OCHT could not operate outside Christchurch was because the Christchurch City Council funded the establishment of OCHT.

Councillor Doody advised that the Housing Working Group agreed that having more social housing providers would be beneficial to meet the needs of the district.

Mayor Gordon commented that there was a real need for social housing in the Waimakariri District. He therefore supported the motion as the proposed new trust could be a tool to assist with housing delivery. He commended Councillor Atkinson and staff for the work being done by the Housing Working Group.

Council Atkinson noted that because there was no transitional housing available in the Waimakariri District, people were automatically being placed in transitional housing in Christchurch. Thus creating the misguided impression that there was no need for social housing in the Waimakariri District. Social housing provider such as the proposed new trust was needed to develop much needed transitional and social housing outside of Christchurch.

7.8. District Regeneration – Annual Progress Report to June 2022 – D Roxborough (Implementation Project Manager – District Regeneration)

D Roxborough presented the annual District Regeneration Programme progress report for the period ending June 2022. He was pleased to report that the first rugby league game was played on Norman Kirk Park. He further noted the progress made with the signing of the lease agreement with to Te Kohaka o Tuhaitara Trust for the Huria Reserve Heritage and Mahinga Kai area.

D Roxborough explained that some of the physical work on capital projects had been delayed, as staff had concentrated more time on project planning and design during the period under review. The Regeneration Programme was projected to come in on budget. The Council would be submitting the District Regeneration Programme for a 2022 Recreation Aotearoa Award.

There were no questions from elected members.

Moved: Councillor Blackie

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 220721124626.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.
- (c) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Blackie thanked D Roxborough for the excellent report. He was pleased with the District Regeneration Programme progress and the increase in the usage of the facilities.

7.9. **Adoption of Policy - Briefings and Workshops – S Nichols (Governance Manager)**

S Nichols reported that work had been undertaken to review how briefings and workshops were conducted and information conveyed to elected members. A new policy in relation to Briefings and Workshops had subsequently been developed, which the Council were requested to adopt with immediate effect. It was anticipated that the new policy would provide clearer guidance for both elected members and staff on the process, expectations and transparency of briefings and workshops.

Councillor Brine asked if the policy would mitigate some of the concerns raised by the Ombudsman. S Nichols explained that the Ombudsman was only starting his investigation and findings were expected mid-next year. The work on the policy in relation to Briefings and Workshops started in June 2022, prior to the Ombudsman launching his investigation, as part of the ongoing review to ensure best practice.

Councillor Barnett noted that the Council was requested to adopt the policy, which would be referred to the Community Boards. She questioned if the Community Boards should not be consulted on the policy, as the policy would apply to them. S Nichols advised that the policy would be implemented with immediate effect for the Council. However, as per standard practise the policy would be submitted to the Community Boards for consideration after the elections.

In response to a question for Councillor Barnett, S Nichols confirmed that as separate legal entities the Boards would have to adopt policies and procedures such as Standing Orders. However, the Policy in relation to Briefings and Workshops focused more on procedure policy in how staff would manage briefings and workshop delivery to elected members.

Councillor Stewart enquired what would be considered 'good reason' for considering issues in public excluded. S Nichols elaborated on the reasons that matters may be discussed while the public was excluded, were contained in the Local Government Official Information and Meetings Act 1987. J Millward noted that the policy had introduced an additional step in the Council's process were the individuals and/or organisations that requested a briefing to the Council should justify why the public should be excluded.

Councillor Redmond noted that the scope of the policy indicated that the policy would be applicable to all elected members, including Community Boards. S Nichols advised that the policy could be adopted on the proviso that any reference to the Community Boards be removed.

Moved: Councillor Barnett

Seconded: Councillor Blackie

THAT the Council

- (a) **Resolves** that the report on the Adoption of Policy - Briefings and Workshops lay on the table to allow the Community Boards to be consulted.

CARRIED

8. MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS

8.1. Main Street, Oxford – Endorsement to Seek Approval for a 40km/h Speed Limit – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)

(Refer to report no. 220719123144 of the Oxford-Ohoka Community Board meeting of 3 August 2022)

J McBride presented this report which was referred from the Oxford-Ohoka Community Board meeting of 3 August 2022. The report sought approval of the Council to apply to Waka Kotahi to lower the speed limit on Main Street Oxford to 40km/h, between Burnett Street and Bay Road. The new rule which was introduced this year allows for implementing lower speeds without the need for significant investment in infrastructure, which had been the case previously. This was still a strong desire of the Community Board and in discussions with Waka Kotahi staff, they had indicated that they would be supportive of a 40km/h in this area. There were two budget areas where funding had been set aside and approved by the Utilities and Roading Committee, being \$33,000 set aside for upgrading pedestrian crossings from the Road Safety budget – there were three crossings in Oxford. Secondly \$25,000 was budgeted for speed signage and markings, and signage to highlight awareness of the change.

Councillor Redmond sought clarification of the current speed limit of 50km/h on Main Street Oxford and if this complied with the current rules. J McBride advised that under the former rules for setting speed limits, 50km/h was a common speed limit for urban areas but under the new rules, which were introduced on 28 July, supported lower speed limits where there was a large amount of activity. The new rules used a process of considering the land use and the activity in the area and endeavouring to match that to a speed which would be more appropriate for the area. Setting of speed limits was not a matter of complying with rules, however there was guidance provided by Waka Kotahi on setting of speed limits. J McBride added that there was a move to lowering speed limits in some areas, lower than what had been previously experienced.

Councillor Atkinson expressed concern that there would be inconsistencies of speed in urban areas throughout the district. He pointed out that Christchurch City has all of the high use inner city areas speed limits set at 30km/h and asked why this was not an option for Oxford. J McBride said the recommendation of 40km/h was endeavouring to provide consistency within the district. There would be other towns in the district that the council would need to consider speed limits – using Cust as an example. 30km/h could be suitable where there was a higher level of activity, such as Rangiora or Kaiapoi town centres. Councillor Atkinson noted this could mean variations of speed limits through town centres across the district – for example Oxford and Cust at 40km/h, Rangiora and Kaiapoi at 30km/h. With Woodend currently having a speed limit of 50km/h, J McBride advised that any change to the speed limit through towns would need to be done in conjunction with Waka Kotahi, noting that SH1 through Woodend had much higher traffic numbers than Cust or Oxford.

Councillor Barnett referred to previous information provided on the mean average speed of traffic through Oxford, which was confirmed at 43km/h at Meyer Place, and 48/49km/h at Bay Road and Burnett Street. Councillor Barnett suggested that with these currently the average speeds, that it was not the speed of traffic that was the issue, but the volume of traffic and heavy vehicles travelling through the town. Councillor Barnett was aware of comments from residents indicating this. J McBride responded that the proposed 40km/h speed limit would see a more consistent speed of traffic in this area. Because of the size of heavy vehicles, there was a perception that they were moving faster.

Councillor Barnett noted that the residents of Coney Street, Meyer Place and Redwood Place, which were all included in the proposed 40km/h speed limit area, hadn't been included in the consultation. J McBride agreed to follow up with on this. It was noted that these streets were very small/short streets.

Councillor Williams referred to the current mean average speed of traffic along Main Street Oxford of 43km/h and suggested that reducing the speed limit to 40km/h would not provide any benefit to those using the pedestrian crossings. Councillor Williams, suggested it may be a better option to install pedestrian traffic lights for safer pedestrian crossing. J McBride noted the mean speeds were 48 and 49 km/h and installing traffic lights would be a high cost solution, at between \$250,000 and \$500,000. This cost was not warranted for this environment and noted that the proposal of a reduced speed limit was a relatively low cost intervention which could help improve safety. The mean speeds at Bay Road and Burnett Street pedestrian crossings were recorded at 48/49km/h, and staff believe this was the most cost effective solution, to allow safer crossing at the three existing pedestrian crossings.

Moved: Councillor Doody

Seconded: Councillor Mealings

THAT the Council

- (a) **Receives** Report No. 220719123144.
- (b) **Approves** an application being submitted to the Director at Waka Kotahi under section 2.6 of the Setting of Speed Limits Rule 2022, requesting approval to proceed with the implementation of a 40km/h speed limit on Main Street, Oxford, between Burnett Street and Bay Road.
- (c) **Notes** that consultation on a 40km/h speed limit on Main Street, Oxford (between Burnett Street and Bay Road) was undertaken in 2021 and this was supported by 54% of respondents, with the remaining 46% of respondents opposed to the change.
- (d) **Notes** that Meyer Place, Coney Street and Redwood Place would need to be included within the 40km/h speed limit area as they were not sufficient length to hold their own speed limit, and speeds on these roads were very low due to their nature.

LOST

A Division was called

For: Mayor Gordon, Councillors Brine, Doody, Mealings, Stewart.

Against: Councillors Atkinson, Barnett, Blackie, Redmond, Williams.

Abstention: Councillor Ward.

5:5

As the status quo remained, the resolution was lost.

Councillor Doody, having been a long time resident of Oxford was in full support of this Community Board recommendation and for the speed limit to be reduced to keep the residents of Oxford safe. Councillor Doody commented that the pedestrian crossings on Main Street Oxford were busy, more so than the one in the town centre in the retail businesses area. The west crossing was also busy with school children crossing before and after school. Councillor Doody said the other concern was sunstrike, which posed a significant safety issue with people using any of the pedestrian crossings. This impacted four times taking into account before and after daylight saving time. Councillor Doody said the Oxford residents had been asking for this speed limit reduction for a long time and encouraged all Councillors to support this recommendation.

Councillor Mealings said it was not just the Oxford-Ohoka Community Board members who were wanting this speed reduction - the Oxford community were in full support of this speed limit reduction. This was now not a significant amount of money required to fix this problem. There was a number of elderly residents who lived on the three short side streets and children who used the pedestrian crossings regularly. In this instance it was appropriate for the speed limit to be reduced and Councillor Mealings urged all Councillors to support this recommendation.

Mayor Gordon also supported this recommendation, noting that previously when this matter came before the Council it had not received the support of all the Council, however at that time there would have been a significant cost to the Council to change the speed limit. Government had since approved a new Speed Limit Rule which meant the cost was much less for Council to change the speed limit. Mayor Gordon also urged Council to support the Community Board and this recommendation.

Councillor Williams referred to the consultation that had been undertaken, noting that there was not a large margin of error between those in support and those opposing the reduction of the speed limit to 40 km/h in Main Street Oxford. Councillor Williams would not be supporting this recommendation and spending the \$58,000, as he did not believe it would be effective in reducing speed of traffic through Oxford.

Councillor Atkinson did not support this recommendation and commented that he was generally in opposition of reducing speed limits as he believed that keeping the roads in better conditions would keep drivers safer than reducing speed limits. In Main Street Oxford, this was a different equation being the main street of a town. Councillor Atkinson also noted that there wasn't a big difference in the percentage of those consulted who were in support or opposed the speed limit reduction, which indicated that not everyone supported reducing the speed limit. Councillor Atkinson suggested that education of local residents on driving to the speed limits would be more beneficial and he would like to see less restrictions for residents. Councillor Atkinson would support spending the money on traffic calming measures, without lowering the speed limit and for this to be trialled before reducing the speed limit.

Councillor Barnett had sympathy for residents who thought that lowering the speed limit was the solution to the problem however she would not be supporting the recommendation. She was not aware of any major injury accidents on this part of Main Street, Oxford and pointed out that there were other rural areas in the district in 80 or 100km/h speed limit areas, where this money could be well spent to provide a safer environment for residents. Councillor Barnett said, based on comments from residents, that their main concern with traffic through Oxford was the heavy vehicles that use this route and she did not believe that reducing the speed limit would have the results that the residents were asking for. Oxford was built on a main highway and Councillor Barnett believed that 50km/h was an appropriate speed limit on this road and she was not aware of any towns on main highways in New Zealand, with 40km/h speed limits, mostly these would be 50km/h and in some cases 60km/h. Councillor Barnett noted it was rare for her to go against a Community Board recommendation, however advocated for the speed limit on this part of Main Street, Oxford, to remain at 50km/h. It was suggested that the money could be spent on roading improvements in rural areas in the district, making it safer for children to cycle and walk to school.

Councillor Blackie also expressed concern with this proposal and that the end result would not be what residents were hoping for. Another concern of Councillor Blackie was the setting of a precedence if approved, with other residents requesting a reduced speed limit through their towns.

Councillor Redmond believed that everyone wanted to have safe roads in the district but did not believe this was the solution, in this case. The community was divided in support and opposition to the proposed speed limit reduction and was disappointed that the Council had dealt with this at least twice previously in the last 12 month period. Councillor Redmond supported Councillor Barnett's view and noted that the speed limits impacted on everyone using the roads, both drivers and pedestrians. In conclusion, Councillor Redmond advised that for the third time, he would be opposing this recommendation.

Councillor Stewart being a regular traveller to Oxford noted the difficulty of turning onto Main Street to travel back towards Rangiora during the day. There was a mix of people using this area, including cars, trucks, other vehicles, school children and elderly. In her opinion the speed needed to be lowered as it was currently a real safety issue to navigate this street and she would be supporting the recommendation.

In reply, Councillor Doody noted that this had been a request from the Oxford community to lower the speed limit, due to their concerns with traffic and pedestrian safety. Councillor Doody expressed disappointment that there was no support from all Councillors on this matter, but was still hopeful that the recommendation would be passed.

9. HEALTH, SAFETY AND WELLBEING

9.1. Health, Safety and Wellbeing Report August 2022 – J Millward (Acting Chief Executive)

J Millward presented this Health, Safety and Wellbeing report for August which was taken as read.

Councillor Redmond sought clarification on information regarding one of the accidents, and whether this involved a non-employee or a staff member. J Millward agreed that this would be followed up and clarification provided.

Moved: Councillor Atkinson

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No 220824145575.
- (b) **Notes** that there were no notifiable incidents this month. The organisation was, so far as reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Notes** the appointment of the new Health, Safety and Wellbeing Manager and current recruitment of new team members.
- (d) **Circulates** this information to Community Boards for their information.

CARRIED

10. COMMITTEE MINUTES FOR INFORMATION

10.1. Minutes of a meeting of the Community and Recreation Committee meeting of 16 August 2022

10.2. Minutes of a meeting of the Utilities and Roading Committee meeting of 23 August 2022

Moved: Councillor Blackie

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Items 10.1 and 10.2 for information.

CARRIED

11. COMMUNITY BOARD MINUTES FOR INFORMATION

- 11.1. Minutes of the Oxford-Ohoka Community Board meeting of 3 August 2022
- 11.2. Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 4 August 2022
- 11.3. Minutes of the Woodend-Sefton Community Board meeting of 8 August 2022
- 11.4. Minutes of the Rangiora Ashley Community Board meeting of 10 August 2022
- 11.5. Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 15 August 2022

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Items 11.1 to 11.5 for information.

CARRIED

12. REPORT FOR INFORMATION

- 12.1. **2021-2022 Flood Events – Service Requests and Further Information Update** - E Klopper, (Flood Team Lead), C Fahey, (Water Operations Team Leader), K Simpson, (3 Waters Manager)
(Refer to report 220811137957 of the Utilities and Roading Committee meeting of 23 August 2022)

Moved: Councillor Williams

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** reports no. 220811137957 for information.

CARRIED

13. MAYOR'S DIARY

- 13.1 **Mayor's Diary Wednesday 27 July to Tuesday 30 August 2022**

Moved Councillor Williams

Seconded Councillor Atkinson

THAT the Council:

- (a) **Receives** report no. 220831150050.

CARRIED

14. COUNCIL PORTFOLIO UPDATES

- 14.1. **Iwi Relationships – Mayor Dan Gordon**

Mayor Gordon had nothing new to update at this time.

- 14.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**

At the most recent meeting, the Spatial Plan work that was undertaken by Waimakariri Council staff, was approved. This would provide some protection for this district. The next meeting of the Partnership was scheduled for Friday, 9 September 2022, which would consider a series of papers to go to the Partnership in the new term of Council.

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

There had been nitrate testing undertaken in Mandeville in August, in conjunction with the Water Zone Committee and Otago University Health Researcher, Dr Tim Chambers. Any residents could have a free test undertaken of well samples. Of the 300 samples, 233 came from drinking water supplies, five of these were over the maximum allowable value for nitrate in drinking water. A further 40 were over the 8 level which was considered to be high and problematic. Councillor Stewart said the issue of nitrate levels in the shallow private wells would be ongoing and believed there needed to concern raised about it.

An address was made to the Zone Committee meeting on 5 September 2022 from ECan, noting that while the coastal area of the district was considered a low risk zone, the remainder of the district was now considered a medium risk zone and the advice to residents in this area was to get well water tested.

There were three members retiring from the Zone Committee, Judith Roper-Lindsay having served ten years on the committee and was now the new Chairperson of the Waimakariri Biodiversity Trust. Andrew Thompson had recently been appointed as Coordinator of this Trust. Two new members were welcomed to the Water Zone Committee. The Biodiversity Trust, in conjunction with the Council ran a series of five lectures over the winter, which attracted good attendance at all these.

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

Lieve Bierque Honorary Belgium Consulate, and member of the Waimakariri-Passchendaele Advisory Group was currently in Belgium and had taken copies of the information booklets that the Advisory Group had produced. These would be circulated to the museum and other interested individuals or groups.

A new Chinese Consulate had been appointed recently, Consul General He Ying. Mayor Gordon and Councillor Doody attended a sister city event in Christchurch last Friday, which also celebrated 50 years of official diplomatic relations between New Zealand and China. It was planned to host a visit of the new Consul General to Waimakariri district in the near future.

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

The dewatering ponds located at the end of Charles Street, left over from the dredging of the river were being decommissioned, with prices currently being sought for that job.

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

On 22 August the National Adaption Plan was finalised and released by the Government. A positive change for this was the introduction of priorities for the public sector work programmes. The Plan also emphasised the role that local government would play in climate change risk and adaptation. More details were to come on this matter. The Climate Change Adaption Act was likely to be released in 2023.

The Three Waters Climate Change Risk Assessment was being progressed. Christchurch City Council would be hosting a workshop on Climate change related financial disclosures. Councils need to be aware of these and be forward thinking.

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

Councillor Ward advised that Meridian Energy plan to install two AC Units for electric car charging units for Woodend and Oxford – one each per site, to be included in October. The DC Units were on back order from overseas and likely to be installed sometime in 2023.

Two Project Reference Group workshops for Waimakariri Economic Development Strategy work were held in July and August with informative feedback received.

The NZ Motor Caravan Association in Kaiapoi were working through some site level issues after significant ponding was noted on the north side of the site. This issue became apparent during the last heavy rain event. It was hoped to get this site open in late spring.

Parking surveys were due to be undertaken in Kaiapoi and Rangiora, to be completed in late September by Abley Consultants. This information would inform future parking related decision making in the town centres and other transport related projects.

The Waimakariri Access Group AGM on Thursday night, this week 8 September 2022.

15. QUESTIONS

There were no questions.

16. URGENT GENERAL BUSINESS

There was no urgent general business.

17. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Ward

Seconded: Councillor Atkinson

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
17.1	Minutes of public excluded portion of Council meeting of 2 August 2022.	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.2	Minutes of the public excluded portion of the Community and Recreation Committee meeting of 16 August 2022	Receipt of Minutes for information	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.3	Minutes of the public excluded portion of the Kaiapoi-Tuahivi Community Board meeting of 15 August 2022	Receipt of Minutes for information	Good reason to withhold exists under Section 7	Section 48(1)(a)

REPORTS				
17.4	Report of J McBride (Roading and Transport Manager) and A Childs (Acquisition and Disposals Officer)	Barwells Road Legal Status and Trees in Road Reserve	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.5	Report of V Thompson, (Senior Advisor Business and Centres)	North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Memorandum of Understanding	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.6	Report of R Hawthorne (Property Manager) and K Simpson (3 Waters Manager)	Land Purchase and Disposal – 65 and 65A Rangiora Woodend Road	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.7	Report of R Hawthorne (Property Manager) and C Johnson	Waikuku Beach Holiday Park lease negotiations	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.8	Report of S Hart, R Hawthorne, on behalf of the BNZ Corner Divestment Panel	Rangiora BNZ Corner Site (70 and 74 High Street Divestment/Development Proposal Recommendation	Good reason to withhold exists under Section 7	Section 48(1)(a)
17.9	Report of R Hawthorne (Property Manager)	Sale of 257 Coldstream Road, Rangiora	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution was 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:

Item N°	Reason for protection of interests	LGOIMA Part 1, Section 7
171 – 17.9	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)

CARRIED

The meeting adjourned for a short break at 4.51pm, followed by a briefing. The public excluded portion of the meeting commenced at 5.20pm and concluded at 7.12pm.

CLOSED MEETING

Resolution to Resume in Open Meeting

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Council:

17.1 Confirmation of Minutes of the Public Excluded portion of the Council meeting of Tuesday 2 August 2022

(a) **Resolves** that the Minutes remained public excluded.

- 17.2 **Receipt of Minutes of the Public Excluded portion of the Community and Recreation Committee meeting of Tuesday 16 August 2022**
- (a) **Resolves** that the Minutes remained public excluded.
- 17.3 **Receipt of Minutes of the Public Excluded portion of the Kaiapoi-Tuahiwi Community Board meeting of Monday 15 August 2022**
- (a) **Resolves** that the Minutes remained public excluded.
- 17.4 **Barwells Road Legal Status and Trees in Road Reserve – J McBride (Roading and Transport Manager) and A Childs (Acquisition and Disposals Officers)**
- (a) **Resolves** that the report and discussion remained public excluded but the resolutions be made public following the land legalisation being completed, resulting in the land parcel being vested as road reserve.
- 17.5 **North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Development Proposal MOU – V Thompson (Senior Advisor Business and Centres)**
- (a) **Resolves** that recommendations (a), (b), (e), (f) and (g) could be made public immediately, whilst recommendations (c) and (d), along with the report, discussion and minutes remained public excluded, to enable the Council to continue with (commercial and industrial) negotiations without prejudice or disadvantage. The public excluded nature of the report would be reviewed upon signing of the MOU between the parties.
- 17.6 **Land Purchase and Disposal – 65 and 65A Rangiora-Woodend Road – R Hawthorne (Property Manager) and K Simpson (3 Waters Manager)**
- (a) **Resolves** that the resolutions, report and discussion remained public excluded until after the settlement date of 21 September 2022 as contents of this report contained commercially sensitive information and to allow the Council to carry out without prejudice or disadvantage, commercial activities as per section 7 of the Local Government Official Information and Meetings Act 1987.
- 17.7 **Waikuku Beach Holiday Park lease negotiations – R Hawthorne (Property Manager) and C Johnson (Property Officer - seconded from The Property Group)**
- (a) **Resolves** that the report, resolution, and discussion remained public excluded to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of the Council, and to enable the Council holding the information to carry on, without prejudice or disadvantage, negotiations as per section 7 of the Local Government Official Information and Meetings Act 1987.
- 17.8 **Rangiora BNZ Corner Site (70 and 74 High Street) Divestment/Development Proposal Recommendation – S Hart (Strategy and Business Manager) and R Hawthorne (Property Manager) on behalf of the BNZ Corner Divestment Evaluation Panel**
- (a) **Resolves** that recommendations (a), (b), (c), (d), (e), (i) and (j) could be made public, whilst recommendations (f), (g) and (h), remained public excluded. to enable the Council to continue with (commercial and industrial) negotiations without prejudice or disadvantage. The public excluded nature of the report would be reviewed upon settlement of the property.

17.9 **Sale of 257 Coldstream Road, Rangiora – R Hawthorne (Property Manager)**

- (a) Item 17.9 was left to lie on the table until a subsequent Council meeting.

CARRIED

OPEN MEETING

17.5 **North Canterbury Sport and Recreation Trust and 66 Charles Street, Kaiapoi Development Proposal MOU – V Thompson (Senior Advisor Business and Centres)**

- (a) **Receives** Report No. 220822143949;
- (b) **Notes** the prior engagement with the Kaiapoi-Tuahiwi Community Board on 15 August 2022 and their support for the drafting of an Memorandum of Understanding (MOU).
- (e) **Notes** that following confirmation of the MOU and associated Schedule, staff would progress the appropriate tasks, and work with the North Canterbury Sport and Recreation Trust to assess the current development proposal in terms of feasibility, viability and 'consentability', with the aim of bringing a further report back to the Council on this matter.
- (f) **Notes** that the Council had previously approved a budget of \$1,000,000 (2026/27) in the current Long Term Plan to allow for the future development of the East MUBA areas, which could support the progression of Council related evaluation tasks in relation to the MOU.
- (g) **Notes** that the Kaiapoi Town Centre Plan 2028 and Beyond envisages a 'play-to-play' recreational facility in the Mixed-Use-Business area identified as project 11.

18. **NEXT MEETING**

The next scheduled ordinary meeting of the Council would occur at 1pm on Tuesday 4 October 2022, to be held in the Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 7.13PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

BRIEFING

At the conclusion of the open portion of the Council meeting a public excluded briefing was held to discuss the WHoW Project Memorandum of Understanding negotiations. Tony Joseph and Jason Mills from the WHoW Trust were present for this public excluded briefing discussion.

This Briefing was held public excluded under 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:

Section 7.2(b) To carry out commercial activities without prejudice;

Section 7.2(i) Enable Council to continue with (commercial) negotiation without prejudice or disadvantage



S-CP 1851
 Issue: 6
 Date: 18/6/2019
 Page: 1 of 3

POLICY

Gambling Venues

DRAFT GAMBLING (CLASS 4) VENUE POLICY

1 Introduction

Gambling in New Zealand is regulated by the *Gambling Act 2003*.

The *Gambling Act* came into force on 18 September 2003. Under the provisions of the Act Territorial Authorities must adopt and review a Class 4 Gambling Venue Policy.

The Act regulates six classes of gambling. This Policy is concerned with Class 4 gambling, which is gambling that involves the operation of gaming machines (pokies), outside of casinos.

While Council recognises that gambling is a legitimate form of entertainment, there is concern about the social impact that gambling, and in particular problem gambling, can have in the community. This policy seeks to minimise harm from problem gambling.

2 Policy Context

Section 101 of the *Gambling Act 2003* requires a territorial authority to adopt a class 4 venue policy.

The Policy allows Council to directly control the growth of Class 4 gambling via gaming machines by creating rules around numbers of venues and gaming machines, and their location within the District. It also allows the community to input to decision-making through Council's public notification and submission process, should there be any new requests for venues or an increase in gaming machines numbers at an existing venue.

3 Policy Objective

1. To control the growth of gambling
2. To prevent and minimise the harm to the community caused by gambling, including problem gambling.
3. To control the growth of electronic gambling machine gambling in the district.
4. To allow those who wish to participate in electronic gambling machine gambling to do so, safely and responsibly, within the District.

4 Policy Statement

Societies requiring Council consent

Any society requires Council consent in respect of a class 4 venue to:

- Increase the number of gambling machines that may be operated at the venue.



S-CP 1851
 Issue: 6
 Date: 18/6/2019
 Page: 2 of 3

POLICY

Gambling Venues

DRAFT GAMBLING (CLASS 4) VENUE POLICY

- Start operating gambling machines at such a venue that was not on any society's licence within the previous 6 months.
- Start operating gambling machines at such a venue for which a licence was not held on 17 October 2001.
- Continue to operate gambling machines at a venue for which a licence was not held on 17 October 2001, but which was added to a society's licence on a date after 17 October 2001 and before 19 September 2003.

Matters that the Council will consider when making a decision on any application are:

1. That the application is associated with premises that have an on licence, club licence or is a chartered club in terms of the *Sale and Supply of Alcohol Act 2012*, or is a TAB venue.
2. That gambling machines are not the primary part of the venue's operation or income.
3. That the venues are not in a Residential Zone as defined by the Operative District Plan.
4. That the venue is not on a site that the Council considers will unnecessarily display class 4 gambling activity to places and institutions primarily frequented by people under the age of 18 years old.
5. Class 4 gambling venues should not be located in premises that are incompatible with other predominant uses of the premises or of other premises in close proximity.
6. Class 4 gambling machines will not be located within a venue where the primary activity is associated with family or children's activities.
- ~~7. That a district wide cap of 1 gambling machine per 120 people 18 years old or older be used as a guideline to limit any increase in machine numbers.~~
7. The number of gaming machines proposed for a Class 4 venue will not exceed the district-wide cap of 185 Class 4 Gambling (pokie) machines set for the Waimakariri District.
8. That external signs at venues be restricted to one per site, of an appropriate size and attached directly to the building, and that describes that gambling machines are on the premises. Advertising of prize money of any description shall not be visible from the exterior of the premises.
9. Gambling machines must not be visible from the road.
10. That the gambling area of a venue does not have a separate entrance to a street, separate name or otherwise appears as a separate activity from the primary venue.
11. Venues are to have a host responsibility and gambling harm minimisation policy and staff training programme.
- ~~11.~~ 12. Relocation of Class 4 Gambling (pokie) machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 licence applies. The proposed new location must meet all the other requirements of this policy.

Applications and fees

1. All applications will be publicly notified and open for submissions for a period of 10 working days. The Hearings Committee will hear and decide all applications.
2. All fees and charges must be paid before any consent is granted. A deposit of \$1000 is required with hearing costs and disbursements charged monthly.



S-CP 1851
Issue: 6
Date: 18/6/2019
Page: 3 of 3

POLICY

Gambling Venues

DRAFT GAMBLING (CLASS 4) VENUE POLICY

3. Councillor and staff time is charged at the rates specified in the Fees and Charges Schedule.

5 Links to legislation, other policies and community outcomes

Community Outcome — there is a safe community for all
Gambling Act 2002, Section 101 Territorial authority must adopt class 4 venue policy, Section 102 Adoption and review of class 4 venue policy
Local Government Act 2002, Decision making and consultation

Community outcomes:

Effect is given to the principles of the Treaty of Waitangi

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

- The Council makes information about its plans and activities readily available
- The Council takes account of the views across the community including mana whenua
- The Council makes known its views on significant proposals by others affecting the District's wellbeing
- Opportunities for collaboration and partnerships are actively pursued

There is a safe environment for all

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised

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6 Adopted by and date

The Gambling Venue Policy 2019 was approved by the Resource Management and Regulation Committee at its meeting on 18 June 2019.

The Resource Management and Regulation Committee has the delegation to be responsible for gambling venues.

Adopted by Council on 6 September 2022

7 Review

Council must complete a review every three years. The next review is due ~~by June 2024~~ September 2025.

Draft Gambling (Class 4) Venue Policy

1. Purpose

Gambling in New Zealand is regulated by the Gambling Act 2003.

The Gambling Act came into force on 18 September 2003. Under the provisions of the Act territorial authorities must adopt and review a Class 4 Gambling Venue Policy.

The Act regulates six classes of gambling. This Policy is concerned with Class 4 gambling, which is gambling that involves the operation of gaming machines (pokies), outside of casinos.

While the Council recognises that gambling is a legitimate form of entertainment, there is concern about the social impact that gambling, and in particular problem gambling, can have in the community. This policy seeks to minimise harm from problem gambling.

2. Policy Context

Section 101 of the Gambling Act 2003 requires a territorial authority to adopt a Class 4 venue policy.

The Policy allows the Council to directly control the growth of Class 4 gambling via gaming machines by creating rules around numbers of venues and gaming machines, and their location within the District. It also allows the community to input to decision-making through the Council's public notification and submission process, should there be any new requests for venues or an increase in gaming machines numbers at an existing venue.

3. Policy Objective

- 3.1. To control the growth of gambling.
- 3.2. To prevent and minimise the harm to the community caused by gambling, including problem gambling.
- 3.3. To control the growth of electronic gambling machine gambling in the district.
- 3.4. To allow those who wish to participate in electronic gambling machine gambling to do so, safely and responsibly, within the District.

4. Policy Statement

4.1. Societies requiring Council consent

Any society requires Council consent in respect of a Class 4 venue to:

- Increase the number of gambling machines that may be operated at the venue.
- Start operating gambling machines at such a venue that was not on any society's licence within the previous six months.
- Start operating gambling machines at such a venue for which a licence was not held on 17 October 2001.

- Continue to operate gambling machines at a venue for which a licence was not held on 17 October 2001, but which was added to a society's licence on a date after 17 October 2001 and before 19 September 2003.

4.2. Matters that the Council will consider when making a decision on any application are:

- 4.2.1. That the application is associated with premises that have an on licence, club licence or is a chartered club in terms of the Sale and Supply of Alcohol Act 2012, or is a TAB venue.
- 4.2.2. That gambling machines are not the primary part of the venue's operation or income.
- 4.2.3. That the venues are not in a Residential Zone as defined by the Operative District Plan.
- 4.2.4. That the venue is not on a site that the Council considers will unnecessarily display Class 4 gambling activity to places and institutions primarily frequented by people under the age of 18 years old.
- 4.2.5. Class 4 gambling venues should not be located in premises that are incompatible with other predominant uses of the premises or of other premises in close proximity.
- 4.2.6. Class 4 gambling machines will not be located within a venue where the primary activity is associated with family or children's activities.
- 4.2.7. The number of gaming machines proposed for a Class 4 venue will not exceed the district-wide cap of 185 Class 4 Gambling (pokie) machines set for the Waimakariri District.
- 4.2.8. That external signs at venues be restricted to one per site, of an appropriate size and attached directly to the building, and that describes that gambling machines are on the premises. Advertising of prize money of any description shall not be visible from the exterior of the premises.
- 4.2.9. Gambling machines must not be visible from the road.
- 4.2.10. That the gambling area of a venue does not have a separate entrance to a street, separate name or otherwise appears as a separate activity from the primary venue.
- 4.2.11. Venues are to have a host responsibility and gambling harm minimisation policy and staff training programme.
- 4.2.12. Relocation of Class 4 Gambling (pokie) machines is allowed where the venue is intended to replace an existing venue (within the district) to which a Class 4 licence applies. The proposed new location must meet all the other requirements of this policy.

4.3. Applications and Fees

- 4.3.1. All applications will be publicly notified and open for submissions for a period of 10 working days. The Hearings Committee will hear and decide all applications.
- 4.3.2. All fees and charges must be paid before any consent is granted. A deposit of \$1,000 is required with hearing costs and disbursements charged monthly.
- 4.3.3. Councillor and staff time is charged at the rates specified in the Fees and Charges Schedule.

5. Links to Legislation, Other Policies and Community Outcomes

Gambling Act 2002, Section 101 Territorial authority must adopt class 4 venue policy, Section 102 Adoption and review of class 4 venue policy

Local Government Act 2002, Decision making and consultation

Community outcomes:

Effect is given to the principles of the Treaty of Waitangi.

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

- The Council makes information about its plans and activities readily available
- The Council takes account of the views across the community including mana whenua
- The Council makes known its views on significant proposals by others affecting the District's wellbeing
- Opportunities for collaboration and partnerships are actively pursued.

There is a safe environment for all

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

6. Adopted by and date

Adopted by Council on 6 September 2022.

7. Review date

6 September 2025

8. Policy owned by

Manager, Planning and Regulation

9. Approval

Adopted by Waimakariri District Council on 6 September 2022

POLICY

Gambling Venues

BOARD-TAB VENUE POLICY

1 Introduction

A ~~Board-TAB (Totalisator Agency Board) Venue~~ is a ~~Totalisator Agency Board (TAB)~~ operated ~~on~~ premises owned or leased by the ~~New Zealand Racing Board~~TAB NZ and where the main business carried ~~on at the premises~~out is ~~providing~~ racing betting or sports betting services under the *Racing Industry Act 2003*20.

The *Racing Industry Act 2003*20 requires the ~~New Zealand Racing Board (the Board)~~TAB NZ to gain consent from Territorial Authorities if it proposes to establish a new ~~Board-TAB~~ venue (TAB).

The policy is limited to ~~New Zealand Racing Board~~TAB NZ owned TAB outlets. It does not cover TAB terminals in privately owned premises such as hotels, taverns or clubs as these may be established without Territorial Authority Consent.

2 Policy Context

Under Section 65D of the *Racing Industry Act 2003*03, territorial authorities must adopt a Board Venue policy for stand-alone TABs operated by ~~the Board~~TAB NZ.

If all TAB's within a District are inside a licensed premises or club, the Territorial Authority is still required to have a ~~Board-TAB~~ Venue Policy, even though there are no premises to which it applies.

3 Policy Objective

To ensure the Council and the community has influence over the provision of gambling in the District.

Section ~~65D~~96 of the *Racing Industry Act 2003*03 specifies:

1. A territorial authority must, within 6 months after the commencement of this section, adopt a policy on Board venues.
2. In adopting a policy, the territorial authority must have regard to the social impact of gambling within the territorial authority district.
3. The policy must specify whether or not new Board venues may be established in the territorial authority district and, if so, where they may be located.
4. In determining its policy on whether Board venues may be established in the territorial district and where any Board venues may be located, the territorial authority may have regard to any relevant matters, including—
 - a) the characteristics of the district and parts of the district:

POLICY

Gambling Venues

BOARD-TAB VENUE POLICY

- b) the location of kindergartens, early childhood centres, schools, places of worship, and other community facilities:
- c) the cumulative effects of additional opportunities for gambling in the district.

4 Policy Statement

Matters the Council will consider when making a decision on any application are:

1. That the venues are not in a Residential Zone as defined by the Operative District Plan.
2. That the venue is not on a site that the Council considers will unnecessarily display gambling activity to places and institutions primarily frequented by people under the age of 18 years old.

Applications & fees:

1. All applications will be publicly notified and open for submissions for a period of 10 working days. The Hearings Committee will hear and decide all applications.
2. All fees and charges must be paid before any consent is granted. A deposit of \$1000 is required with hearing costs and disbursements charged monthly.
3. Councillor and staff time is charged at the rates specified in the Fees and Charges Schedule.

5 Links to legislation, other policies and community outcomes

Community Outcome — there is a safe community for all

Racing Industry Act, Section 96 Territorial authority must adopt TAB venue policy, 97 Adoption and review of TAB venue policy

Local Government Act 2002, Decision making and consultation

Community outcomes:

Effect is given to the principles of the Treaty of Waitangi

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

- The Council makes information about its plans and activities readily available
- The Council takes account of the views across the community including mana whenua
- The Council makes known its views on significant proposals by others affecting the District's wellbeing
- Opportunities for collaboration and partnerships are actively pursued

There is a safe environment for all

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

POLICY

Gambling Venues

BOARD-TAB VENUE POLICY

6 Adopted by and date

~~The Board Venue Policy 2019 was approved by the Resource Management and Regulation Committee at its meeting on 18 June 2019.~~

~~The Resource Management and Regulation Committee has the delegation to be responsible for gambling venues.~~

The TAB Venue Policy was adopted by Council on 6 September 2022.

7 Review

Council must complete a review every three years. The next review is due in ~~June~~ September 2024. ~~2021~~.

Draft TAB Venue Policy

1. Introduction

A TAB (Totalisator Agency Board) venue is operated in premises owned or leased by TAB NZ where the main business carried out is racing betting or sports betting services under the Racing Industry Act 2020.

The Racing Industry Act 2020 requires TAB NZ to gain consent from territorial authorities if it proposes to establish a new TAB venue.

The policy is limited to TAB NZ owned TAB outlets. It does not cover TAB terminals in privately owned premises such as hotels, taverns or clubs as these may be established without territorial authority consent.

2. Policy Context

Under Section 65D of the Racing Industry Act 2020, territorial authorities must adopt a Board Venue policy for stand-alone TABs operated by TAB NZ.

If all TABs within a District are inside a licensed premises or club, the territorial authority is still required to have a TAB Venue Policy, even though there are no premises to which it applies.

3. Policy Objective

To ensure the Council and the community has influence over the provision of gambling in the District.

Section 96 of the Racing Industry Act 2020 specifies:

1. A territorial authority must, within 6 months after the commencement of this section, adopt a policy on Board venues.
2. In adopting a policy, the territorial authority must have regard to the social impact of gambling within the territorial authority district.
3. The policy must specify whether or not new Board venues may be established in the territorial authority district and, if so, where they may be located.
4. In determining its policy on whether Board venues may be established in the territorial district and where any Board venues may be located, the territorial authority may have regard to any relevant matters, including—
 - (a) the characteristics of the district and parts of the district;
 - (b) the location of kindergartens, early childhood centres, schools, places of worship, and other community facilities;
 - (c) the cumulative effects of additional opportunities for gambling in the district.

4. Policy Statement

4.1. Matters the Council will consider when making a decision on any application are:

- 4.1.1. That the venues are not in a Residential Zone as defined by the Operative District Plan.
- 4.1.2. That the venue is not on a site that the Council considers will unnecessarily display gambling activity to places and institutions primarily frequented by people under the age of 18 years old.

4.2. Applications and fees

- 4.2.1. All applications will be publicly notified and open for submissions for a period of 10 working days. The Hearings Committee will hear and decide all applications.
- 4.2.2. All fees and charges must be paid before any consent is granted. A deposit of \$1,000 is required with hearing costs and disbursements charged monthly.
- 4.2.3. Councillor and staff time is charged at the rates specified in the Fees and Charges Schedule.

5. Links to Legislation, Other Policies and Community Outcomes

Racing Industry Act, Section 96 Territorial authority must adopt TAB venue policy, 97 Adoption and review of TAB venue policy

Local Government Act 2002, Decision making and consultation

Community outcomes:

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6. Adopted by and date

The TAB Venue Policy was adopted by Council on 6 September 2022.

7. Review date

6 September 2025

8. Policy owned by

Manager, Planning and Regulation

9. Approval

Adopted by Waimakariri District Council on 6 September 2022

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-01-11 / 220928167654

REPORT TO: COUNCIL

DATE OF MEETING: 4 October 2022

AUTHOR(S): Sarah Nichols, Governance Manager

SUBJECT: Adoption of Policy – Briefings and Workshops

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

General Manager



Acting Chief Executive

1. SUMMARY

1.1. At the Council's 6 September meeting a report (trim 220826147285) regarding the adoption of a proposed briefings and workshop policy (220603094363) was laid on the table until the Community Boards were consulted as to their preferences to be covered under the same Policy or to have their own collective Community Board Policy for all four Community Boards. The consultation has occurred and the report seeks the approval of the Council to adopt the collective Policy in relation to Briefings and Workshops. Staff have amended their original recommendations and suggest one unified policy for all levels of governance.

Attachments:

i. Proposed Briefings and Workshops Policy to Elected Members (Trim 220603094363).

2. RECOMMENDATION (Amended)

THAT the Council:

- (a) **Receives** Report No. 220928167654.
- (b) **Adopts** the Policy on Briefings and workshops (Trim 220603094363), effective immediately.
- (c) **Notes** the Policy is inclusive of Council, Committees and Community Boards with wording clarified from previously tabled proposed policy.
- (d) **Notes** this Policy will be conveyed to the new term elected members through the induction process.

3. BACKGROUND

3.1. As part of ongoing best practices, a review of how briefings and workshops are conducted occurred in June 2022. Consideration of seeking improvements of efficiency of delivery and public transparency were key factors in the review.

4. ISSUES AND OPTIONS

- 4.1. The proposed Policy provides clearer guidance for both elected members and staff on the process, expectations and transparency of briefings and workshops.
- 4.2. The Policy is aimed at non-decision making meetings that occur with elected members at Council, Committee or Community Board level.

- 4.3. The Policy is consistent with the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987.
- 4.4. It is recommended that this policy be reviewed by August 2023 and every two years thereafter.
- 4.5. The Governance Manager attended all four community board meetings during September and advise the following.

Community Board	Comments	Overall Preference
Oxford-Ohoka	Policy well received however preferred separate policy as Boards are a separate entity.	Separate policy for Community Boards
Woodend-Sefton	Policy well received however sought greater emphasis through document that briefings and workshops were non-decision making. A member raised the aspect of the Boards being a separate entity and being bound by Council through this policy.	Neutral preference of collective policy under Council umbrella or under Community Boards
Rangiora-Ashley	Under one grouping mitigates confusion for members when attending the different level of meeting and ensures consistency. A member queried the openness of discussion that may occur between members in a submission workshop if the public were present.	Collective policy under Council umbrella
Kaiapoi-Tuahiwi	Under one umbrella mitigates confusion for members when attending the different level of meeting and ensures consistency. Such a beneficial example was when Board members attend Council sessions to have exactly the same policy.	Collective policy under Council umbrella

- 4.6. Staff have considered the feedback, acknowledging that the Community Boards are separate entities to the Council and the general support for the policy, subject to minor wording/grammar that specifies the process related to Community Boards. These minor changes relate to liaison between staff and Board Chair and the approval process for a briefing or workshop to occur. Therefore the proposed policy has been clarified in its wording to differentiate between the two levels of governance. All elected members were supportive of the LGOIMA based framework for differentiating public access.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report as the improvements to the business practices of the Council assist with greater transparency of information available to all.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

6.2. **Sustainability and Climate Change Impacts**

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

6.3. **Risk Management**

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

6.3. **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Local Government Official Information and Meetings Act 1987.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. People have opportunities for being informed.

7.4. **Authorising Delegations**

The Council has delegation of matters related to elected members and policy setting.

Policy for Briefing and Workshop Sessions to Elected Members

1. Purpose

This policy establishes clear guidelines for the conduct of elected member briefings and workshops.

This policy provides a framework for the orderly and proper conduct of elected member briefings and workshops and aims to increase transparency around the council decision making process in line with the principles of good governance. This policy is consistent with the Local Government Act 2002 (LGA) and the Local Government Official Information and Meetings Act 1987 (LGOIMA).

2. Scope

This policy applies to all elected members (Mayor, Councillors and Community Board Members) and Council employees that attend and participate in briefing sessions and workshops including staff that contribute towards any future decision making process.

3. Statement

3.1. Background

This policy provides direction and leadership to elected members and council staff on the purpose, conduct and value of briefing sessions and workshops. The Council has an obligation to report, explain and be answerable for the consequences of decisions it makes on behalf of the community it represents. Transparent meeting procedures in the lead up to the council decision-making process ensure greater public confidence.

Briefings and workshops can occur at Council, Committee or Community Board meeting levels.

3.2. Briefing Sessions

Briefing sessions provide a valuable opportunity to enhance the understanding of matters and to sound out potential options that will assist with informing future staff reports that the Council will consider in their future decision making process. Briefing sessions will not be constrained by Standing Orders. The briefing sessions are a forum for the Chief Executive and council staff to address any elected member questions and provide additional background on matters of interest to the Council. **No decision making or voting** takes place at briefing meetings. Briefing sessions are **public excluded** meetings, whereby the discussion is **restricted** to the parties in the Chamber/room. Briefing sessions occur with consideration given to LGOIMA and reasons for excluding the public. Briefing sessions are not advertised in newspapers.

Specifically, briefing (*public excluded*) sessions provide a forum for:

- a) Elected members to be fully informed on complex matters that will allow for more effective discussion and debate during subsequent formal meetings;
- b) Presentations by an external party may occur where deemed appropriate by the Chief Executive and/or Mayor and where **a decision is not required**.

Bullet point type meeting notes of the general discussion will be taken by Governance staff during a briefing and recorded in Trim. It is possible that briefing notes could be released, upon requests under LGOIMA with any such request considered on a case by case basis and subject to LGOIMA.

Refer to Appendix A and B for LGOIMA reasons for excluding the public from a briefing session and reasons to withhold information.

3.3. Workshop Sessions

Workshop sessions are a process for elected members, staff and where required, external parties to collaborate and develop or advance proposals such as masterplans with the organisation on topics of strategic importance and collectively develop proposals *prior to the formal decision-making* process commencing. Workshop sessions are **open to the public**. Workshops will not be constrained by Standing Orders. Workshops will be advised via an agenda of a formal meeting (when time permits), and listed on the Council website under the meeting schedules, however *will not be advertised in newspapers*. Notification of a workshop may occur in an agenda if the workshop immediately follows the conclusion of a formal meeting.

Examples of workshops include:

- a) discussions to determine strategic priorities;
- b) the development of budget planning for the coming financial year;
- c) the initial development of a new Planning Scheme; and
- d) initial input into the development or review of a Council Policy

While workshops are **not formal decision-making forums** they may be used as the basis for staff to develop a more firm proposal which will be considered formally by the Council, Committees or Community Boards in the future.

Where a report is presented to the Council or Committee or Community Board that has been in part developed by collaborating in a workshop, it will be a requirement to note this in the 'Community Views' section of the report template.

Bullet point type meeting notes of the general discussion will be taken by Governance staff during a workshop and recorded in Trim. These notes will also be recorded in the next agenda of that meeting group.

3.4. Schedule

Regular Council briefings and workshops shall be held in accordance with the Waimakariri District Council Meeting Schedule on a monthly basis with the Council. Community Board briefings and workshops shall be held on 'an as need' basis and included on formal agendas. Notification and diary commitments will be provided to Councillors with the agenda being provided five days prior to the meeting. Community Board agendas, which includes briefings and/or workshop topics, will be provided two working days prior to the scheduled meeting.

The Mayor or Chief Executive may call additional briefing and workshop sessions for the Council as deemed necessary for the discussion of emerging matters, in consultation with the General Manager of the department with expertise. The Chairperson or Senior Manager may call for additional briefing or workshop sessions if required. Scheduling of such additional meetings will be undertaken by the Governance team.

If a member of the Management Team believes it is necessary to schedule a briefing or workshop with the Council outside of the scheduled sessions, the relevant General Manager shall liaise with the Chief Executive who shall decide whether to call an additional briefing or workshop.

If a member of the Management Team believes it is necessary to schedule a briefing or workshop with a Committee or Community Board outside of the scheduled sessions (which is often held after the conclusion of a formal meeting), the General Manager shall liaise with the Portfolio holder/Committee Chair and/or Community Board Chair who shall decide whether to call an additional briefing or workshop.

3.5. Participants

Briefing sessions and workshops are **not** formal meetings of the Council. All workshops are *open to the public*. Briefing sessions are *not open to the public* unless otherwise specifically invited. There is no livestreaming of briefings or workshop meetings.

While no quorum is required, briefings and workshops of Council and Committees are open for attendance by the Mayor, all Councillors and all General Managers. For Community Board briefings or workshops, attendance is open to the Board, any Councillor, the Mayor or General Manager. In order to make the best use of time, resources and people, the Chief Executive shall determine which council staff are required to attend any given meeting. Only staff with a direct connection to the subject matter of a briefing shall be present at the time. A register of attendance will be recorded to support transparent and accountable processes. External persons may attend a briefing upon invitation from the Mayor, Chair or Chief Executive. If an external person (for example a consultant, contractor or guest) is to be present at a briefing the person's name, title and company shall be included on the agenda and notes. The external person shall only be present at the briefing during discussion of the item for which their name appears next to on the agenda and their participation/expertise is required.

3.6. Co-Ordination

The Governance Team shall coordinate the agenda of all briefings or workshops. Workshops and briefings may be facilitated by Council staff, elected members or external parties.

The Governance Team shall assume responsibility for the good governance and order of the meeting and is responsible for determining the order of business of the agenda, in conjunction with the Chair and General Manager of the meeting.

The relevant Chair or General Manager shall introduce each session, introducing the purpose for the briefing or workshop and the presenter/facilitator.

Requests for a briefing or workshop for the Council, Committees or Community Boards **must** be submitted on the appropriate request form (QD GOV Form 014 or 015) by staff and submitted to the Governance Team for processing. Before any form is submitted, consideration must be given to the most appropriate means of delivery of information to the elected members, ie a memo or report verse workshop or briefing session. If a briefing is requested, the submitter must stipulate on the form the reasons for a briefing in compliance of LGOIMA. All request forms must be signed/approved by the department's General Manger prior to submission to the administrators of the Governance Team.

The Management Team/Chief Executive, in consultation with the Mayor, will consider and approve all briefings and workshops presented before the Council. The supporting General Manager of a Committee, in conjunction with the Committee or Community Board Chair will consider and approve all briefings and workshops considered before the particular Committee or Community Board prior to agenda finalisation.

3.7. Administration

The Management Team/Chief Executive, in consultation with the Mayor, will determine matters to be presented to briefings or workshops to the Council. The Senior Manager and/or the Chairperson of the Board will determine matters to be presented as briefings or workshops.

The types of matters deemed appropriate for consideration include matters that are:

- a) of particular strategic significance for Council/Community Board;
- b) involve notable community engagement, impact or concern;
- c) involve complex procedural, legal or factual considerations; or
- d) the Chief Executive/Senior Manager considers appropriate for an elected member Briefing or workshop.

A copy of the agenda and any briefing notes/attachments shall be circulated to elected members electronically a minimum of five (5) days prior to the meeting. Details for briefings and workshops scheduled for Community Boards will appear on the formal agenda of the Board meeting, which is circulated two days prior to the meeting. In exceptional circumstances, where a meeting is convened at short notice outside of the regular schedule, briefing material should be provided at the earliest opportunity. Where external presenters are providing material, best efforts are to be made to have briefing material in advance, in-line with the above provisions. For each agenda item, the agenda shall state the title of the item, the name of the person who will lead the discussion, the time allotted to each agenda item and whether the item is a Briefing Session or Workshop.

In planning and conducting the briefing or workshop, presenters are able to take the material circulated to elected members with the agenda as read. Presenters are to clearly present the purpose, key points and summary of next steps and to ensure that at least half of the allotted time is set aside for discussion and questions from the elected members.

Presentations and background material presented as part of a briefing or workshop that is confidential in nature shall be clearly marked 'CONFIDENTIAL/PUBLIC EXCLUDED' by the staff preparing the material.

Matters arising from briefings or workshops will be recorded with a response regarding the outcome provided to elected members if required. Where the matter arising relates to the business of an upcoming Council, Committee or Board meeting the response will be provided prior to the commencement of the meeting. All presentation material will be recorded in Trim, whether a briefing or workshop presentation.

To demonstrate and support a transparent decision making process, notes from briefing sessions and workshops are circulated to members as soon as practical. In the case of Community Boards the minutes will reflect key points of Workshops and Briefing notes will be separately circulated.

Notes are required to include:

- a) the name of each elected member who attended the meeting;
- b) other persons (e.g. members of the public, council staff) who attended the meeting, other than elected members;
- c) the matters discussed at the meeting;
- d) any conflicts of interest declared;
- e) a copy of presentation material provided during the briefing (including slide decks, handouts etc. but not confidential documents); and
- f) any matters arising as a result of the discussion.

3.8. Roles and Responsibilities

Elected members are obliged to comply with the local government principles including 'transparent and effective processes, and decision-making in the public interest' and should refrain from preconceived views, consensus building or making formal or implied decisions during briefings and workshops.

Employees are obliged to provide sound and impartial advice during briefings and workshops consistent with their responsibilities outlined in the Local Government Act 2002.

4. Confidentiality

It is accepted that elected members will be in receipt of confidential information that may or may not be part of a formal Council, Committee or Community Board meeting. Elected members must use Council information in such a way that promotes and maintains the public's trust and confidence in the integrity of the local government. The release of confidential information is prohibited by the Local Government Act 2002.

Elected members and Council staff have a responsibility to ensure that such information is treated confidentially, so as not to harm, prejudice or compromise the interests of Council or any individual or organisation, or enable any individual or organisation to gain a financial advantage.

5. Conflicts of interest

During a briefing session or workshop elected members should declare conflicts of interest on any matters being discussed in accordance with the relevant provisions of the Local Government Act 2002 and Standing Orders (Trim 200819107406).

An elected member who has a Conflict of Interest in a matter to be addressed in a briefing or workshop cannot attend the meeting for that agenda item unless approved by the Mayor or Chief Executive, ensuring no legal conflict. In the Community Board's case the Chair and/or Senior Manager replaces the Mayor or Chief Executive in this instance.

This requirement recognises that discussion at briefings and workshops may influence elected members when deciding a matter at a Council, Committee or Board meeting.

These declarations will be recorded in the notes to ensure that a transparent and effective process is maintained and the ethical and legal behaviour of elected members and staff is upheld.

6. Responsibilities

- 6.1. This Policy establishes a clear operating framework to ensure that the Council meets the requirements of accountability and transparency associated with conduct of briefing sessions and workshops.
- 6.2. The effectiveness of this Policy should be reviewed on each occasion where there is a significant change to the structure of the Council, Committee and Community Board meetings to ensure elected member Briefings and Workshops remain as the most effective forum.
- 6.3. This document would be reviewed by the Council and administered by the Governance Manager.

7. Definitions

Briefing – Public Excluded

Workshop – Open to the public

LGOIMA – Local Government Official Information and Meetings Act 1987.

8. Questions

Any questions/queries regarding this Policy should be directed to the Governance Manager in the first instance.

9. Relevant documents and legislation

- Local Government Official Information and Meetings Act 1987
- Local Government Act 2002 and Amendment Act 2014 (noting sections 76-81 good decision making)
- Privacy Act 2020
- WDC Charter (being developed in November 2022)
- Code of Conduct
- Standing Orders (Conflicts of Interest)
- Local Authorities Members' Interests Act 1968

- Local Government (Pecuniary Interests Register) Amendment Act 2022.

10. Effective date

7 September 2022.

11. Review date

1 August 2023 followed by 2025.

This Policy establishes a clear operating framework to ensure that Council meets the requirements of accountability and transparency associated with conduct of briefing sessions and workshops.

The effectiveness of this policy should be reviewed on each occasion where there is a significant change to the structure of the Council, Committee and Community Board meetings to ensure elected member Briefings and Workshops remain as the most effective forum.

12. Policy owned by

Governance Manager, Finance and Business Support.

13. Approval

Approved:

Once Approved Insert
Signature In Place Of This Text

Chief Executive
Waimakariri District Council

Date: 7 September 2022.

APPENDIX A

To Request a Briefing before the Council, Committee or Community Board, it must meet the test of reasoning to exclude the public from the meeting, under the Local Government Official Information and Meetings Act 1987.

Right of local authorities to exclude public

- (1) Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds:
- (a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist,—
 - (i) where the local authority is named or specified in Schedule 1, under section 6 or section 7 (except section 7(2)(f)(i));
 - (ii) where the local authority is named or specified in Schedule 2 of this Act, under section 6 or section 7 or section 9 (except section 9(2)(g)(i)) of the Official Information Act 1982;
 - (b) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information the public disclosure of which would—
 - (i) be contrary to the provisions of a specified enactment; or
 - (ii) constitute contempt of court or of the House of Representatives;
 - (c) that the purpose of the whole or the relevant part of the proceedings of the meeting is to consider a recommendation made to that local authority by an Ombudsman under section 30(1) or section 38(3) of this Act (in the case of a local authority named or specified in Schedule 1) or under section 30(1) or section 35(2) of the Official Information Act 1982 (in the case of a local authority named or specified in Schedule 2 of this Act);
 - (d) that the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.
- (2) Paragraph (d) of subsection (1) applies to—
- (a) any proceedings before a local authority where—
 - (i) a right of appeal lies to any court or tribunal against the final decision of the local authority in those proceedings; or
 - (ii) the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings; and
 - (b) [Repealed]
 - (c) any proceedings of a local authority in relation to any application or objection under the Marine Farming Act 1971.
- (3) Every resolution excluding the public from any meeting shall be in the form set out in Schedule 2A and shall state—
- (a) the general subject of each matter to be considered while the public is excluded; and

- (b) the reason for the passing of that resolution in relation to that matter, including, where that resolution is passed in reliance on subsection Part 7 s48 Local Government Official Information and Meetings Act 1987 (1)(a), the particular interest or interests protected by section 6 or section 7 of this Act, or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings in public; and
 - (c) the grounds on which that resolution is based (being 1 or more of the grounds set out in subsection (1)).
- (4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof)—
- (a) shall be available to any member of the public who is present; and
 - (b) shall form part of the minutes of the local authority.
- (5) A resolution pursuant to subsection (1), may also provide for 1 or more specified persons to remain after the public has been excluded if that person, or persons, has or have, in the opinion of the local authority, knowledge that will assist the authority.
- (6) Where a local authority resolves that 1 or more persons may remain after the public has been excluded, the resolution must state the knowledge possessed by that person or those persons which will be of assistance in relation to the matter to be discussed and how it is relevant to that matter.

APPENDIX B

To Request a Briefing before the Council, Committee or Community Board, it must meet the test of reasoning to exclude the public from the meeting, under the Local Government Official Information and Meetings Act 1987.

6 Conclusive reasons for withholding official information

Good reason for withholding official information exists, for the purpose of section 5, if the making available of that information would be likely—

- (a) to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial; or
- (b) to endanger the safety of any person.

7 Other reasons for withholding official information

- (1) Where this section applies, good reason for withholding official information exists, for the purpose of section 5, unless, in the circumstances of the particular case, the withholding of that information is outweighed by other considerations which render it desirable, in the public interest, to make that information available.
- (2) Subject to sections 6, 8, and 17, this section applies if, and only if, the withholding of the information is necessary to—
 - (a) protect the privacy of natural persons, including that of deceased natural persons; or
 - (b) protect information where the making available of the information—
 - (i) would disclose a trade secret; or
 - (ii) would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information; or
 - (ba) in the case only of an application for a resource consent, or water conservation order, or a requirement for a designation or heritage order, under the Resource Management Act 1991, to avoid serious offence to tikanga Maori, or to avoid the disclosure of the location of waahi tapu; or
 - (c) protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information—
 - (i) would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied; or
 - (ii) would be likely otherwise to damage the public interest; or
 - (d) avoid prejudice to measures protecting the health or safety of members of the public; or
 - (e) avoid prejudice to measures that prevent or mitigate material loss to members of the public; or

- (f) maintain the effective conduct of public affairs through—
 - (i) the free and frank expression of opinions by or between or to members or s or employees of any local authority, or any persons to whom section 2(5) applies, in the course of their duty; or
 - (ii) the protection of such members, officers, employees, and persons from improper pressure or harassment; or
- (g) maintain legal professional privilege; or
- (h) enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or
- (i) enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or
- (j) prevent the disclosure or use of official information for improper gain or improper advantage.

DRAFT

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-86-08 / 220817141624**REPORT TO:** COUNCIL**DATE OF MEETING:** 4th October 2022**AUTHOR(S):** Don Young – Senior Engineering Advisor
Allie Mace-Cochrane – Project Engineer**SUBJECT:** Adoption of the Walking and Cycling Network Plan, and Infrastructure
Prioritisation Programme**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Acting Chief Executive**1. SUMMARY**

1.1. The purpose of this report is to:

- Update the Council on the results of the Walking and Cycling Network Plan consultation (refer to Attachment i).
- Update the Council on feedback received from the Community Boards' during their August meetings.
- Seek Council's adoption of the Walking and Cycling Network Plan, and Infrastructure Prioritisation Programme (refer to Attachment ii and iii).

1.2. A report was taken to all Community Boards' in August seeking their endorsement of the amendments made to the Walking and Cycling Network Plan following consultation, and mandate for adopting the Walking and Cycling Network Plan (refer to Attachment i). Feedback received from the Community Boards' is included within Section 4.2 of this report.

Attachments:

- i. Report to Community Boards' with Attachments (TRIM No. 220628109399v2).
- ii. Recommended Walking & Cycling Network Plan for Adoption (TRIM No. 220725126302).
- iii. Recommended Walking & Cycling Network Plan Prioritisation Programme for Adoption (TRIM No. 220726126399).

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 220817141624;
- (b) **Adopts** the recommended Walking and Cycling Network Plan (refer to Attachment ii);
- (c) **Approves** the following links being included in the prioritisation programme as Priority One;
 - a. **Tram Road** (Mandeville Village shopping precinct to No. 10 Road) – Gravel shared path;
 - b. **McHughs Road / Mandeville Road** (Tram Road to the Mandeville Sports Ground) – Gravel shared path;
 - c. **Ashley Street/Ivory Street/Percival Street** – On-road cycle lanes (connecting existing);
 - d. **Railway Road/Torlesse Street/Coronation Street/Ellis Road** – Separated path or shared path (dependent on scheme design) and neighbourhood greenway;
 - e. **Pegasus to Woodend** (State Highway 1 – Pegasus roundabout to 130A Main North Road) – Gravel shared path;
 - f. **Dixons Road/Loburn Whiterock Road/Hodgsons Road** (Rangiora Leigh Holiday Park to Loburn School) – Gravel shared path (Note, the Dixons Road Bridge will remain a deficiency in this link until budget to construct a clip-on becomes available in the future);
 - g. **Sandhill Road** (Williams Street to Woodend Beach Road) – Shared path;
 - h. **Old North Road/Ranfurlly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street** – Shared path/neighbourhood greenway;
- (d) **Approves** the following links being included in the prioritisation programme as Priority Two;
 - a. **Harewood Road, Oxford** (High Street to Main Street) – Gravel/sealed shared path;
 - b. **High Street, Oxford** (Main Street to Harewood Road) – Gravel/sealed shared path;
 - c. **Earlys Road** (end of existing facility to Springbank Road) – Gravel share path;
 - d. **Williams Street** (north of town centre) – On-road cycle lanes (connecting existing);
- (e) **Approves** the following links being included in the prioritisation programme as Priority Three;
 - a. **Main Street** (Oxford urban limits) – On-road cycle lane;
 - b. **Cust Road** (Cust urban speed zone) - Protected cycle lane;

- (f) **Notes** the following additions have been made to the Walking and Cycling Network Plan based on staffs' assessment of the community and Community Board submissions;
- a. **North Eyre Road** (between No. 10 Road and Earlys Road);
 - b. **North Eyre Road** (between Poyntzs Road and Tram Road);
 - c. **Two Chain Road** (between Pattersons Road and North Eyre Road);
 - d. **Pattersons Road** (between Two Chain Road and Wards Road);
 - e. **Wards Road** (between Makybe Drive and Pattersons Road);
 - f. **Whites Road** (between Mill Road, Ohoka, and Tram Road);
 - g. **Tram Road** (upgrade of level of service between Whites Road and Mandeville Town);
 - h. **Easterbrook Road** (from Cust River – bridge from Bradleys Road to Fernside Road);
 - i. **Fernside Road** (between Easterbrook Road and Townsend Road);
 - j. **Townsend Road** (upgrade of level of service between Fernside Road and the South Brook);
 - k. **Mill Road, Ohoka** (between Threlkelds Road and Christmas Road);
 - l. **Christmas Road** (between Mill Road, Ohoka, and Butchers Road);
 - m. **Butchers Road** (between Christmas Road and Ohoka Road);
 - n. **Bramleys Road** (between Tuahiwi Road and Lineside Road);
 - o. **Greens Road** (between Tuahiwi Road and Church Bush Road);
 - p. **Church Bush Road** (between Greens Road and Tuahiwi Road);
 - q. **Te Pouapatuki Road** (between Greens Road and Rangiora Woodend Road);
 - r. **State Highway One** (between Gressons Road and Pegasus Boulevard);
 - s. **Bridge Street** (between Reserve Road and the beach access);
 - t. **Domain Terrace** (between Park Terrace and the campground access);
 - u. **Waikuku Beach Domain** (between Domain Terrace and Reserve Road);
 - v. **Cones Road** (between Dixons Road and Carrs Road);
 - w. **Carrs Road** (between Cones Road and Station Road);
 - x. **Station Road** (between Carrs Road and Loburn Whiterock Road);
 - y. **Hodgsons Road** (between Swamp Road and 110 Hodgsons Road);
 - z. **Loburn Whiterock Road** (upgrade level of service between Loburn Domain and Dixons Road);

- (g) **Notes** staff have made the following changes to the prioritisation programme;
- **Pegasus to Woodend** – moved from Priority Three to Priority One (community/Community Board feedback);
 - **Dixons Road/Loburn Whiterock Road/Hodgsons Road** – moved from no priority to Priority One (community feedback);
 - **Sandhill Road** – moved from Priority Two to Priority One (community/Community Board feedback);
 - **Old North Road/Ranfurly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street** – moved from Priority Three to Priority One (community/Community Board feedback);
 - **Tuahiwi Road** (Tuahiwi Village limits) – moved from Priority Two to outside of the priority list (staff to revisit which Grade 2 facility is required);
 - **McHughs Road / Mandeville Road** – moved from Priority Two to Priority One (part of the Climate Emergency Response Fund application);
- (h) **Notes** that options to fund the expected shortfall between the updated estimates for the Priority One projects, and the expected funding streams (i.e. existing Council funding, Better off funding, and Climate Emergency Response Fund (CERF)) will be brought to the Council's Annual Plan deliberations;
- (i) **Notes** that there is a budget of \$490,000 within PJ101229.000.5135 for the 2022/23 financial year, of which, \$40,000 is allocated towards improving estimates for all Priority One routes, and the advancement of the scheme design for the Woodend to Pegasus, Kaiapoi to Woodend, and Railway Road/Torlesse Street/Coronation Street/Ellis Road links, as well as Ashley Street (reseal planned for January), and \$450,000 towards the construction of a footpath in Tuahiwi (noting that this is already budgeted within the Low Cost Low Risk programme of this NLTP, which Council has previously approved);
- (j) **Notes** that staff can undertake preliminary design works for the Pegasus to Woodend link initially; however, are unable to undertake detailed design or construction until Waka Kotahi has finalised their design for the safety improvements along State Highway One (between Woodend and Pegasus/Ravenswood);
- (k) **Notes** that there is a Council funded (i.e., no Waka Kotahi funding at this stage) budget of \$660,000 within PJ101229.000.5135 for construction of walking and cycling infrastructure in the 2023/24 financial year, which will be the subject of a future report before any commitment to expenditure is made;
- (l) **Notes** that additional funding is being sought through the 'Better Off' funding stream (Three Waters Reform) and the CERF (Waka Kotahi) for the following links;
- **Pegasus to Woodend;**
 - **Kaiapoi to Woodend: Sandhill Road;**
 - **Kaiapoi to Woodend Road: Old North Road/Ranfurly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street;**
 - **Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane;**
 - **Ashley Street/Ivory Street/Percival Street;**
 - **Tram Road (School path);**

- **McHughs Road/Mandeville Road (Sportsground path);**
- (m) **Notes** that both Courtenay Drive (southern side, between Williams Street and Stone Street) and Charles Street (between Williams Street and Jones Street) will be considered as an off-road Grade Two link only;
- (n) **Recommends** to staff that they re-instate the Walking and Cycling Reference Group under new Terms of Reference, to review and consider the priorities as required and report back to the Community Boards' for consideration, which staff will draft and bring back to the new Council in a separate report;
- (o) **Recommends** to staff that they include investigations into way-finding and other signage deficiencies across the network within the yearly budget allocation for design and construction;
- (p) **Notes** that the Walking and Cycling Network Plan sets a strategic framework, and will require further costing and prioritisation through the LTP process;
- (q) **Notes** that consultation for the two options in Kaiapoi, completing the Kaiapoi to Woodend link, will be consulted on during the design phase of the Sandhill Road portion;
- (r) **Notes** that staff will engage with all rural schools, prior to the next review of the Walking and Cycling Network Plan, to determine their demand areas for walking and cycling;
- (s) **Notes** that staff will bring a report to the relevant Community Board and Council if a community group obtains funding, or circumstances change on a roading network or as part of a project where it makes sense to construct walking and cycling infrastructure, which is not within the current prioritisation programme, but is on the Walking and Cycling Network Plan;
- (t) **Notes** that staff will report on the three-year prioritisation programme annually, as part of the Roothing Capital Works programme report, prior to finalising the walking and cycling infrastructure programme for that year;
- (u) **Notes** that the Walking and Cycling Network Plan, excluding the prioritisation programme, will be reviewed internally (in conjunction with the Community Boards' and the Council) every three years and publicly consulted upon every six years.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Walking and Cycling Network Plan. This report was presented to all Community Boards' during their August meetings.
- 3.2. Routes included within the prioritisation programme were initially determined by staff using the criteria listed below and then tested during community consultation.
- Is it a critical link?
 - Des it close a gap in the existing network?
 - Does it extend the existing network?
 - Does it address a key issue?
- 3.3. Initially, the prioritisation programme was intended to be delivered over a ten-year period, as it was assumed Council would receive co-funding from Waka Kotahi in the 2021-2024 National Land Transport Programme (NLTP). Therefore as part of this, staff assigned three priority levels to align with the three yearly NLTP.
- 3.4. Priority One links were intended to be delivered in the first three years of the walking and cycling programme, with the estimated cost of all projects in this timeframe equalling the maximum co-funding (Waka Kotahi and Council) share expected. Priority Two links were

to be delivered in year's four to six and Priority Threes were to be delivered in year's seven to ten.

- 3.5. Unfortunately, funding was not received for the implementation of walking and cycling infrastructure, as identified within the Walking and Cycling Network Plan, and therefore the prioritisation programme put out for consultation did not include a timeline for construction.
- 3.6. In addition, this report now recommends significant increases to the number of Priority One projects. Until the likelihood of extra funding, and the Council's appetite for increased funding is understood, it is not clear what the delivery timeframe will be.
- 3.7. Priority One links will therefore be delivered first, over an undefined time period, with the Priority Two and then Priority Three links following after that. At this time, the Council share of funding for walking and cycling infrastructure is all that is available for the 22/23 and 23/24 financial years; however, as is noted in Section 4.3 of this report, staff have applied for funding through alternative streams to accelerate the delivery of the programme. There is also potential for funding to be reallocated through the 2021-2024 NLTP if other Councils' are unable to achieve their intended programme.
- 3.8. The walking and cycling links identified in the prioritisation programme (refer to Attachment iii) align with the four key priorities outlined in the Waimakariri District Council's Walking and Cycling Strategy 2017-2022 and listed below.
 1. Inclusive infrastructure
 - Providing new and extended on/off road walking and cycling infrastructure
 - Providing cycle links between the District's main towns
 2. Community connections
 - Safe and convenient walking and cycling within/around smaller settlements and rural areas
 3. Safe travel
 - Provide safe walking and cycling access to/from school
 4. Healthy lifestyles
 - Promoting walking and cycling

4. ISSUES AND OPTIONS

- 4.1. Refer to Attachment i for the results obtained and other feedback received during consultation.
- 4.2. Further feedback received from the Community Boards' during their August meetings is summarised below. Where requested by the Boards' and agreed by staff, the recommendation in this report has been amended. The Grade Two description in Attachment ii has also been amended slightly to better reflect the type of facility that could be expected.
 - 4.2.1. Oxford-Ohoka Community Board (note this Board also made a submission during consultation):
 - Stressed the importance of including links within the 3.2 km bus exclusion zone for rural schools, which staff noted in the report that schools will need to be engaged with to determine areas of demand and potential alternative funding schemes.
 - 4.2.2. Woodend-Sefton Community Board (note this Board also made a submission during consultation):
 - Stressed the importance of the Woodend to Pegasus link along State Highway One and noted that the Board had been asking for a footpath along this length

for many years; hence, the additional recommendation that this gets moved into the Priority 1 routes.

- Indicated that consideration needs to be given to way-finding and other signage deficiencies within the existing network and that budget should be allocated towards this.
- Want staff to include the Kaiapoi to Woodend link within the Climate Emergency Response Funding application as the Board sees it as an opportunity for their community to access the park and ride facilities in Kaiapoi.
- Queried whether there would be a change to the Climate Emergency Response Funding if there is a change in government at next year's central government election.

4.2.3. Rangiora-Ashley Community Board:

- Recommended that staff bring a three year priority construction list to the Boards' annually to enable them to have an input, prior to constructing the routes.
- Raised the point of including facilities around rural schools, and that priority should be around removing children from walking and cycling on high speed roads.

4.2.4. Kaiapoi-Tuahiwi Community Board:

- Requested that the Grade 2 description be amended to better reflect the type of user and facility that could be expected.
- Noted that the businesses along Courtenay Drive (between Williams Street and Stone Street) do not want any on-road facility constructed in that area due to safety concerns and hence the recommendation was made to caveat this as an off-road facility only.
- Due to safety concerns along Charles Street (between Williams Street and Jones Street), it was also recommended to caveat this as an off-road facility only.
- Recommended staff undertake a follow up consultation with the residents of Peraki Street to get feedback on what their views on the cycleway is now/any recommendations for elements that do not work.
- Noted that consideration needs to be for all micro-mobility devices, including mobility scooters, when designing facilities.
- Recommended that staff bring a three year priority construction list to the Boards' annually to enable them to have say, prior to constructing the routes.

4.3. Staff have applied for external funding to increase and accelerate the Priority One programme. This has been applied for through the Climate Emergency Response Fund (Waka Kotahi) and the 'Better Off' funding (Three Waters Reform) and focuses on the following links:

- Pegasus to Woodend (CERF)
- Kaiapoi to Woodend: Sandhill Road (CERF and Better Off)
- Kaiapoi to Woodend: Old North Road/Ranfurlly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street (CERF and Better Off)
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane (CERF)
- Ashley Street/Ivory Street/Percival Street (CERF)
- Tram Road (CERF)
- McHughes Road/Mandeville Road (CERF)

4.4. For various reasons, staff have recommended that the following amendments are made to the prioritisation programme:

4.4.1. Pegasus to Woodend (State Highway One) – moved from Priority Three to Priority One

The Woodend-Sefton Community Board and community have indicated strongly that this link is a priority for Woodend and Pegasus residents. Initially, staff had this as a Priority Three link due to the uncertainty of the safety improvements Waka Kotahi was proposing along the State Highway One road corridor. However, if the link is moved into Priority One, staff could progress with the preliminary design phase, and then hold the detailed design and construction phases until after Waka Kotahi have completed their detailed design. At this stage, staff would not recommend progressing construction ahead of Waka Kotahi finalising their design for the road corridor due to uncertainty around the proposal and how it will impact any infrastructure construction by Council.

4.4.2. Dixons Road/Loburn Whiterock Road/Hodgsons Road – moved from no priority to Priority One

A petition was submitted by Loburn School during consultation indicating that a facility between Loburn School (Hodgsons Road) and the Rangiora Leigh Holiday Park should be included within Priority One (refer to attachments in Attachment i). This facility was not included within the prioritisation programme put forward for consultation. A high-level estimate for the path is approximately \$620,000. However, this does exclude an estimation for a clip-on at the Dixons Road Bridge, as staff would need to engage an external consultant to provide a realistic estimate. The path extents will cease on the north-western side of the bridge, with the clip-on at the Dixons Road Bridge remaining a deficiency in this link until future budget is sought to complete this construction.

4.4.3. Kaiapoi to Woodend – moved from Priority Two/Three to Priority One (Sandhill Road and Old North Road/Ranfurly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street)

The request to move the Kaiapoi to Woodend link into Priority One was common in the feedback received from the community. The Woodend-Sefton Community Board would also like to see the priority on this link increased.

This link has therefore been included within the submission for both the Climate Emergency Response Fund and the 'Better off' funding, in order to obtain budget to proceed with constructing this link.

4.4.4. Tuahiwi Road (Tuahiwi Village limits) – moved from Priority Two to outside of the priority list

A footpath is to be constructed on the eastern side of Tuahiwi Road (extents of the village) this financial year. As part of the scheme design phase, increasing the width of the footpath from 1.8 m to 2.5 m was considered. However, due to space constraints within the corridor (swales, power poles, and other existing services), this was not deemed feasible. Furthermore, due to the recent traffic calming measures implemented through the village, staff were considering a neighbourhood greenway to be a feasible solution. Whilst the mean operating speed through the village aligns with the new posted speed limit, this is still not a desirable speed for a shared space between motor vehicles and cyclists. Given the recent traffic calming measures, and the planned additional footpath, it is now determined that the priority of any further works falls below the other priority works. This will be monitored and can be revised if necessary during future plan revisions.

4.4.5. McHugh's Road / Mandeville Road – moved from Priority Two to Priority One

Funding for this link has been applied for through the Climate Emergency Response Fund, alongside the Tram Road link. Therefore, if the funding for this

link is granted, construction will need to take place within the Priority One timeframe.

4.5. At this stage, due to the uncertainty surrounding additional funding that Council may receive from CERF and Better Off, and the potential for funding to become available from the 2021-2024 NLTP, which staff are continuously advocating for, staff are unable to define a delivery timeframe on the prioritisation programme as a whole and priority levels. The design/construction programme will begin with the Priority One links, with the Priority Two and subsequently Priority Three links following on after completion.

4.6. It should also be noted that if Council does receive funding through any alternative streams, then there will be a delivery timeframe of the relevant project(s) that will need to be met.

4.7. The following options are available to the Council:

4.7.1. Option One: Adopt the Walking and Cycling Network Plan, and Prioritisation Programme put forward for Consultation

This option does not take into account any of the feedback from consultation, and approves the Walking and Cycling Network Plan, and prioritisation programme put forward for consultation (shown in Section 4.25.1 of Attachment i).

This is not the recommended option because the community has provided feedback and asked for additional links to be included within the Walking and Cycling Network Plan.

4.7.2. Option Two: Adopt the Recommended Walking and Cycling Network Plan, and Prioritisation Programme

This option involves adopting the amended Walking and Cycling Network Plan that takes into account the feedback on the routes from the consultation, and subsequent community board meetings. It also includes adopting the amended prioritisation programme.

Staff have reviewed the feedback received during consultation and assessed which additional links are feasible to add to the network plan. Furthermore, whilst the Priority One programme has increased in size, staff have applied for funding through other streams.

This is the recommended option because it takes into account the feedback received from the community and the Community Boards'.

4.7.3. Option Three: Decline the Walking and Cycling Network Plan, and Prioritisation Programme

The Council may wish to decline adopting the Walking and Cycling Network Plan and prioritisation programme.

This is not the recommended option because community consultation has been undertaken and therefore there are community expectations for walking and cycling infrastructure to be constructed. Constructing infrastructure without a plan will lead to ad-hoc construction of links, which may not connect with existing walking and cycling infrastructure across the network.

4.8. Implications for Community Wellbeing

- 4.8.1. There are implications to 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 Walking and Cycling Network Plan, and prioritisation programme.
- 4.8.2. The addition of walking and cycling infrastructure encourages a greater uptake of walking and cycling, both for commuters and recreation. An uptake in walking and cycling also contributes to improved health and wellbeing of members within the community. Further to this, including infrastructure which caters for a wide range of skill levels encourages less confident cyclists, who may have otherwise chosen to travel via motor vehicle, to use the provided facilities.
- 4.9. 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.
- 5.1.2. The Rūnanga have requested a pathway through the Tuahiwi Village, which was included within the Walking and Cycling Network Plan. In addition to this, there are proposed links which extend north to the Rangiora Woodend Road shared path, and south to the Arohatia te awa path along the banks of the Cam River. The 1.8 m wide gritted footpath is to be constructed in the 2022/2023 financial year and as part of the design phase, the Rūnanga will be consulted with.
- 5.1.3. To date, the Rūnanga have not provided a formal response to this consultation; however, the Council will be updated if this is received.
- 5.1.4. Once the Walking and Cycling Network Plan and subsequent infrastructure prioritisation programme is adopted, programming of design and construction of facilities will begin. As part of the design phase, consultation will occur with the Rūnanga where they are determined to be an affected party. This will also continue through the construction phase.

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. Consultation was carried out from the 30th May 2022 to the 7th July 2022. This consultation included a letter drop to all organisations/businesses within the District, and other communication and engagement activities shown in Attachment vii of Attachment i.
- 5.2.3. A total of 117 submissions were made by the public and other groups/organisations. The collated responses and are shown in Attachment iv of Attachment i. Responses formally received from organisations are shown in Attachment v of Attachment i.
- 5.2.4. Once the Walking and Cycling Network Plan and subsequent infrastructure prioritisation programme is adopted, programming of design and construction of facilities will begin. As part of the design phase, targeted consultation will occur with directly affected groups/organisations. Targeted consultation will also continue through the construction phase.
- 5.2.5. This targeted consultation will detail what the infrastructure will look like, the added amenity that will be provided to the area, and the subsequent impacts to groups/organisations. The communication will continue during the construction phase to ensure residents remain up to date on any design changes or problems occurred.

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. Consultation was carried out from the 30th May 2022 to the 7th July 2022.
- 5.3.3. The communications and engagements activities carried out as part of this consultation are shown in Attachment vii of Attachment i.
- 5.3.4. A total of 117 submissions were made by the public and other groups/organisations. The collated responses and are shown in Attachment iv.
- 5.3.5. Overall, 55%, 62%, 60% and 58% of respondents agreed with the Walking and Cycling Network Plan, and priority one, two and three routes, respectively.
- 5.3.6. A large proportion of respondents (82%) favoured an increase in investment from Council towards constructing walking and cycling infrastructure.
- 5.3.7. Once the Walking and Cycling Network Plan and subsequent infrastructure prioritisation programme is adopted, programming of design and construction of facilities will begin. As part of the design phase, targeted consultation will occur with directly affected residents. Targeted consultation will also continue through the construction phase.
- 5.3.8. This targeted consultation will detail what the infrastructure will look like, the added amenity that will be provided to the area, and the subsequent impacts to residents. The communication will continue during the construction phase to ensure residents remain up to date on any design changes or problems occurred.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1 There are financial implications of the decisions sought by this report. There is currently \$490,000 allocated within PJ 101229.000.5135 for the 2022/2023 financial year. This has already been allocated as follows:
 - a. \$40,000 for completing more detailed cost estimates of the Priority One links and for progressing the scheme design of the following Priority One routes:
 - Woodend to Pegasus,
 - Kaiapoi to Woodend
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road links,
 - Ashley Street
 - b. \$450,000 for the design and construction of a footpath in Tuahiwi.
- 6.1.2 For the 2023/2024 financial year, PJ 101229.000.5135 has a budget of \$660,000 allocated towards constructing the Priority One routes designed in the 2022/2023 financial year.
- 6.1.3. The estimates for the Priority One routes have been revised (refer to Attachment iii for detail) since the report was taken to the Community Boards' in August, in order to provide a higher level estimate. The revised estimate for all Priority One routes is therefore \$4,600,000. As there is only \$660,000 of Council share budgeted for the next financial year and with the uncertainty of the amount that Council will receive from external funding sources, staff will bring a report back to the Council once this has been confirmed.
- 6.1.4. However, due to the benefit of giving staff some clarity in the meantime, the four projects in 6.1.1 a) are recommended for further design in the interim.

6.1.5. Funding has been applied for through two external streams, CERF (Waka Kotahi), and 'Better Off' (Three Waters Reform). There are certain criteria that projects must meet to be eligible for these two streams, and as such, Council has/is in the process of applying for funding on the following links:

- Pegasus to Woodend
- Kaiapoi to Woodend: Sandhill Road
- Kaiapoi to Woodend: Old North Road/Ranfurlly Street/Walker Street/Bridge Street OR Lower Camside Road/Bridge Street
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Ashley Street/Ivory Street/Percival Street
- Tram Road (School path)
- McHughs Road/Mandeville Road (Sportsground path)

6.1.4 These budgets are included in the Annual Plan/Long Term Plan; however, any shortfall between the funding which has been applied for through 'Better Off' and CERF, and existing Council budgets will be brought to Council's Annual Plan deliberations.

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

6.3 Risk Management

6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. There is a risk that residents may not favour the inclusion of a facility along their street. To minimise this risk, staff will begin engaging with residents during the design phase of facilities. This will show residents exactly what is proposed along the road corridor and enable them to notify staff early on if there are aspects which they are not in favour of. This engagement will continue through the construction phase.

6.3.2 The implementation of the Walking and Cycling Network Plan may not meet the community's expectation, especially without funding from Waka Kotahi in the current National Land Transport Programme. However, the majority of respondents favoured additional funding being allocated to constructing walking and cycling infrastructure, and as such, this could be used to accelerate the works. There is also potential that further funding may become available through other streams, including the Climate Change Emergency Response Fund, and the Better-off funding associated with the Three Waters Reform.

6.4 Health and Safety

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

6.4.2. Once the Walking and Cycling Network Plan and infrastructure prioritisation programme is adopted, design and construction of walking and cycling infrastructure will begin.

6.4.3. Road safety audits will be undertaken during the design and post construction phases to ensure health and safety issues are minimised for the end users of the routes.

- 6.4.4. Staff will only tender the works to pre-qualified contractors, in the relevant civil works categories, which meet the health and safety requirements specified by the Council.

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 is the relevant legislation for this matter.

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

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

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

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

- 7.3.4 There is a strong sense of community within our District.

- There are wide-ranging opportunities for people of different ages, abilities, and cultures to participate in community life, and recreational and cultural activities.

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

- The Council takes account of the views across the community, including mana whenua.

- 7.3.6 Transport is accessible, convenient, reliable, and sustainable.

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

7.4. Authorising Delegations

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

- 7.4.2 The decision making rests with Council, as this is a significant issue which will set the framework for Walking and Cycling Network in the future.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-86-08 / 220628109399**REPORT TO:** ALL COMMUNITY BOARDS**DATE OF MEETING:** 3rd August 2022 (Oxford-Ohoka Community Board)
8th August 2022 (Woodend-Sefton Community Board)
10th August 2022 (Rangiora-Ashley Community Board)
15th August 2022 (Kaiapoi-Tuahiwi Community Board)**AUTHOR(S):** Don Young – Senior Engineering Advisor
Allie Mace-Cochrane – Graduate Engineer**SUBJECT:** Adoption of the Waimakariri District Walking and Cycling Network Plan and Infrastructure Prioritisation Programme**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Acting Chief Executive**1. SUMMARY**

1.1. The purpose of this report is to:

- Update the Community Boards' on the results of the Walking and Cycling Network Plan consultation,
- Seek the Community Boards' endorsement of the suggested amendments to the Walking and Cycling Network Plan
- Note that further requests or comments from the Community Boards' can be brought to the Council's attention
- Seek the Community Boards' mandate for the adoption the amended Walking & Cycling Network Plan by Council.

1.2. The final Walking and Cycling Network Plan (with or without amendments by the Council on the day) will be presented to the next Council meeting for consideration.

1.3. It is noted that the Community Boards have provided feedback already to the Walking and Cycling Network Plan via submissions. If the Boards wish to make further comment from this meeting, it will be included for consideration by the Council.

Attachments:

- i. Recommended Walking & Cycling Plan for Adoption (TRIM No. 220725126302)
- ii. Recommended Walking and Cycling Plan Prioritisation Programme for Adoption (TRIM No. 220726126399)
- iii. Draft Walking & Cycling Network Plan put forward for Consultation (TRIM No. 210722119967).
- iv. Consultation Feedback – All Submissions (TRIM No. 220711117037).
- v. Consultation Feedback – Groups and Organisations, incl. Community Boards (TRIM No. 220726126432)
- vi. Consultation Feedback – Map (TRIM No. 220726126361)
- vii. Communications and Engagement Summary (TRIM No. 220725126304)

2. **RECOMMENDATION**

THAT the Community Board:

- (a) **Receives** Report No. 220628109399;
- (b) **Notes** that formal submissions from the Oxford-Ohoka and Woodend-Sefton Community Boards has been taken into account with the recommendations below;
- (c) **Notes** that any further feedback from the Board from this meeting will be included for the Council's consideration;

RECOMMENDS THAT the Council:

- (d) **Receives** Report No. 220628109399 (v2).
- (e) **Adopts** the recommended Walking and Cycling Network Plan (refer to Attachment i);
- (f) **Adopts** the amended Walking and Cycling Network Plan prioritisation programme (refer to Attachment ii);
- (g) **Notes** the following additions are recommended to the draft Walking and Cycling Plan based on community and Community Board submissions:
 - a. **North Eyre Road** (between No. 10 Road and Earlys Road);
 - b. **North Eyre Road** (between Poyntzs Road and Tram Road);
 - c. **Two Chain Road** (between Pattersons Road and North Eyre Road);
 - d. **Pattersons Road** (between Two Chain Road and Wards Road);
 - e. **Wards Road** (between Makybe Drive and Pattersons Road);
 - f. **Whites Road** (between Mill Road, Ohoka, and Tram Road);
 - g. **Tram Road** (upgrade of level of service between Whites Road and Mandeville Town);
 - h. **Easterbrook Road** (from Cust River – bridge from Bradleys Road to Fernside Road);
 - i. **Fernside Road** (between Easterbrook Road and Townsend Road);
 - j. **Townsend Road** (upgrade of level of service between Fernside Road and the South Brook);
 - k. **Mill Road, Ohoka** (between Threlkelds Road and Christmas Road);
 - l. **Christmas Road** (between Mill Road, Ohoka, and Butchers Road);
 - m. **Butchers Road** (between Christmas Road and Ohoka Road);
 - n. **Bramleys Road** (between Tuahiwi Road and Lineside Road);
 - o. **Greens Road** (between Tuahiwi Road and Church Bush Road);
 - p. **Church Bush Road** (between Greens Road and Tuahiwi Road);
 - q. **Te Pouapatuki Road** (between Greens Road and Rangiora Woodend Road);
 - r. **State Highway One** (between Gressons Road and Pegasus Boulevard);

- s. **Bridge Street** (between Reserve Road and the beach access);
 - t. **Domain Terrace** (between Park Terrace and the campground access);
 - u. **Waikuku Beach Domain** (between Domain Terrace and Reserve Road);
 - v. **Cones Road** (between Dixons Road and Carrs Road);
 - w. **Carrs Road** (between Cones Road and Station Road);
 - x. **Station Road** (between Carrs Road and Loburn Whiterock Road);
 - y. **Hodgsons Road** (between Swamp Road and 110 Hodgsons Road);
 - z. **Loburn Whiterock Road** (upgrade level of service between Loburn Domain and Dixons Road);
- (h) **Recommends** that staff re-instate the Walking and Cycling Reference Group under new Terms of Reference, which staff will draft and bring back to Council in a separate report;
 - (i) **Notes** that there is a budget of \$490,000 within PJ101229.000.5135 for the 2022/23 financial year, of which, \$40,000 is allocated towards the design of walking and cycling infrastructure within the priority one group, with the remainder contributing to wayfinding and other signage, addressing existing deficiencies in the network, and beginning the priority one projects;
 - (j) **Notes** that there is a budget of \$660,000 within PJ101229.000.5135 for construction of walking and cycling infrastructure in the 2023/24 financial year;
 - (k) **Notes** that the prioritisation programme associate with the Walking and Cycling Network Plan will follow and be considered as part of the next Annual Plan;
 - (l) **Notes** that the Walking and Cycling Network Plan sets a strategic framework, and will require further costing and prioritisation through the LTP process;
 - (m) **Notes** that consultation for the two options in Kaiapoi, completing the of the Kaiapoi to Woodend link, will be consulted on during the design phase of the Sandhill Road portion;
 - (n) **Notes** that 82% of survey respondents support an increase of funding to deliver the Network Plan, and that staff will take a separate submission to the LTP to seek additional funding;
 - (o) **Notes** that consideration of funding opportunities to advance the implementation of the plan is also being explored through the 'Better Off' funding stream, as part of the Three Waters Reform;
 - (p) **Notes** that staff are exploring the opportunity to apply for funding through the Climate Emergency Response Fund, which may be used to for additional modal change projects, or to fund cycle ways that qualify under this additional fund;
 - (q) **Notes** that the plan and prioritisation of routes will be reviewed internally (in conjunction with Community Boards and the Council) every three years and publicly consulted upon every six years.

3. **BACKGROUND**

- 3.1. The Waimakariri District Council have committed to improving multi-modal transport options throughout the District. The intention is to provide safe and accessible facilities which encourage active movements within the community.
- 3.2. The Walking and Cycling Network Plan has been derived to deliver upon the actions which were agreed and endorsed in the Waimakariri Walking and Cycling Strategy 2017-2022.

The vision of this strategy is “Waimakariri residents choose to walk and cycle, and that the environment is friendly, safe and accessible for walkers and cyclists”. Overall, the aim of the strategy is to encourage walking and cycling, both for recreational and commuter travel. This policy was developed with alignment to Regional Transport Plans and other national/regional policy documents.

- 3.3. A previous report was taken to All Boards in August 2021 seeking approval to consult on the draft Walking & Cycling Network Plan. This report then went on to be approved by Council in October 2021. Refer to TRIM No. 210920151361 for further background information.
- 3.4. Due to COVID-19, the consultation was delayed until May 2022. Public consultation was carried out from the 30th May 2022 to the 7th July 2022, on the Walking and Cycling Network Plan proposed in Attachment iii. All of the responses received are shown in Attachment iv and v, with a map showing specific additional links suggested in Attachment vi.
- 3.5. In total, 117 surveys were submitted for the district-wide survey. The majority indicated that they approved of the Walking and Cycling Network Plan, and infrastructure prioritisation programme put forward by staff.
- 3.6. It is worth noting that there is currently a separate central government initiative to consider options to reduce carbon emissions, in particular by encouraging modal shift to active transport (e.g. walking and cycling), or to public transport. This initiative has been released since the development of the Walking and Cycling Network Plan. It may be that there will be a separate source of funding from this programme, which may go towards new walking and cycling projects, or provide a funding boost to projects already identified.
- 3.7. It should also be noted that this initiative has different drivers than the current Walking and Cycling Network Plan (albeit there is some overlap), such as providing better linkages around public transport nodes, providing safer urban linkages to key destinations, and a ‘first kilometre, last kilometre’ concept of encouraging convenience towards modal shift.
- 3.8. Staff will be working with Waka Kotahi and the Greater Christchurch Partnership to look for opportunities for funding, and the outcome of this may be that there is a separate programme of projects, with a separate funding stream (both council and government funding). While this may cause some confusion, it was unavoidable in terms of timing, and can be tidied up at the next review of the Walking and Cycling Network Plan.

4. ISSUES AND OPTIONS

- 4.1. Summary of community feedback
- 4.2. The Walking and Cycling Network Plan and prioritisation programme which were put forward for consultation are shown in Attachment iii. Feedback was sought on the following five questions.
 1. Have we got the right links and connections in place that provide a complete network?
 2. Do you agree with the prioritisation of the routes in the priority group 1?
 3. Do you agree with the prioritisation of the routes in the priority group 2?
 4. Do you agree with the prioritisation of the routes in the priority group 3?
 5. What level of investment should Council contribute to building this walking and cycling network plan?
- 4.3. In total, 117 responses were received. A summary of the results are shown in Table 1 and 2, with all responses included in Attachment iv.

Table 1. Summary of the results received for Question One to Four.

	Yes (%)	No (%)
Question 1	55	45
Question 2	62	38
Question 3	60	40
Question 4	58	42

Table 2. Summary of the results received for Question Five.

	More Investment (%)	No Change (%)	Less Investment (%)
Question 5	82	14	4

4.4. Based on the feedback from Question 1 of the consultation form, staff have added/removed the links indicated below from the Walking and Cycling Network Plan. These changes now are included within the recommended CNP.

4.5. Community Board submissions on additional routes

4.6. The following is a summary of the main changes suggested by the Oxford-Ohoka Community Board who provided a formal submission during consultation, specifically detailing consideration of additional links (refer to Attachment v for detail):

Mandeville:

- Extend Tram Road to the Mandeville Village Centre
- Add Two Chain Road
- Add No. 10 Road (Pattersons Road to Tram Road)
- Add North Eyre Road (between Two Chain Road and the five cross-roads intersection)

Swannanoa:

- Add North Eyre Road and remove Tram Road

Oxford:

- Notes that the Harewood Road/High Street link should be a shared path

General feedback for additional links:

- Consideration for infrastructure in semi-rural areas
- Consideration for infrastructure within the 3.2 km school bus exclusion zone

4.7. Community Board submissions on priorities

4.8. Both the Oxford-Ohoka Community Board and Woodend-Sefton Community Board have requested higher priorities to be considered on the following links (refer to Attachment v for detail):

4.8.1. Oxford-Ohoka Community Board

- Harewood Road and High Street

4.8.2. Woodend-Sefton Community Board

- Woodend to Kaiapoi
- Kippenberger Avenue to Mainpower Stadium (Golf Links Road and Coldstream Road)
- Woodend to Pegasus/Ravenswood

4.9. Community feedback on priorities

4.10. In terms of priority level of routes, the most commonly raised was the Kaiapoi to Woodend, and the Pegasus to Woodend links. These respondents indicated that they would like to see these links in the priority one grouping. The links raised across the three priority levels were as follows:

- Kaiapoi to Woodend link
- Pegasus to Woodend link
- Coldstream Road and Golf Links Road
- McHughes Road
- Tram Road
- Harewood Road and High Street, Oxford
- School routes
- Mandeville Road
- Sefton to Rangiora
- Oxford to Rangiora, including Cust
- South Belt
- Ohoka to Rangiora and Kaiapoi
- Bradleys Road
- Hodgsons Road to Dixons Road

4.11. Community feedback on school environments

4.12. There was also a common theme in the feedback around including more walking and cycling paths within the 3.2 km bus exclusion zone for rural schools. The majority of these areas are not rated for footpaths, and as such, do not commonly get any funding through other streams for this infrastructure. Some of these that had recurring requests have been included in the recommended amendments discussed within Section 4.4 of this report. The remainder of these have not been included within the Walking and Cycling Network Plan, as staff would need to engage with the schools to determine the areas of demand. The relevant schools are:

- Swannanoa School
- Ohoka School
- Fernside School
- Loburn School
- North Loburn School
- View Hill School
- Clarkville School
- West Eyreton School

4.13. General community feedback

4.14. A high number of survey respondents have submitted that they would like to see an increase in funding. At this stage this is not included in this report, but instead will be brought separately to the Council as part of the LTP deliberations.

4.15. A number of respondents also indicated the need for improved wayfinding and general signage, driver education, and education on the use of the different facilities.

4.16. Feedback from specific organisations

- 4.17. Whilst a variety of groups and organisations provided feedback in the online forum, a number also provided feedback in the form of a formal response. These are summarised below and shown in full in Attachment v.

Waimakariri Access Group:

- Prioritise areas where pedestrians and cyclists are required to travel on the edge of the road to reach services or facilities.
- Ensure paths are accessible for all and are well maintained.
- Separated paths are preferred over shared paths.
- Education and wayfinding signage is required.

Woodend-Sefton Community Board:

- Install signage and develop a map with existing cycleway information.

Oxford-Ohoka Community Board:

- Concerned with false public expectation of delivery due to limited funding.
- Include safe crossing zones on Tram Road.
- Important to put a basic network in place before funding is spent on creating an extended destination link.

Woodend Community Association:

- Consider moving the Pegasus to Woodend and Kaiapoi to Woodend to priority one.
- Connect existing paths before considering new ones.

Loburn School:

- Petition for a grade one pathway from the Rangiora Leigh Campground to Loburn School.
- Other requested infrastructure along Hogdsons Road, which staff will work through separately.

Swannanoa School:

- Include pathways around the Mandeville area.

Automobile Association:

- Consider moving the Woodend to Kaiapoi route into priority one.
- Supportive of the Walking and Cycling Network Plan.

Enterprise North Canterbury:

- Improve way-finding signage throughout the district
- Improve cycle parking facilities in town centres and key destinations
- Include Rotten Row, Waikuku, as a route to link the existing recreation rides through the Trust's land, and the Rakahuri Trail
- Complete the Ashley Street on-road cycle lanes from the Rakahuri Trail and Heartland rides, through to the Passchendaele Track.

4.18. Currently planned works

- 4.19. The current Capital Works programme includes intersection improvements at Torlesse Street/Coronation Street/Southbrook Road and Island Road/Ohoka Road intersections. Both of these designs contain walking and cycling infrastructure at the intersection. Whilst the Torlesse Street/Coronation Street links are included within the priority one facilities, the Ohoka Road Overbridge is not, but due to the uncertainty of the final design, funding for this link will be considered further in the future.

4.20. Recommended changes in response to feedback

- 4.21. In response to all of the feedback above, the staff have made the following recommended changes to the Walking and Cycling Network Plan, for Council consideration:

- North Eyre Road (between No. 10 Road and Earlys Road);
- North Eyre Road (between Poyntzs Road and Tram Road);
- Two Chain Road (between Pattersons Road and North Eyre Road);
- Pattersons Road (between Two Chain Road and Wards Road);
- Wards Road (between Makybe Drive and Pattersons Road);
- Whites Road (between Mill Road, Ohoka, and Tram Road);
- Tram Road (upgrade of level of service between Whites Road and Mandeville Town);
- Easterbrook Road (from Cust River – bridge from Bradleys Road to Fernside Road);
- Fernside Road (between Easterbrook Road and Townsend Road);
- Townsend Road (upgrade of level of service between Fernside Road and the South Brook);
- Mill Road, Ohoka (between Threlkelds Road and Christmas Road);
- Christmas Road (between Mill Road, Ohoka, and Butchers Road);
- Butchers Road (between Christmas Road and Ohoka Road);
- Bramleys Road (between Tuahiwi Road and Lineside Road);
- Greens Road (between Tuahiwi Road and Church Bush Road);
- Church Bush Road (between Greens Road and Tuahiwi Road);
- Te Pouapatuki Road (between Greens Road and Rangiora Woodend Road);
- State Highway One (between Gressons Road and Pegasus Boulevard);
- Bridge Street (between Reserve Road and the beach access);
- Domain Terrace (between Park Terrace and the campground access);
- Waikuku Beach Domain (between Domain Terrace and Reserve Road);
- Cones Road (between Dixons Road and Carrs Road);
- Carrs Road (between Cones Road and Station Road);
- Station Road (between Carrs Road and Loburn Whiterock Road);
- Hodgsons Road (between Swamp Road and 110 Hodgsons Road);
- Loburn Whiterock Road (upgrade level of service between Loburn Domain and Dixons Road);

4.22. No changes have been made to the prioritisation list.

4.23. The following links were considered but not included within the revised network plan:

- Weld Street/Barracks Street (between Oxford Road and High Street)
- No. 10 Road (between Tram Road and Pattersons Road)
- Mandeville Road (between the Mandevilles Sports Ground and Logans Road)
- Logans Road/Baileys Road (between North Eyre Road and Whites Road)
- Whites Road (between Tram Road and Baileys Road)
- Main Drain Road
- Mill Road (between Christmas Road and Ohoka Road)
- Revells Road (between the Cam River and Lineside Road)
- Kaiapoi Pa Road (between Waikuku Beach Road and the north end of Pegasus)
- Park Terrace (between Waikuku Beach Road and Broadway Avenue)
- Rotten Row (between Domain Terrace and North Terrace)

4.24. These links were not include for a variety of reasons, including constructability, availability of other links servicing the same direction, and perceived use.

4.25. The following options are available to the Council:

4.25.1. Option One: Adopt the Walking and Cycling Network Plan, and Prioritisation Programme put forward for Consultation

This option does not take into account any of the feedback from consultation, and approves the Walking and Cycling Network Plan, and prioritisation programme put forward for consultation (shown in Attachment ii and iii).

This is not the recommended option because the community has provided feedback and asked for additional links to be provided within the Walking and Cycling Network Plan.

4.25.2. Option Two: Adopt the recommended Walking and Cycling Network Plan, and the Prioritisation Programme

This option involves adopting an amended Walking and Cycling Network Plan that takes into account the feedback on the routes from the consultation, and subsequent Community Board meetings, as shown above. It also includes the adoption of the recommended prioritisation programme above (refer to Attachment i and ii for detail).

This is the recommended option because the community has provided feedback and suggested additional links which staff had not considered. Also, an average of 60% of feedback from the community indicated that they were in favour of the priority list put forward by staff across all three priorities.

4.25.3. Option Three: Adopt the recommended Walking and Cycling Network Plan and the recommended Prioritisation Programme, with further amendments from the consultation feedback, or from the Community Board comments from their recent meetings (if any).

This option involves the Council adding any further changes to the recommended plans as it sees fit.

4.26. Implications for Community Wellbeing

4.26.1. 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 Walking and Cycling Network Plan, and prioritisation programme.

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

4.27. 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.

5.1.2. The Rūnanga have requested a pathway through the Tuahiwi Village, which was included within the Walking and Cycling Network Plan. In addition to this, there are proposed links which extend north to the Rangiora Woodend Road shared path, and south to the Arohatia te awa path along the banks of the Cam River. The 1.8 m wide gritted footpath is to be constructed in the 2022/2023 financial year and as part of the design phase, the Rūnanga will be consulted with.

5.1.3. To date, the Rūnanga have not provided a formal response to this consultation; however, the Community Boards and/or Council will be updated when this is received.

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. Consultation was carried out from the 30th May 2022 to the 7th July 2022. This consultation included a letter drop to all organisations/businesses within the District, and other communication and engagement activities shown in Attachment vii.
- 5.2.3. A total of 117 submissions were made by the public and other groups/organisations. The collated responses and are shown in Attachment iv. Responses formally received from organisations are shown in Attachment v.
- 5.2.4. Refer to Section 5.3 for a summary of the online results and Section 4.8 for the formal responses.
- 5.2.5. Once the Walking and Cycling Network Plan and subsequent infrastructure prioritisation programme is adopted, programming of design and construction of facilities will begin. As part of the design phase, targeted consultation will occur with directly affected groups/organisations. Targeted consultation will also continue through the construction phase.
- 5.2.6. This targeted consultation will detail what the infrastructure will look like, the added amenity that will be provided to the area, and the subsequent impacts to groups/organisations. The communication will continue during the construction phase to ensure residents remain up to date on any design changes or problems occurred.

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. Consultation was carried out from the 30th May 2022 to the 7th July 2022.
- 5.3.3. The communications and engagements activities carried out as part of this consultation are shown in Attachment vii.
- 5.3.4. A total of 117 submissions were made by the public and other groups/organisations. The collated responses and are shown in Attachment iv.
- 5.3.5. Overall, 55%, 62%, 60% and 58% of respondents agreed with the Walking and Cycling Network Plan, and priority one, two and three routes, respectively.
- 5.3.6. The respondents not agreeing with Questions One made suggestions which have either been captured in the maps shown in Attachment i.
- 5.3.7. A large proportion of respondents (82%) favoured an increase in investment from Council towards constructing walking and cycling infrastructure.
- 5.3.8. Once the Walking and Cycling Network Plan and subsequent infrastructure prioritisation programme is adopted, programming of design and construction of facilities will begin. As part of the design phase, targeted consultation will occur with directly affected residents. Targeted consultation will also continue through the construction phase.
- 5.3.9. This targeted consultation will detail what the infrastructure will look like, the added amenity that will be provided to the area, and the subsequent impacts to residents. The communication will continue during the construction phase to ensure residents remain up to date on any design changes or problems occurred.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

6.1.1 There are financial implications of the decisions sought by this report. There is currently \$490,000 allocated within PJ 101229.000.5135 for the 2022/2023 financial year. This has already been allocated as follows:

- a. \$40,000 for the design of the priority one routes in the Walking and Cycling Network Plan
- b. \$450,000 for the design and construction of a footpath in Tuahiwi.

6.1.2 For the 2023/2024 financial year, PJ 101229.000.5135 has a budget of \$660,000 allocated towards constructing the priority one routes designed in the 2022/2023 financial year.

6.1.3 These budgets are included in the Annual Plan/Long Term Plan.

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

6.3 Risk Management

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

6.2.2 There is a risk that residents may not favour the inclusion of a facility along their street. To minimise this risk, staff will begin engaging with residents during the design phase of facilities. This will show residents exactly what is proposed along the road corridor and enable them to notify staff early on if there are aspects which they are not in favour of. This engagement will continue through the construction phase.

6.2.3 The implementation of the Walking and Cycling Network Plan may not meet the community's expectation, especially without funding from Waka Kotahi in the Current National Land Transport Programme. However, the majority of respondents favoured additional funding being allocated to constructing walking and cycling infrastructure, and as such, this could be used to accelerate the works. There is also potential that further funding may become available through other streams, including the Climate Change Emergency Response Fund, and the Better-off Funding associated with the Three Waters Reform.

6.3 Health and Safety

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

6.2.5 Once the Walking and Cycling Network Plan and infrastructure prioritisation programme is adopted, design and construction of walking and cycling infrastructure will begin.

6.2.6 Road safety audits will be undertaken during the design and post construction phases to ensure health and safety issues are minimised for the end users of the routes.

- 6.2.7 Staff will only tender the works to pre-qualified contractors, in the relevant civil works categories, which meet the health and safety requirements specified by the Council.

7 CONTEXT

7.2 Consistency with Policy

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

7.3 Authorising Legislation

- 7.3.1 Section 52 of the Local Government Act 2002 outlines the role of the Community Board and is therefore the relevant authorising legislation.

7.4 Consistency with Community Outcomes

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

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

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

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

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

- 7.4.4 There is a strong sense of community within our District.

- There are wide-ranging opportunities for people of different ages, abilities, and cultures to participate in community life, and recreational and cultural activities.

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

- The Council takes account of the views across the community, including mana whenua.

- 7.4.6 Transport is accessible, convenient, reliable, and sustainable.

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

7.5 Authorising Delegations

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

- 7.5.2 The decision making rests with Council, as this is a significant issue which will set the framework for Walking and Cycling Network in the future.

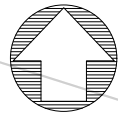
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Recommended Walking and Cycling Network Plan

These maps show the overall district Walking and Cycling Network Plan and includes all existing facilities, as well as the required infrastructure to complete the network.

Each route is graded into three categories, described in the table below:

	Treatment Options <u>Urban Areas</u>	Treatment Options <u>Rural Areas</u>
<p>Grade 1 (Family/Low Confidence) This grade is the highest level of comfort, and is suitable to Novice users. There is little conflict with motor vehicles along the route. These are typically “arterial” cycle routes, and are installed as critical links between our main towns.</p>	<ul style="list-style-type: none"> - Generally not applicable to retrofit within urban streets 	<ul style="list-style-type: none"> - 2.5m or greater (3.0m desirable) shared path with an asphalt surface
<p>Grade 2 (Medium Confidence) This grade is suitable for users with basic competence skills. Users will be riding on the road adjacent to live traffic, although there will additional measures in place to protect the vulnerable users.</p>	<ul style="list-style-type: none"> - Separated cycle path - Neighbourhood Greenways - On Road cycle lane with traffic buffers 	<ul style="list-style-type: none"> - Unsealed shared path (less than 2.5m wide)
<p>Grade 3 (High Confidence) This grade is suitable for users with advanced skills and confidence to mix with traffic.</p>	<ul style="list-style-type: none"> - On-road cycle lanes 	<ul style="list-style-type: none"> - Sealed shoulder widening
<p>Recreational Trails These trails are aimed at leisure users, and may be considered an “off-road” trail (i.e. suitable for mountain biking)</p>	<p>Trails shown in the network plan are existing recreational trails only. Potential recreation trails are not included within this programme.</p>	



144

LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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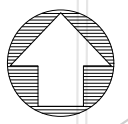
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**OXFORD
(RECOMMENDED NETWORK PLAN)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
01	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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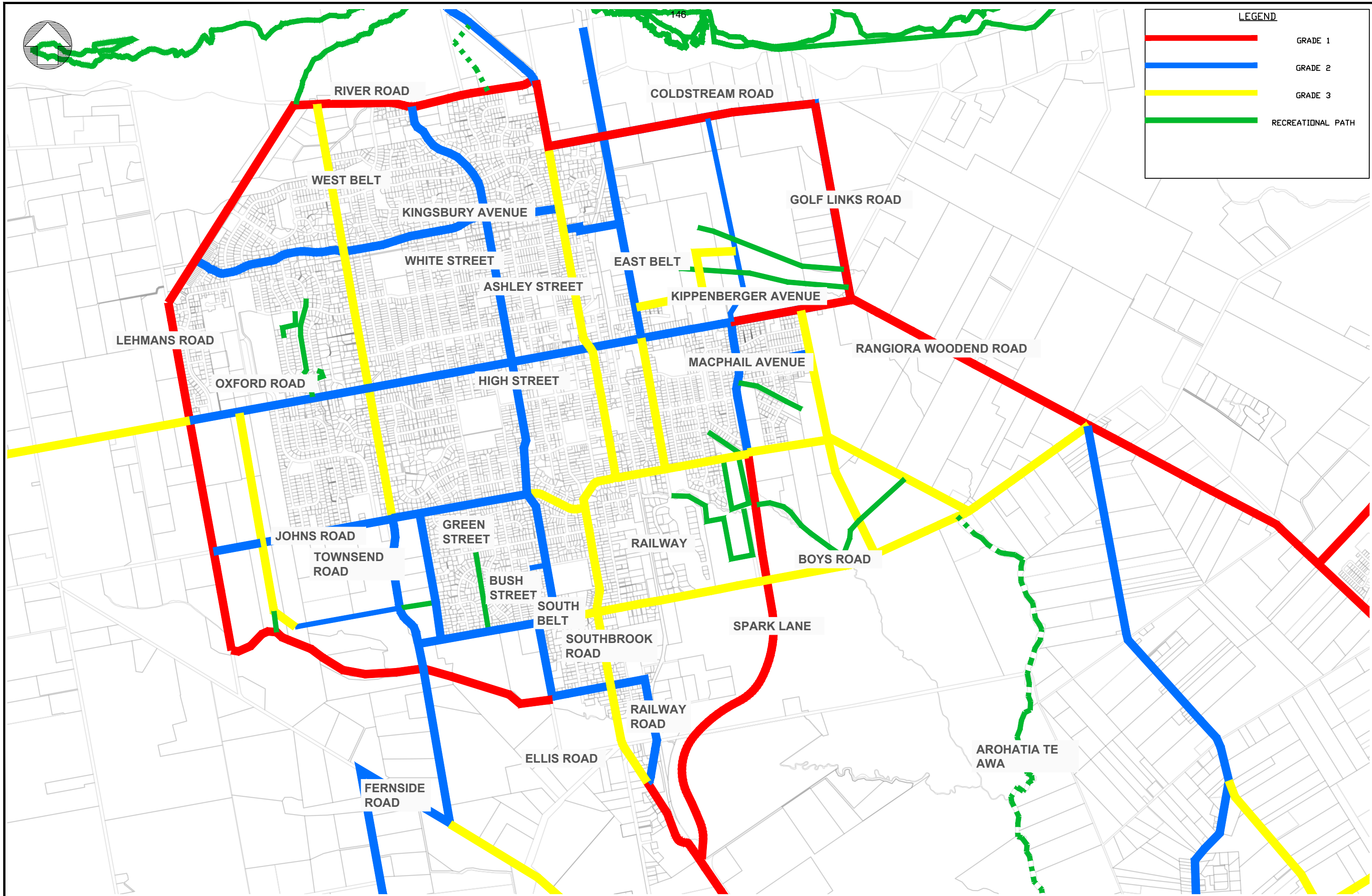
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SHEET TITLE	CUST (RECOMMENDED NETWORK PLAN)
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LEGEND	
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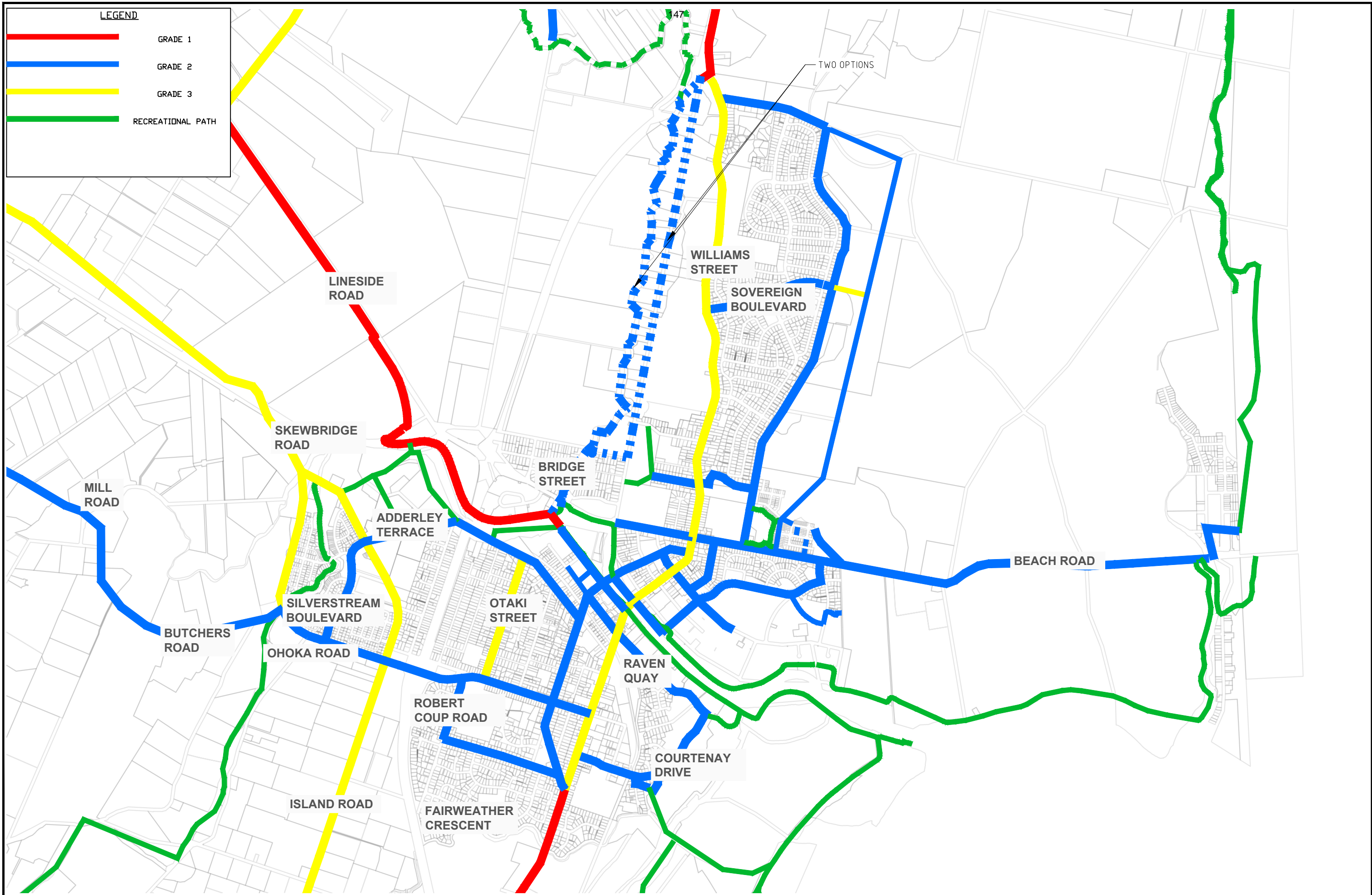
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
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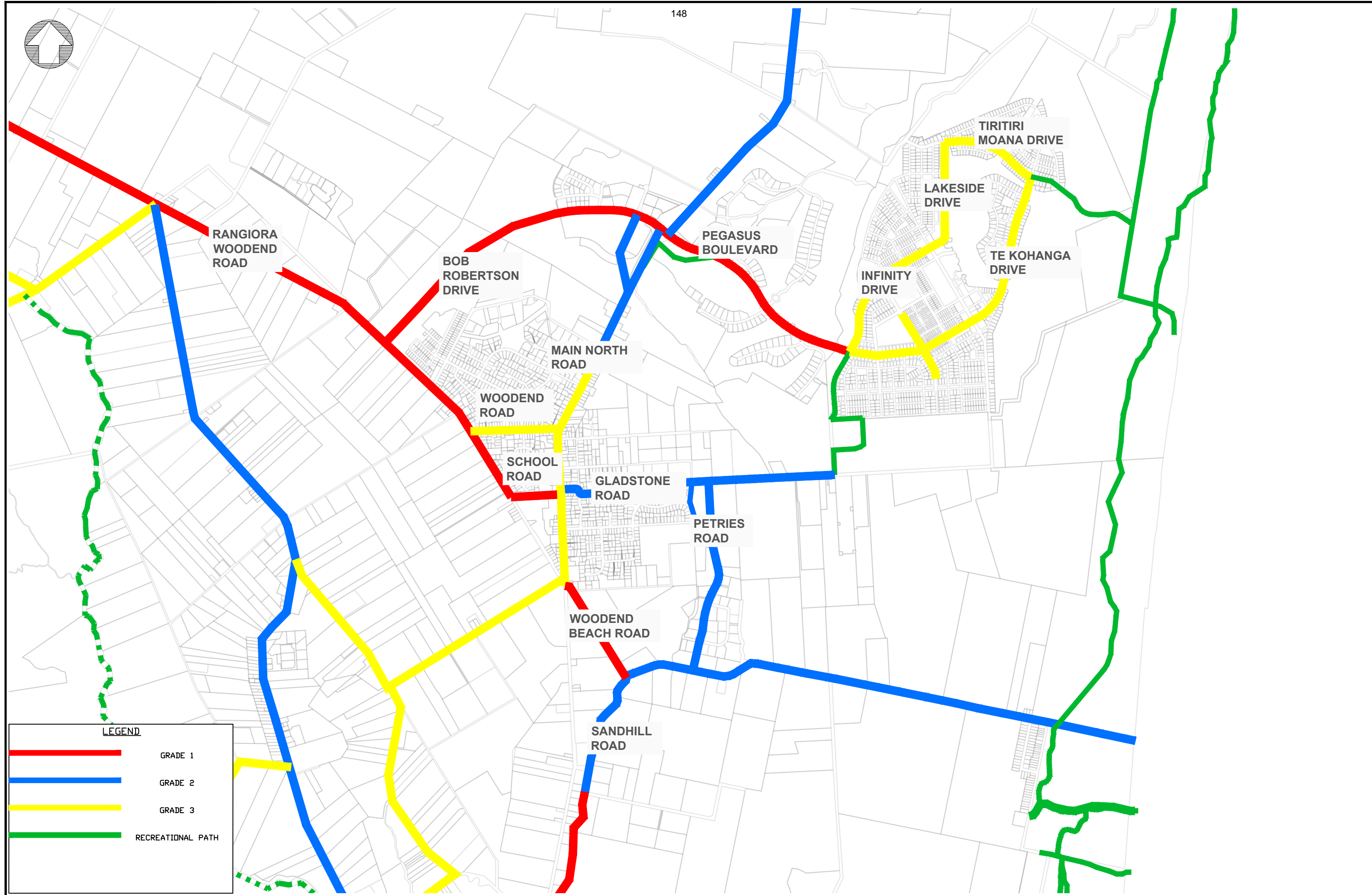
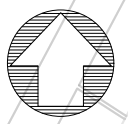
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PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
KAIAPOI
(RECOMMENDED NETWORK PLAN)

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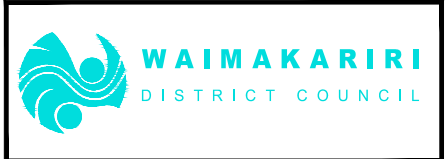


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- GRADE 1
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- RECREATIONAL PATH

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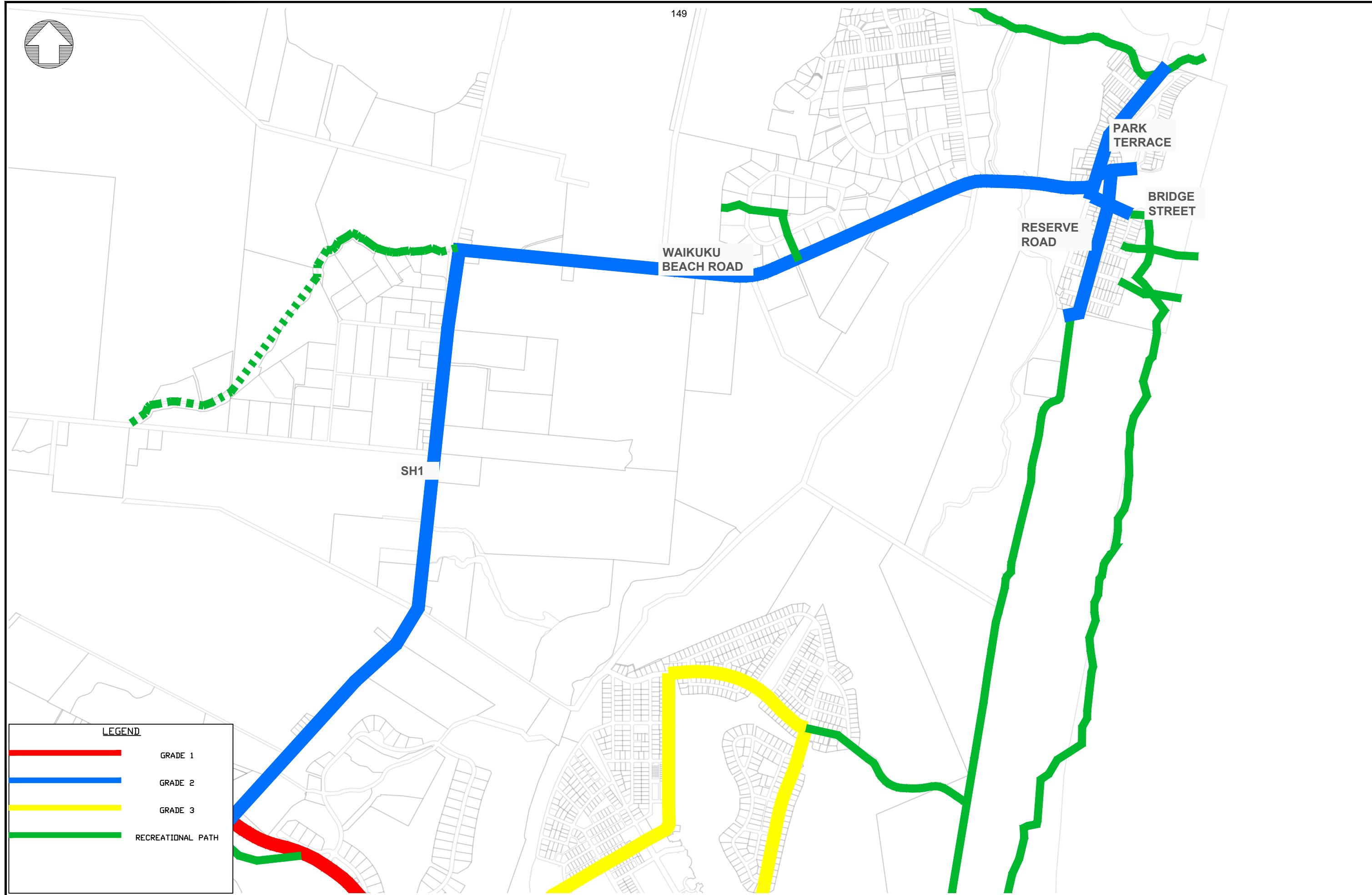
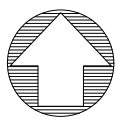
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/PEGASUS (RECOMMENDED NETWORK PLAN)
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LEGEND

- GRADE 1
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- RECREATIONAL PATH

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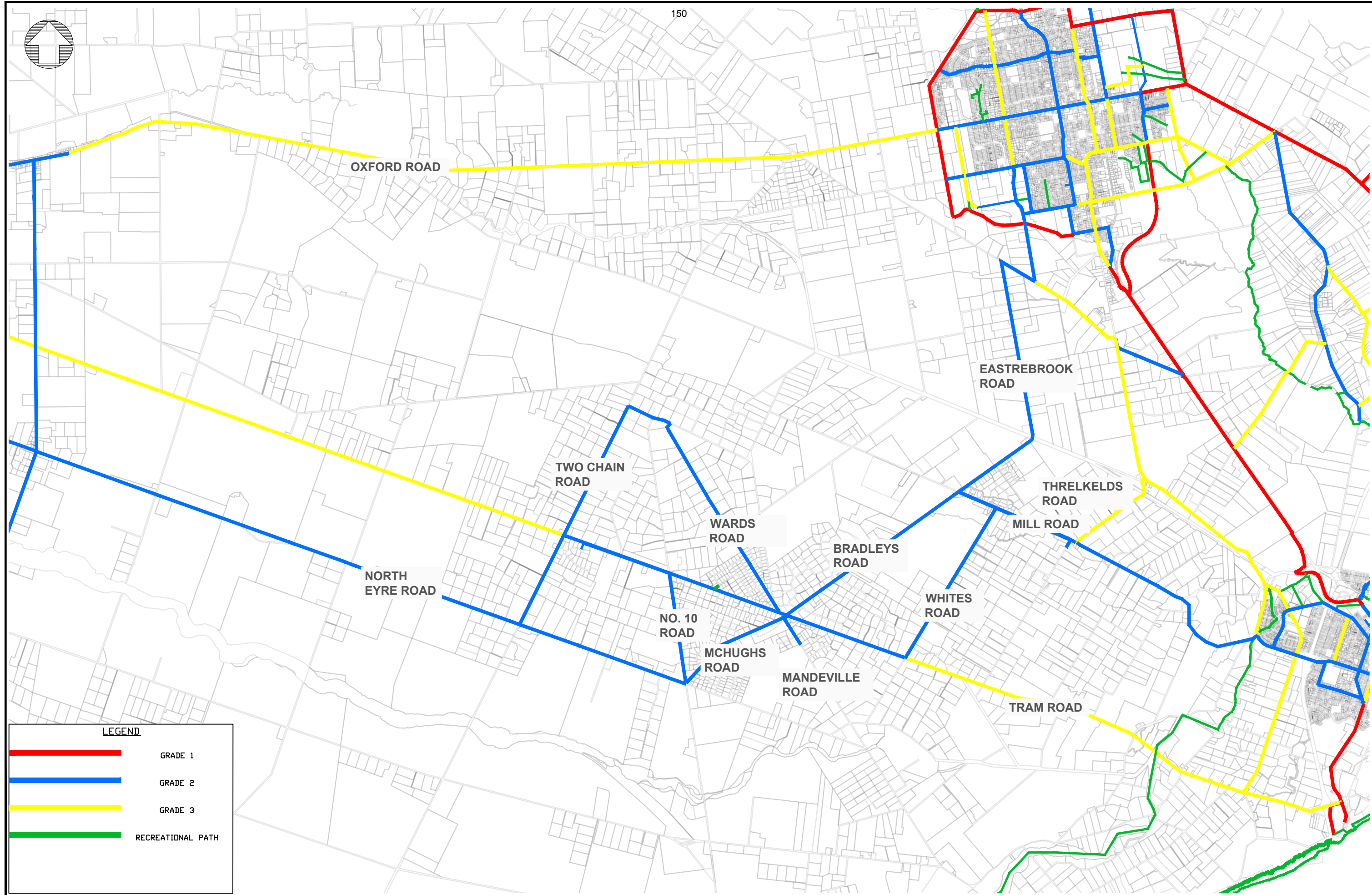
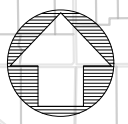
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WAIKUKU/WAIKUKU BEACH (RECOMMENDED NETWORK PLAN)
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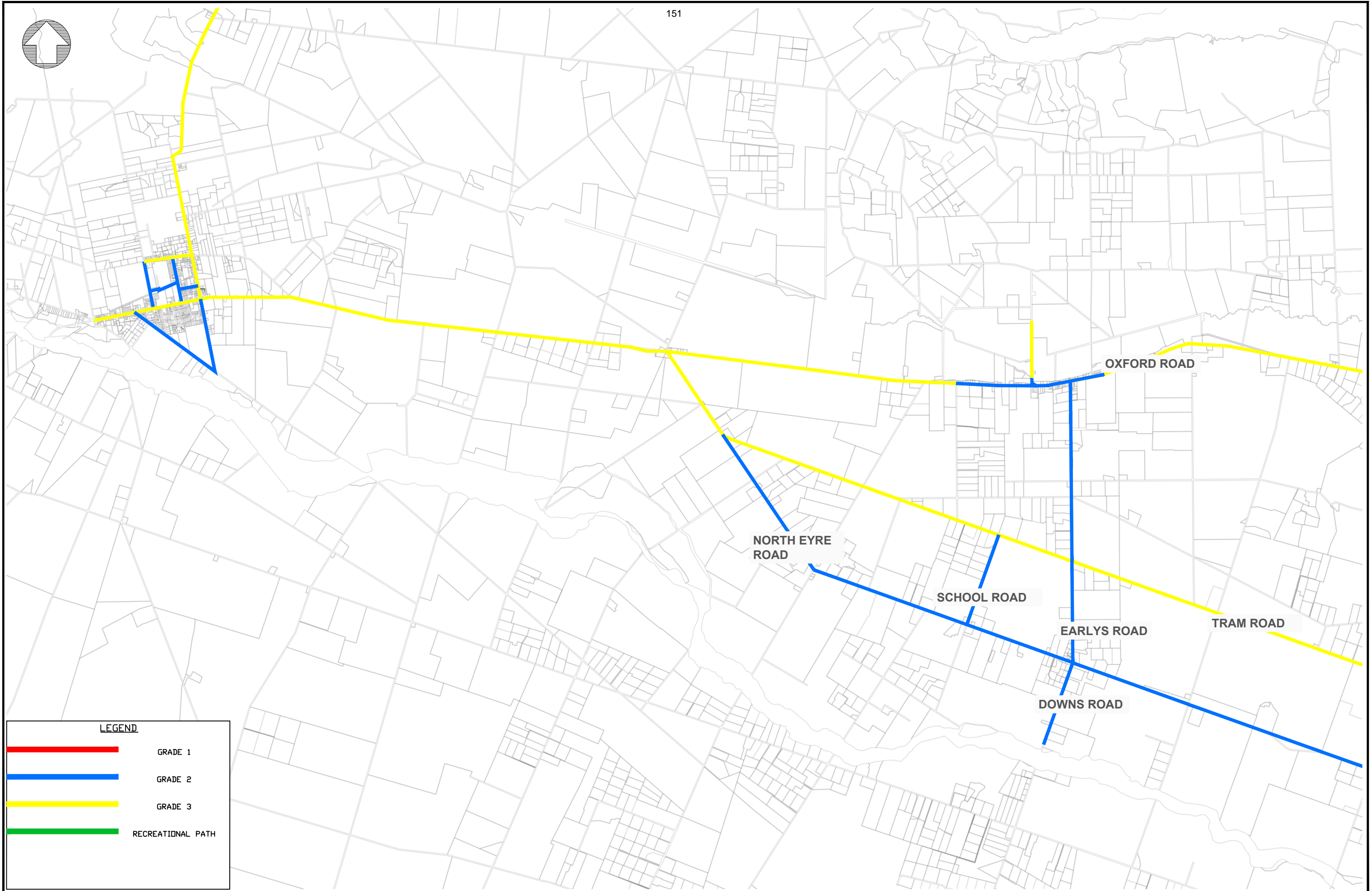
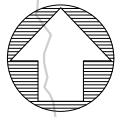
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	MANDEVILLE/OHOKA (RECOMMENDED NETWORK PLAN)
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LEGEND	
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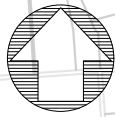
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TRAM/OXFORD RD TO OXFORD (RECOMMENDED NETWORK PLAN)
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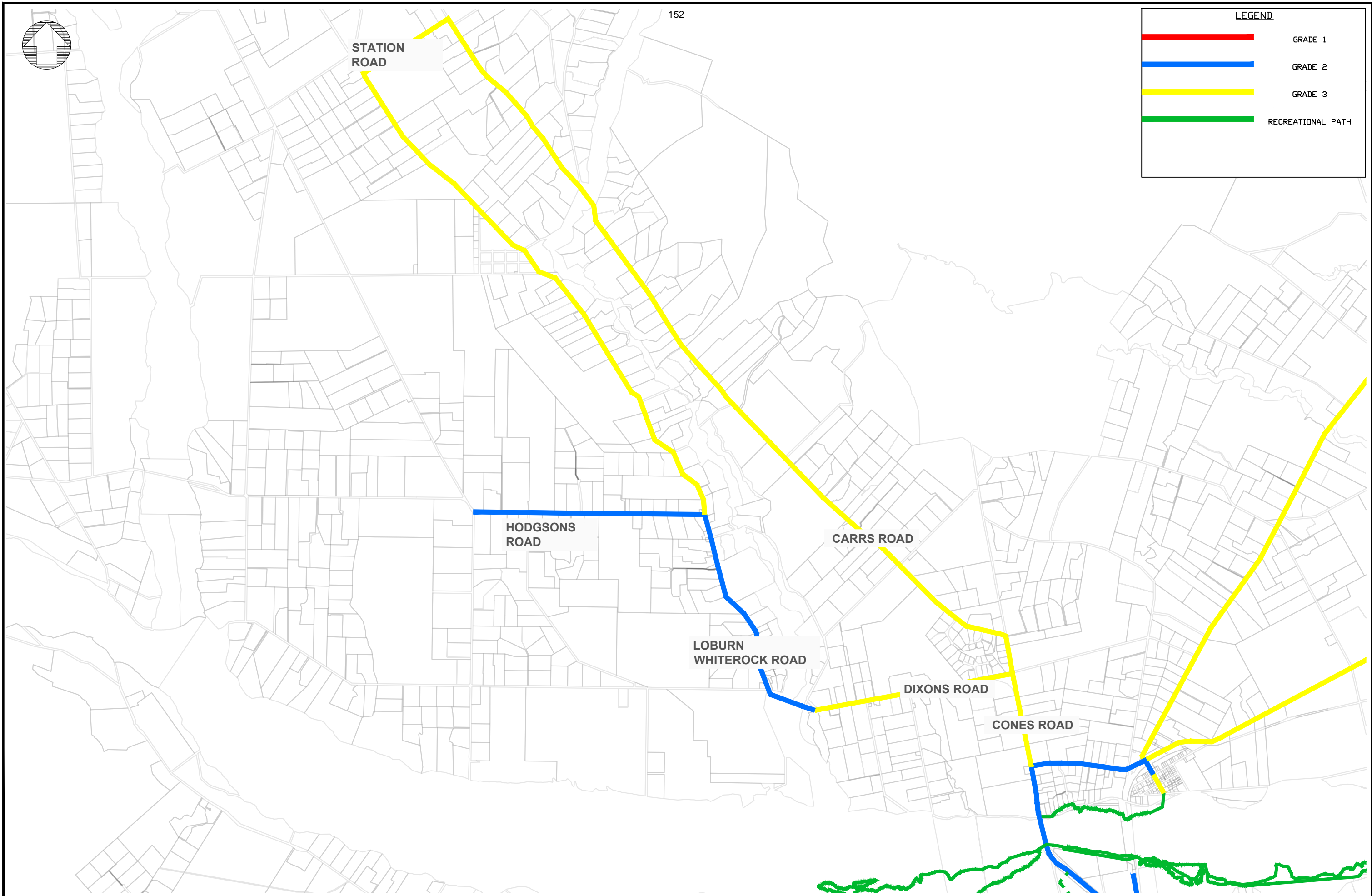
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152

LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



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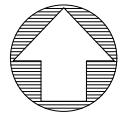
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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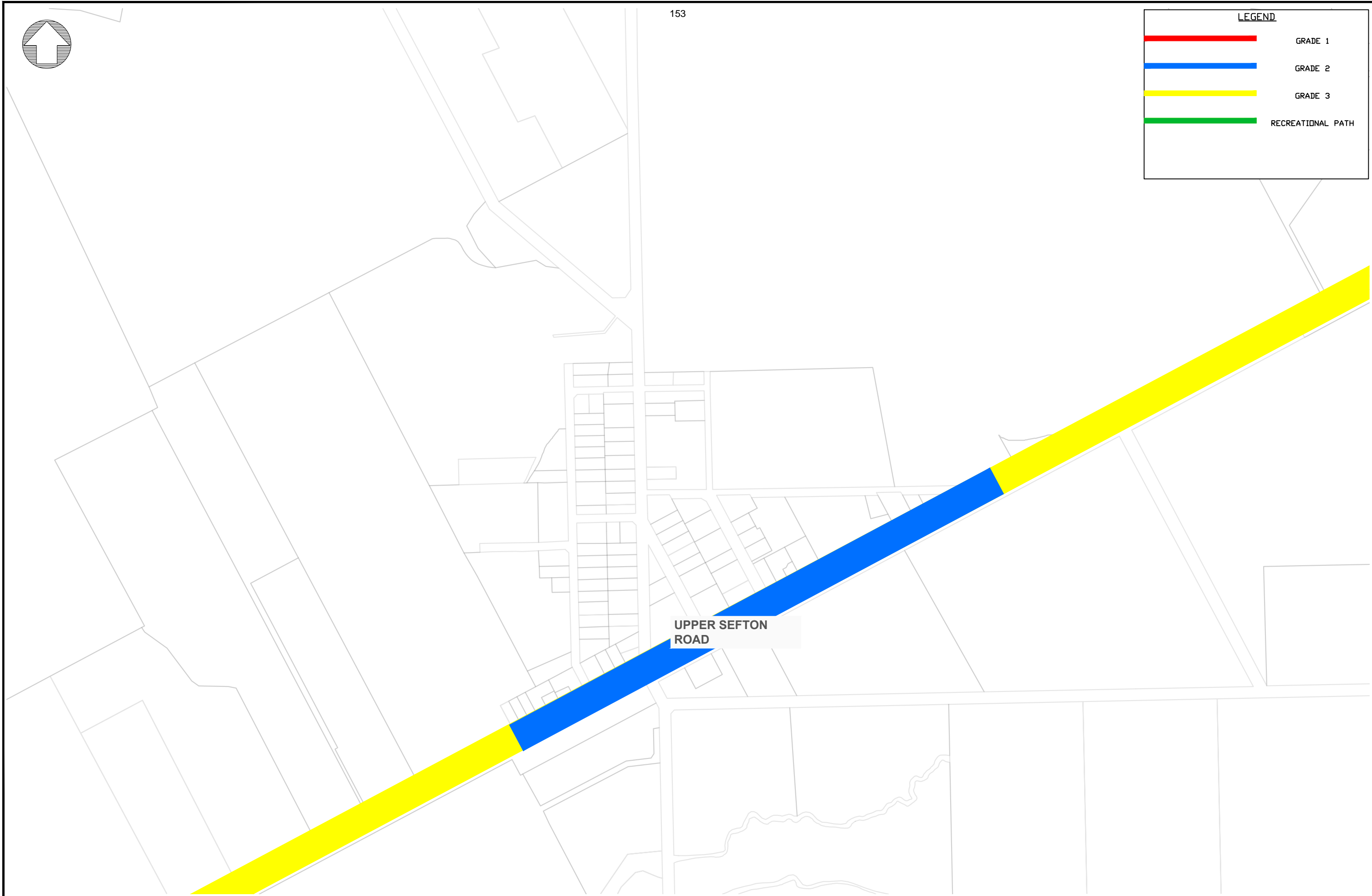
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LEGEND

- GRADE 1
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- GRADE 3
- RECREATIONAL PATH



UPPER SEFTON ROAD

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A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022

SURVEYED		PROJECT No	PD001583
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PROJECT
WALKING AND CYCLING NETWORK PLAN

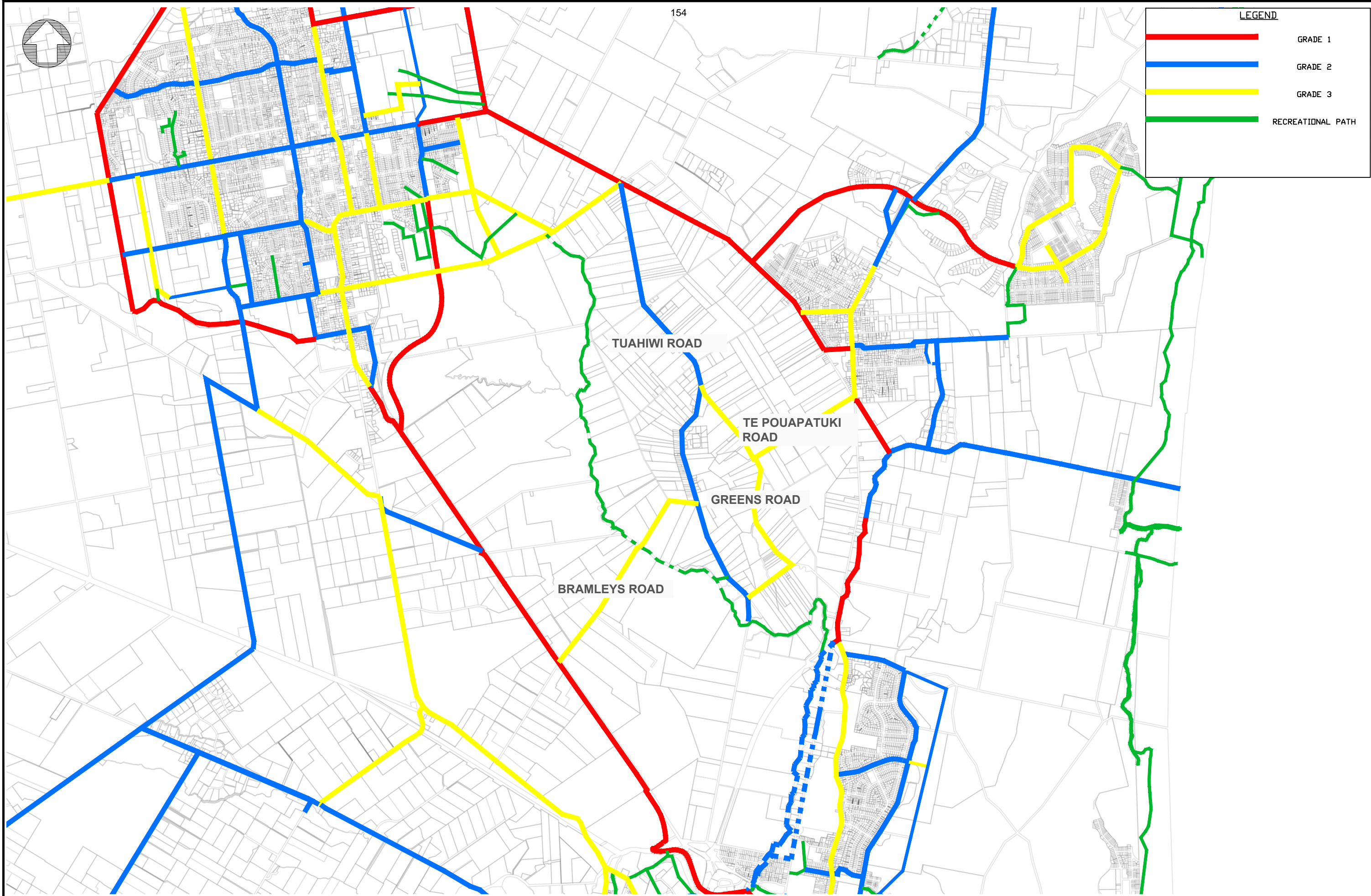
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**SEFTON
(RECOMMENDED NETWORK PLAN)**

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LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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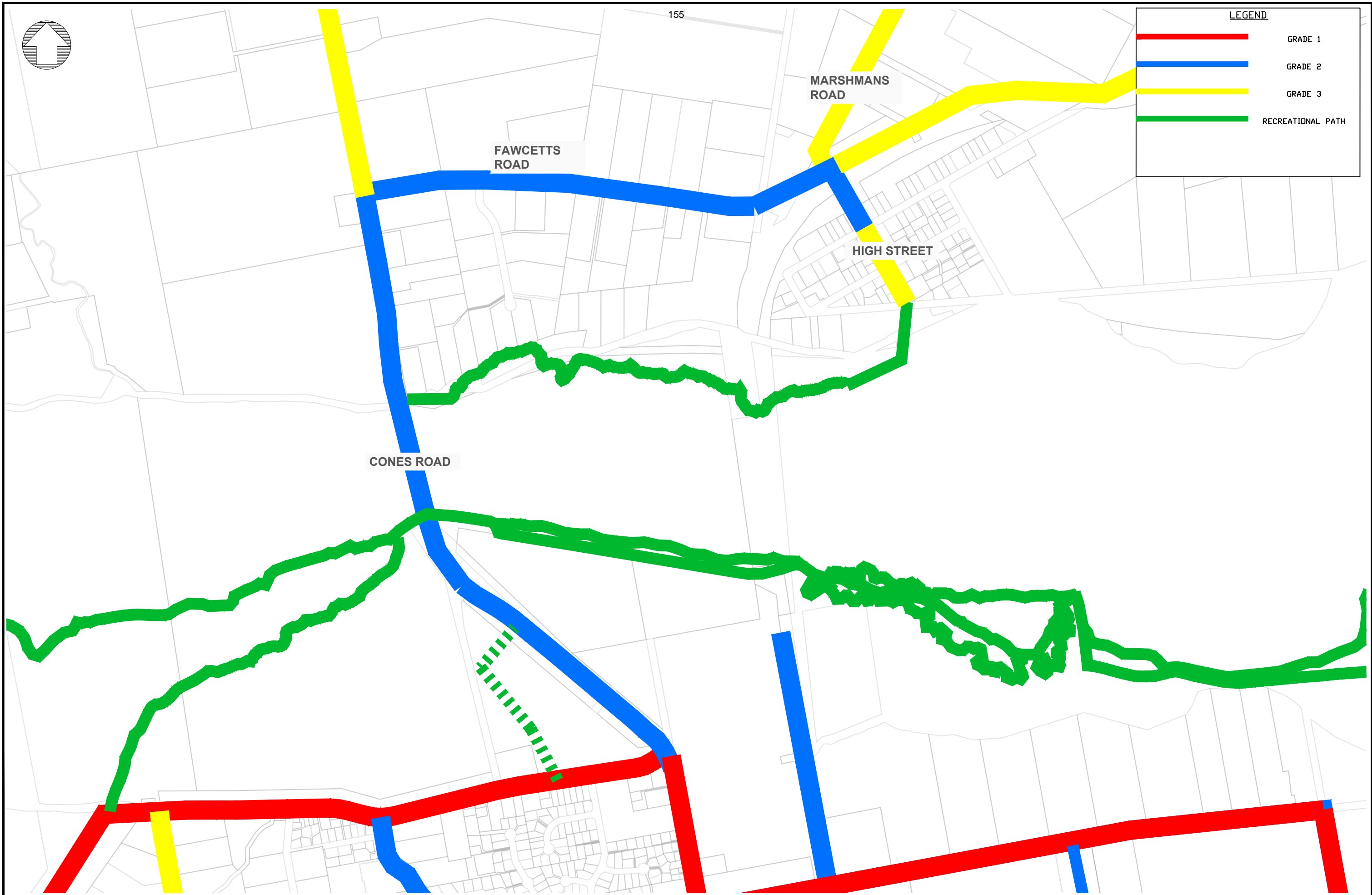
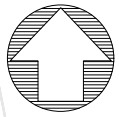
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWĪ (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
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LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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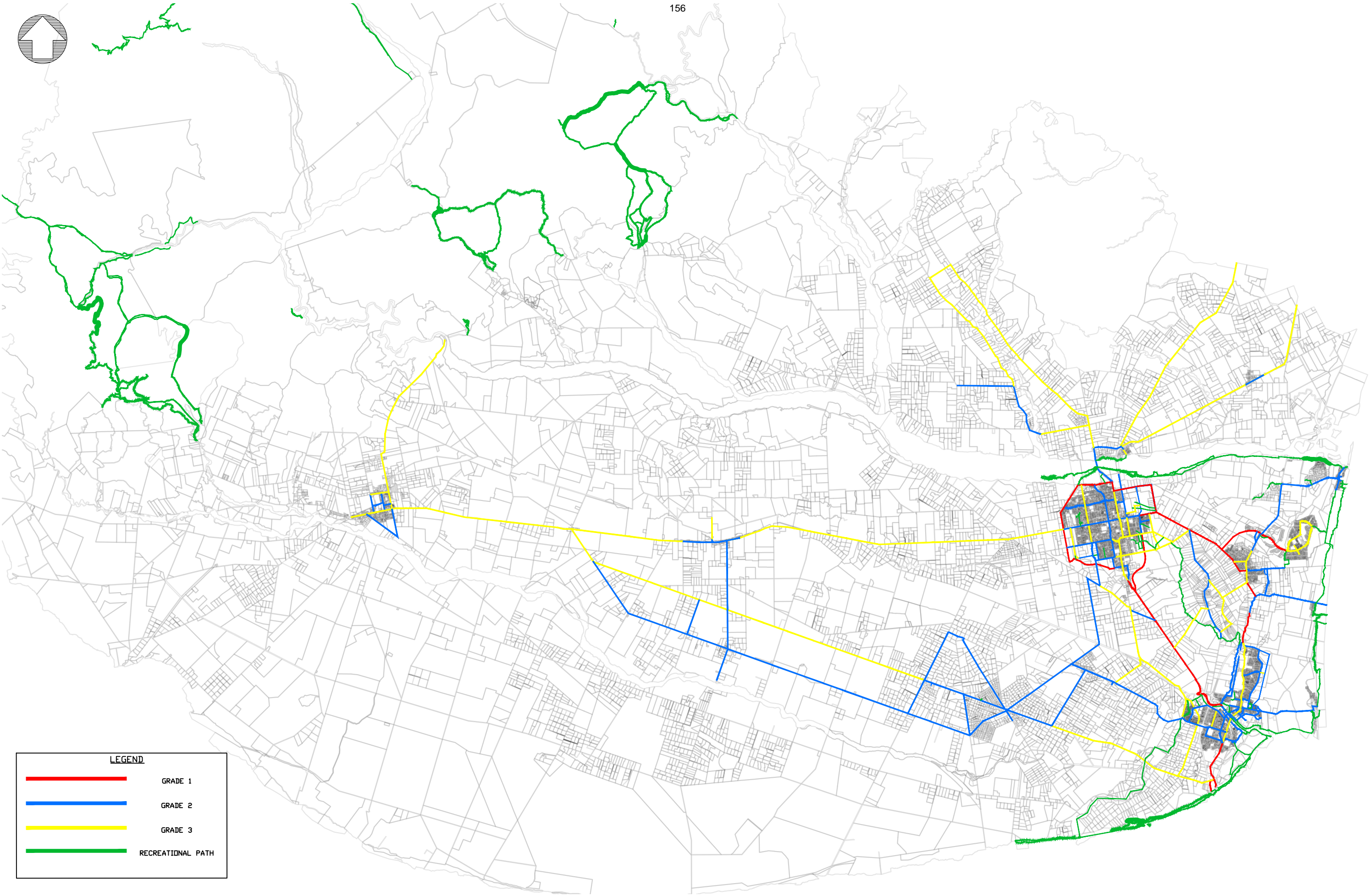
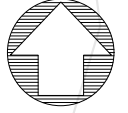
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	ASHLEY (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
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LEGEND

	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022

SURVEYED		PROJECT No	PD001583
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	DISTRICT WIDE (RECOMMENDED NETWORK PLAN)
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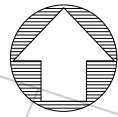
Prioritisation Programme for the Walking and Cycling Network Plan

These maps show the prioritisation programme for the Walking and Cycling Network Plan.

The specific routes are placed into three categories and a high-level estimate is provided for each:

	Priority Links	High-Level Estimate*
Priority 1	<ul style="list-style-type: none"> - Tram Road (Mandeville to Swannanoa School path) - Ashley Street/Ivory Street/Percival Street - Railway Road/Torlesse Street/Coronation Street/Ellis Road 	<ul style="list-style-type: none"> - \$290,000 - \$490,000 - \$950,000
Priority 2	<ul style="list-style-type: none"> - Harewood Road (High Street to Main Street) - High Street (Main Street to Harewood Road) - Earlys Road (end of current facility to Springbank Road) - Mandeville Road (McHughs Road to Mandeville Sports Ground) - Tuahiwi Road (urban limits) - Williams Street (north) - Sandhill Road (Williams Street to Woodend Beach Road) 	<ul style="list-style-type: none"> - \$100,000 - \$160,000 - \$40,000 - \$70,000 - \$30,000 - \$420,000 - \$700,000
Priority 3	<ul style="list-style-type: none"> - Main Street (urban limits) - Cust Road (through the township) - Old North Road/Ranfurlly Street/Walker Street OR Lower Camside Road - Woodend to Pegasus (SH1) 	<ul style="list-style-type: none"> - \$250,000 - \$400,000 - \$950,000 - \$450,000

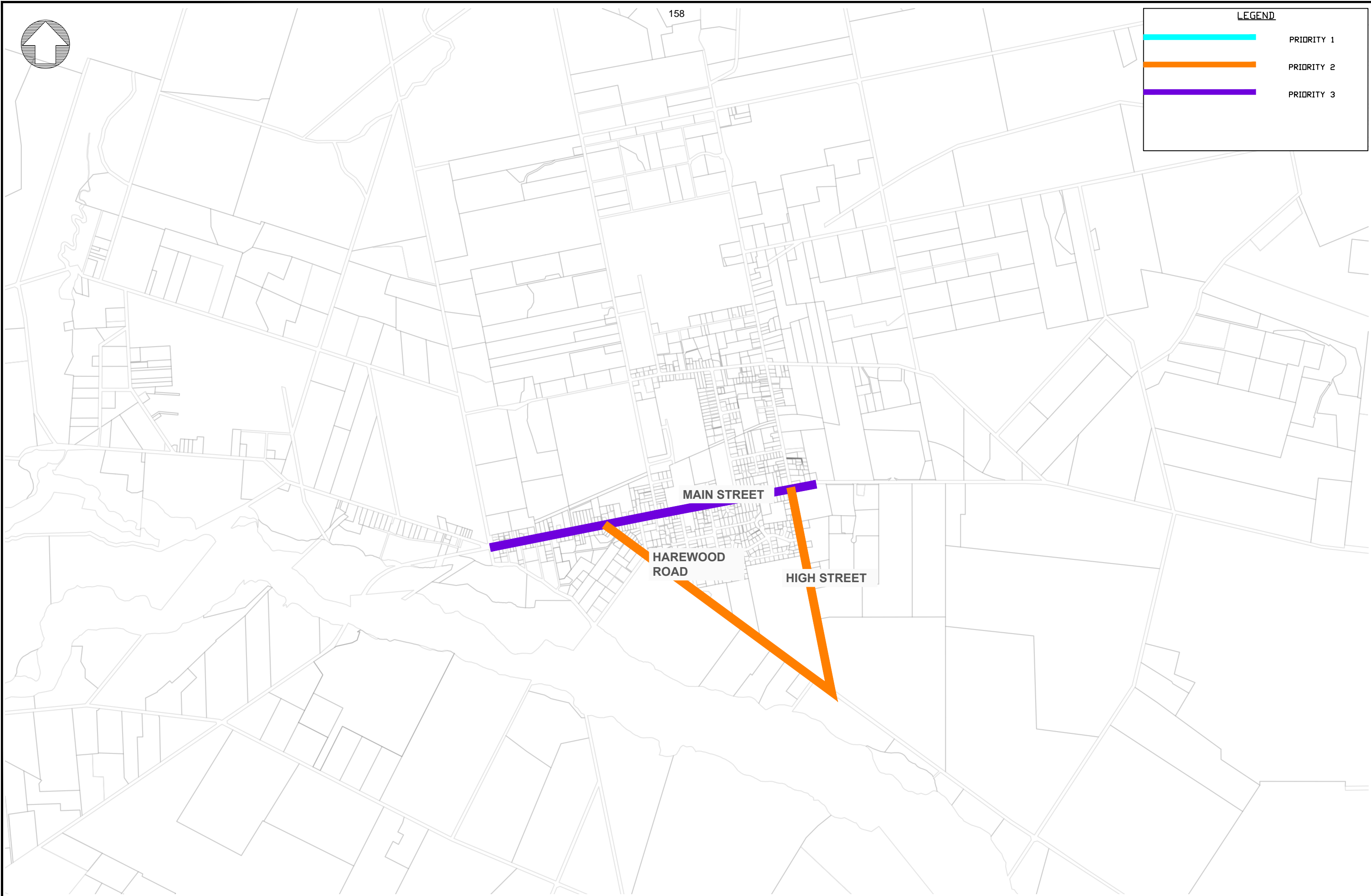
*Based on /m rates for like paths (no detailed estimation has been completed)



158

LEGEND

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

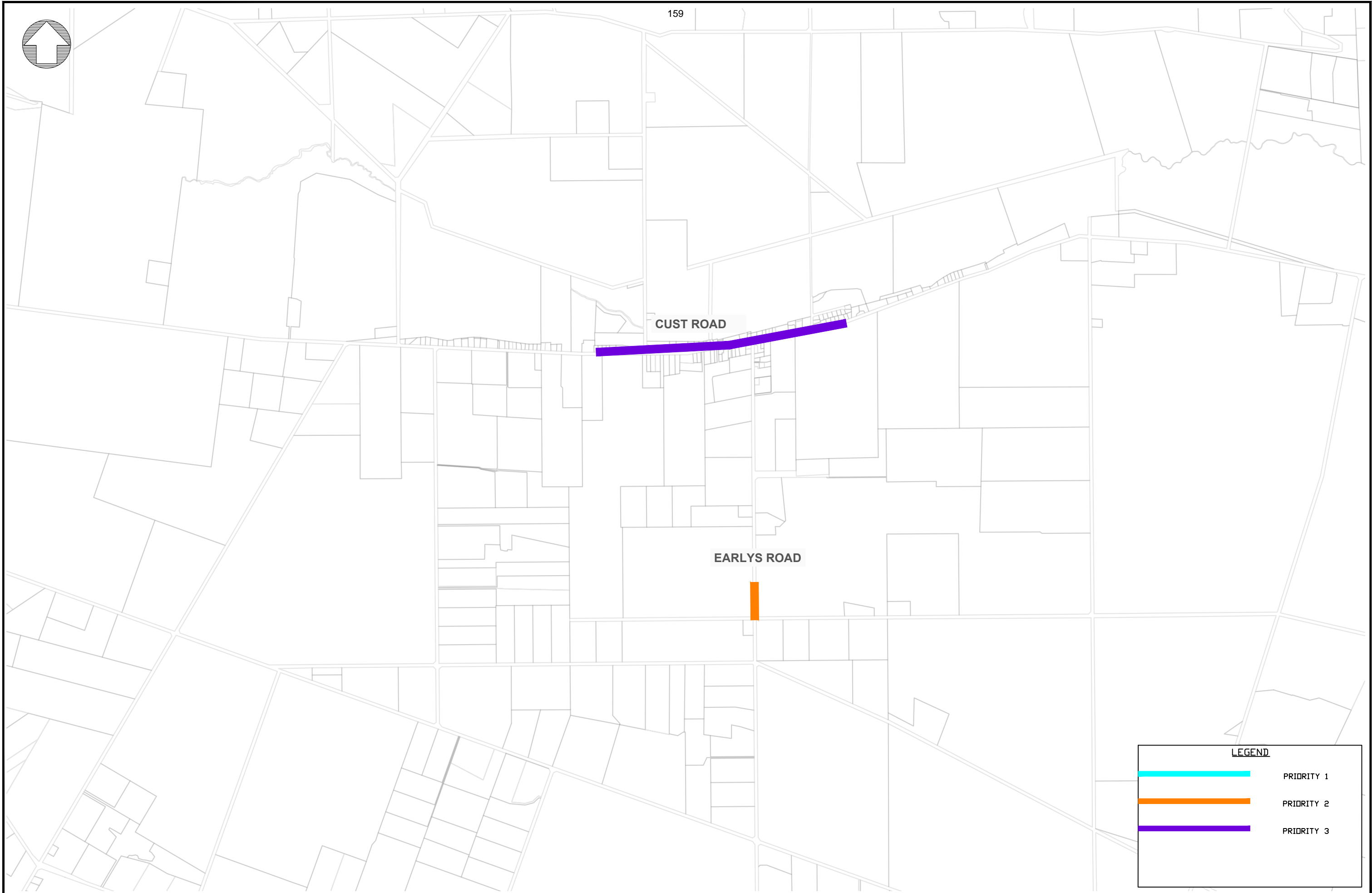
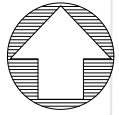
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
---------	----------------------------------

SHEET TITLE	OXFORD (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
01	A



CUST ROAD

EARLYS ROAD

LEGEND	
	PRIORITY 1
	PRIORITY 2
	PRIORITY 3

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

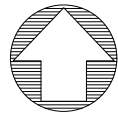
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DRAWN	MB	CON No	
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	CUST (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
02	A



LEGEND

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3

ASHLEY STREET

PERCIVAL STREET

TORLESSE STREET

RAILWAY ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

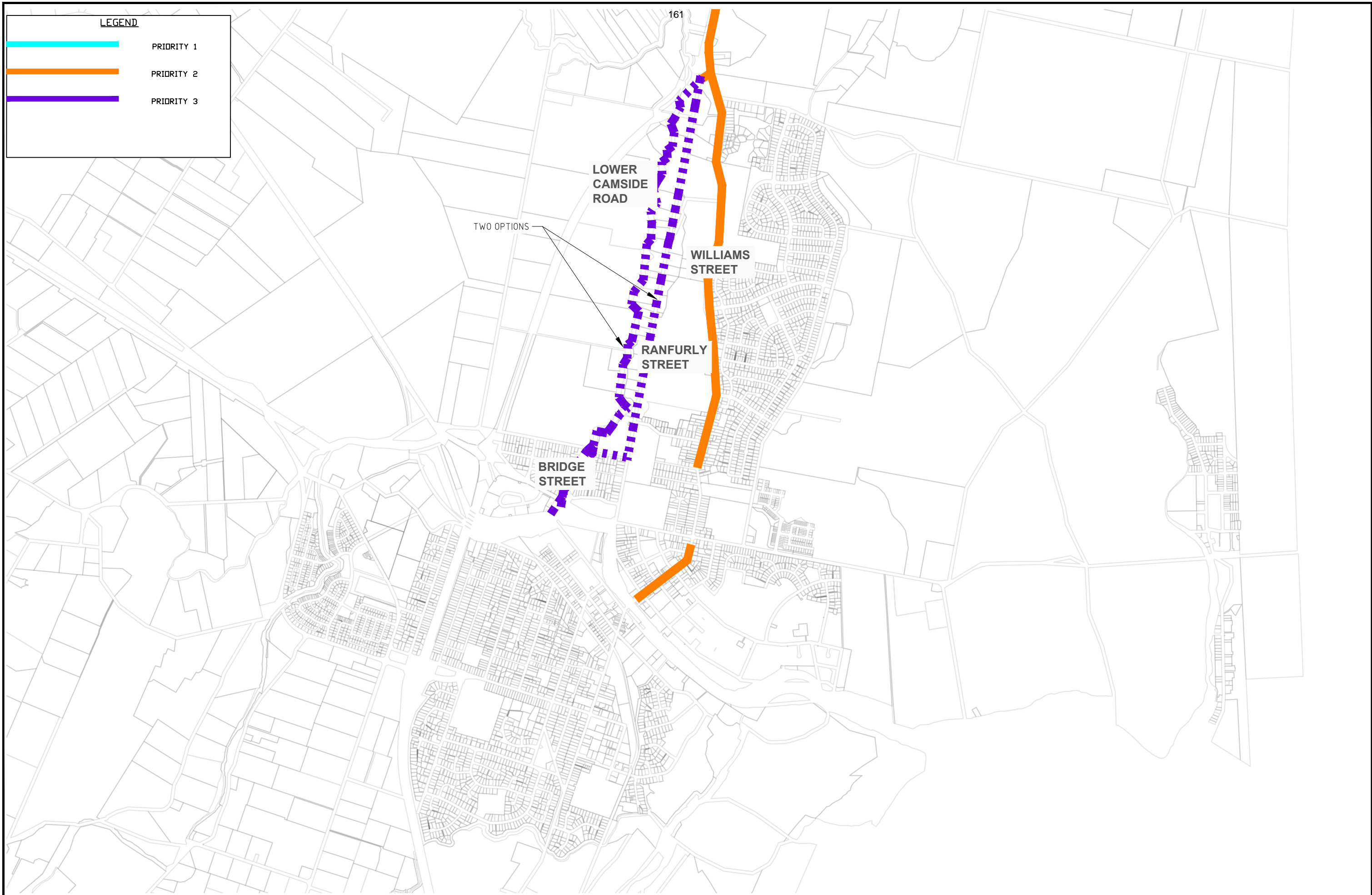
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
03	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	--	---	---	JUL 2022

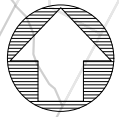
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**KAIAPOI
(PRIORITISATION PROGRAMME)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
04	A






162

MAIN NORTH ROAD

TUAHIWI ROAD

SANDHILL ROAD

LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/PEGASUS/TUAHIWI (PRIORITISATION PROGRAMME)
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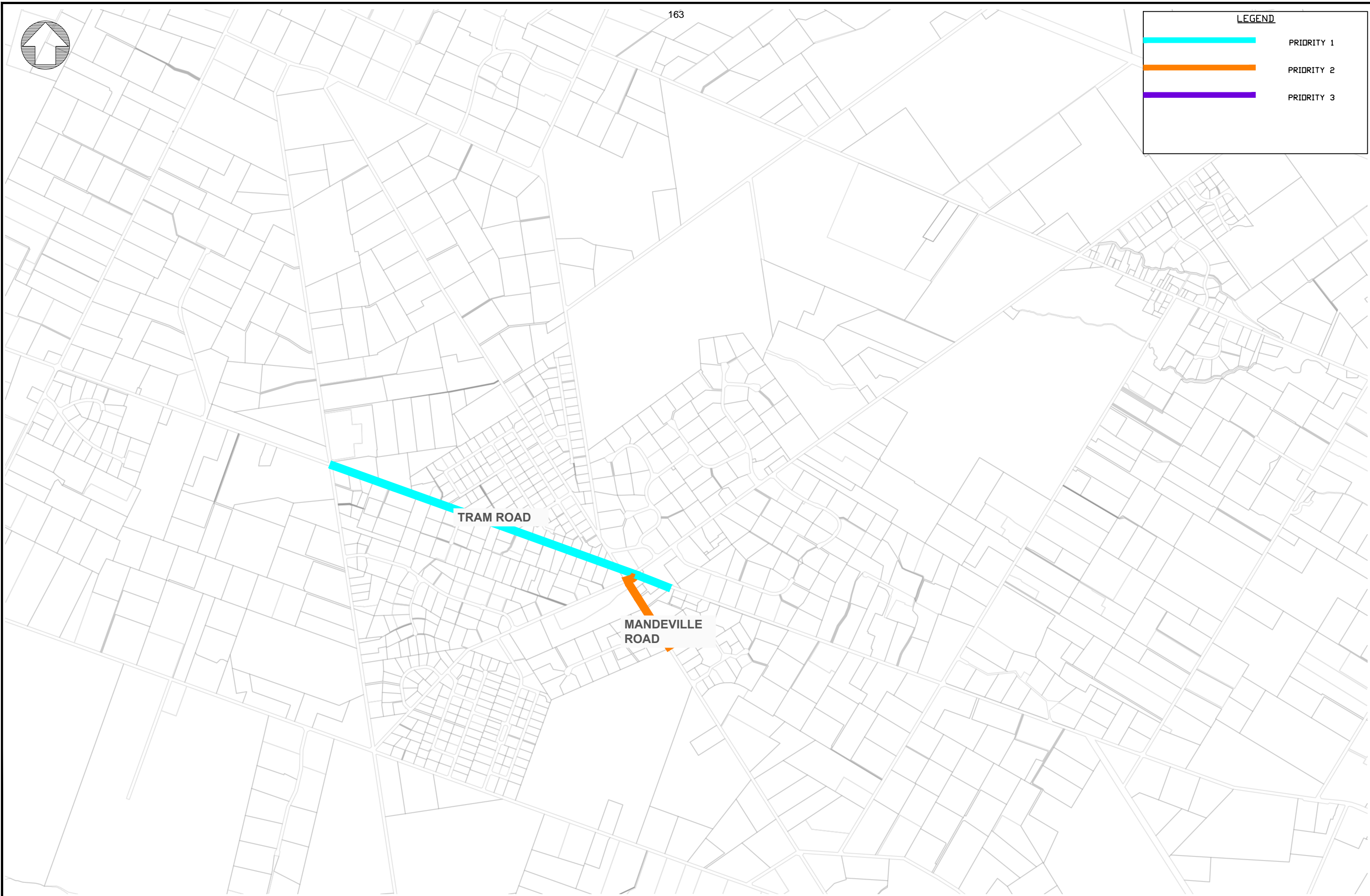
FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
05	A



163

LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OHOKA/MANDEVILLE (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
06	A

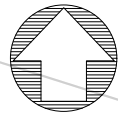
Print Out No.1

Proposed District Network Plan

These maps show the overall district network plan, and includes all current facilities, plus required infrastructure to complete the network plan)

Each route is graded into three categories, described in the table below:

	<u>Treatment Options Urban Areas</u>	<u>Treatment Options Rural Areas</u>
<p>Grade 1 This grade is the highest level of comfort, and is suitable to Novice users. There is little conflict with motor vehicles along the route. These are typically “arterial” cycle routes, and are installed as critical links between our main towns.</p>	<ul style="list-style-type: none"> • Generally not applicable to retro-fit within urban streets 	<ul style="list-style-type: none"> • 2.5m or greater (3.0m desirable) shared path with an asphalt surface
<p>Grade 2 This grade is suitable for users with basic competence skills. Users will be riding on the road adjacent to live traffic, although there will additional measures in place to protect the vulnerable users.</p>	<ul style="list-style-type: none"> • Separated cycle path • Neighbourhood Greenways • On Road cycle lane with traffic buffers and intersection improvements 	<ul style="list-style-type: none"> • Unsealed shared path (less than 2.5m wide)
<p>Grade 3 This grade is suitable for users with advanced skills and confidence to mix with traffic.</p>	<ul style="list-style-type: none"> • On-road cycle lanes 	<ul style="list-style-type: none"> • Sealed shoulder widening
<p>Recreational Trails These trails are aimed at leisure users, and may be considered an “off-road” trail (ie suitable for mountain biking)</p>	<p>Trails shown in the network plan are existing recreational trails only. Potential recreation trails are not included within this programme.</p>	



165

LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

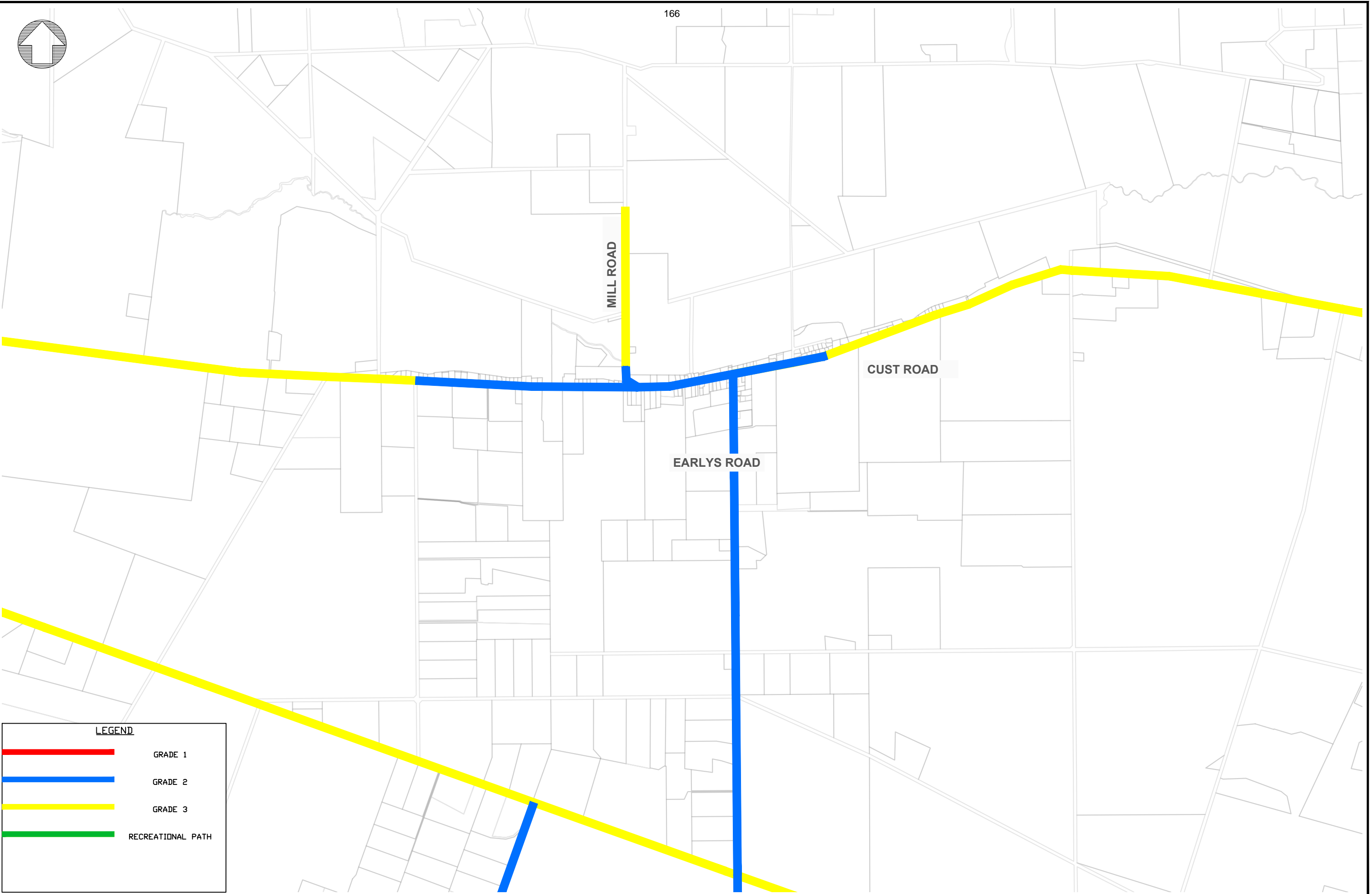
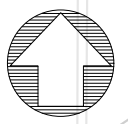
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**OXFORD
(PROPOSED NETWORK PLAN)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
01	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

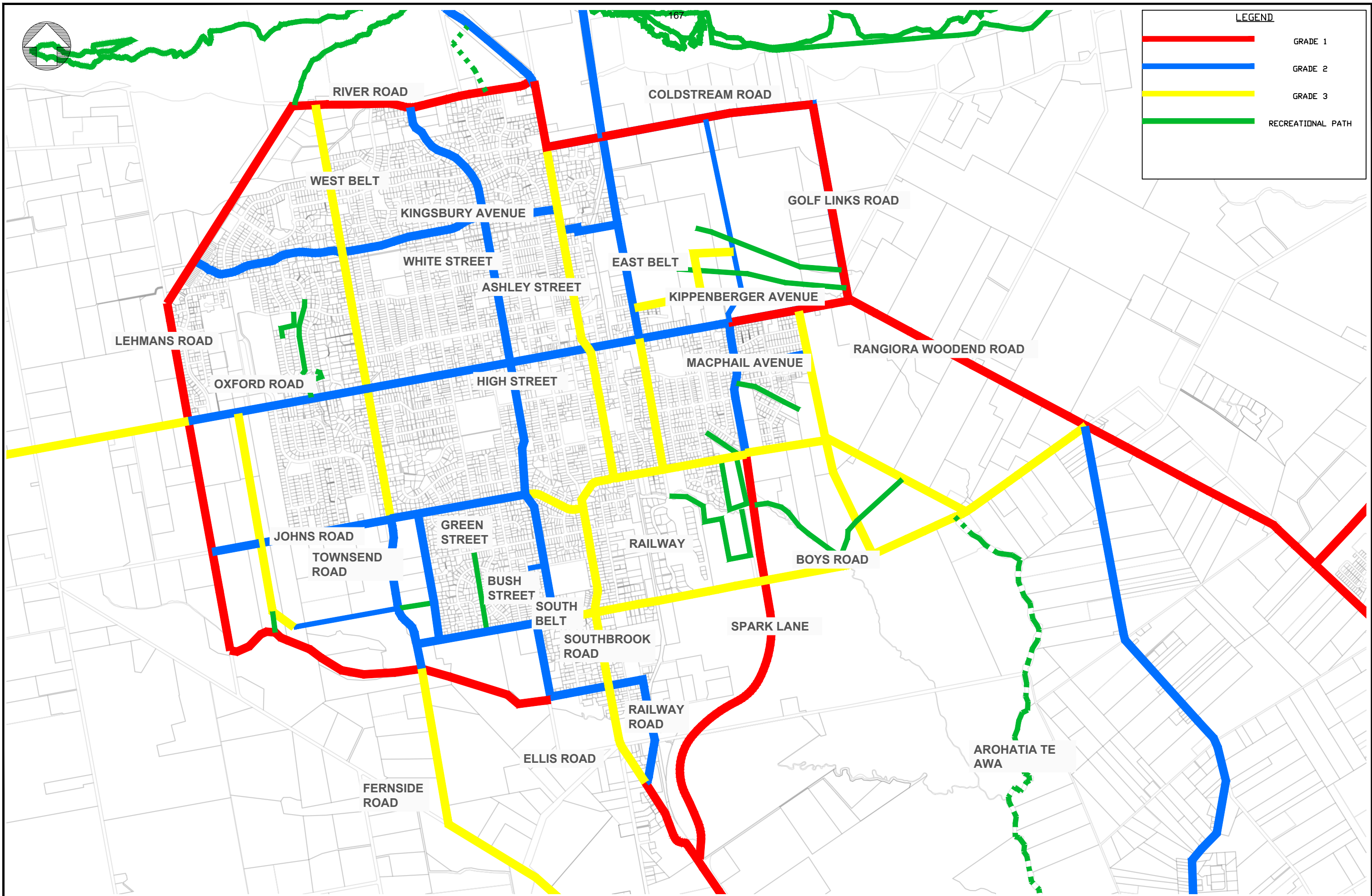
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**CUST
(PROPOSED NETWORK PLAN)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
02	A



LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

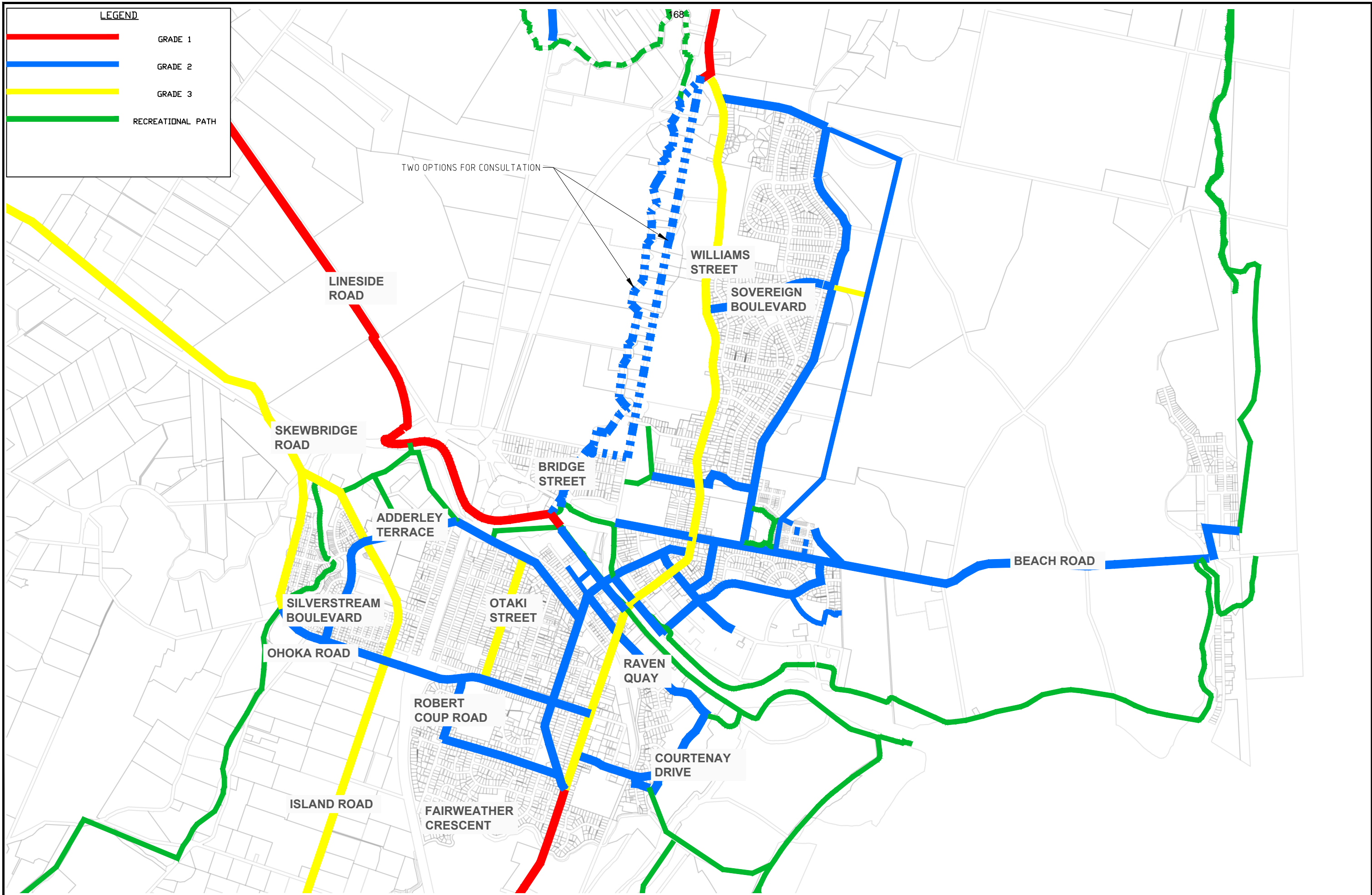
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
03	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

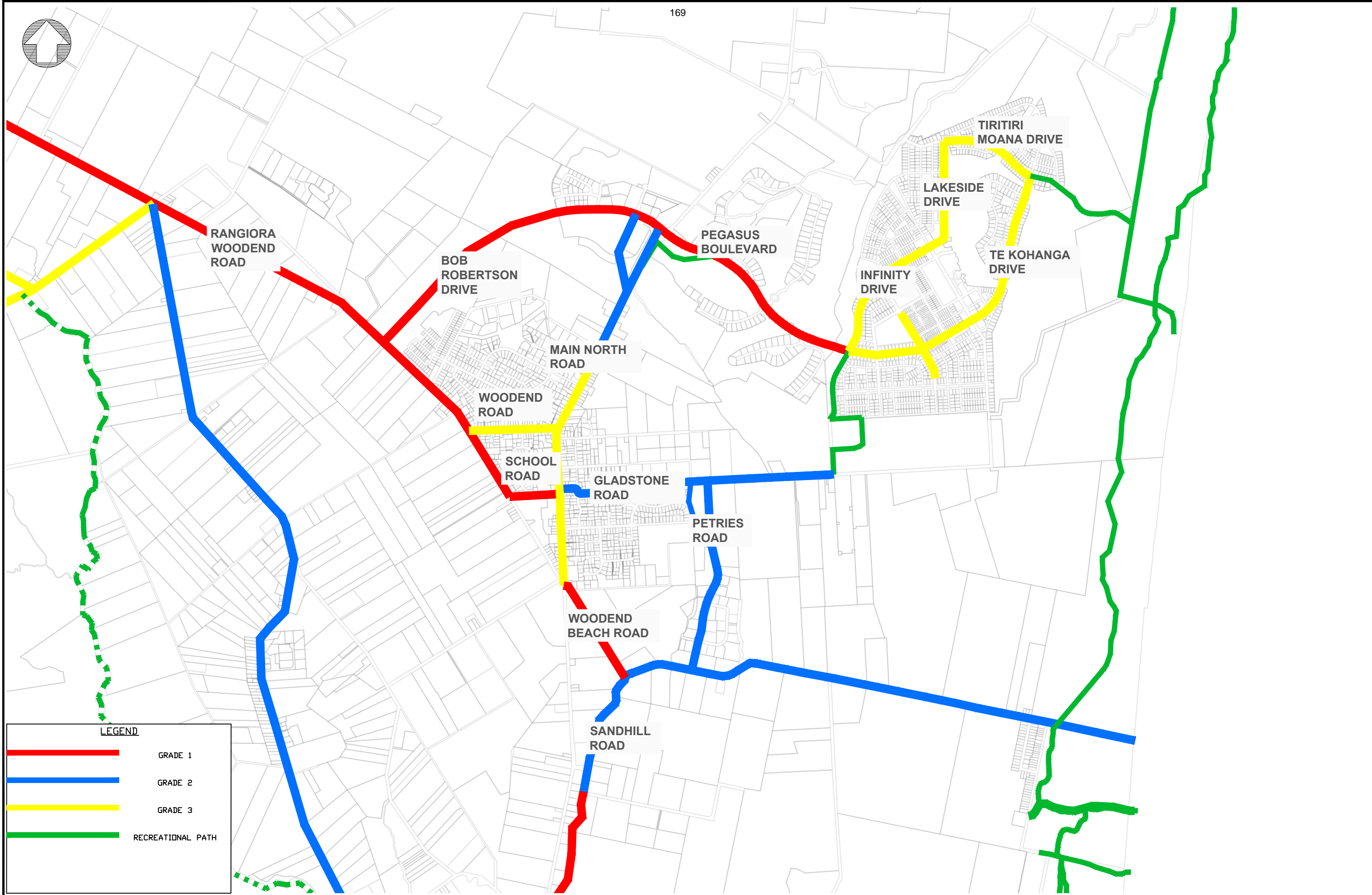
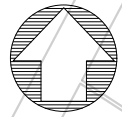
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**KAIAPOI
 (PROPOSED NETWORK PLAN)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
04	A



LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

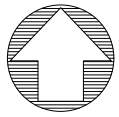
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APPROVED		VERTICAL	



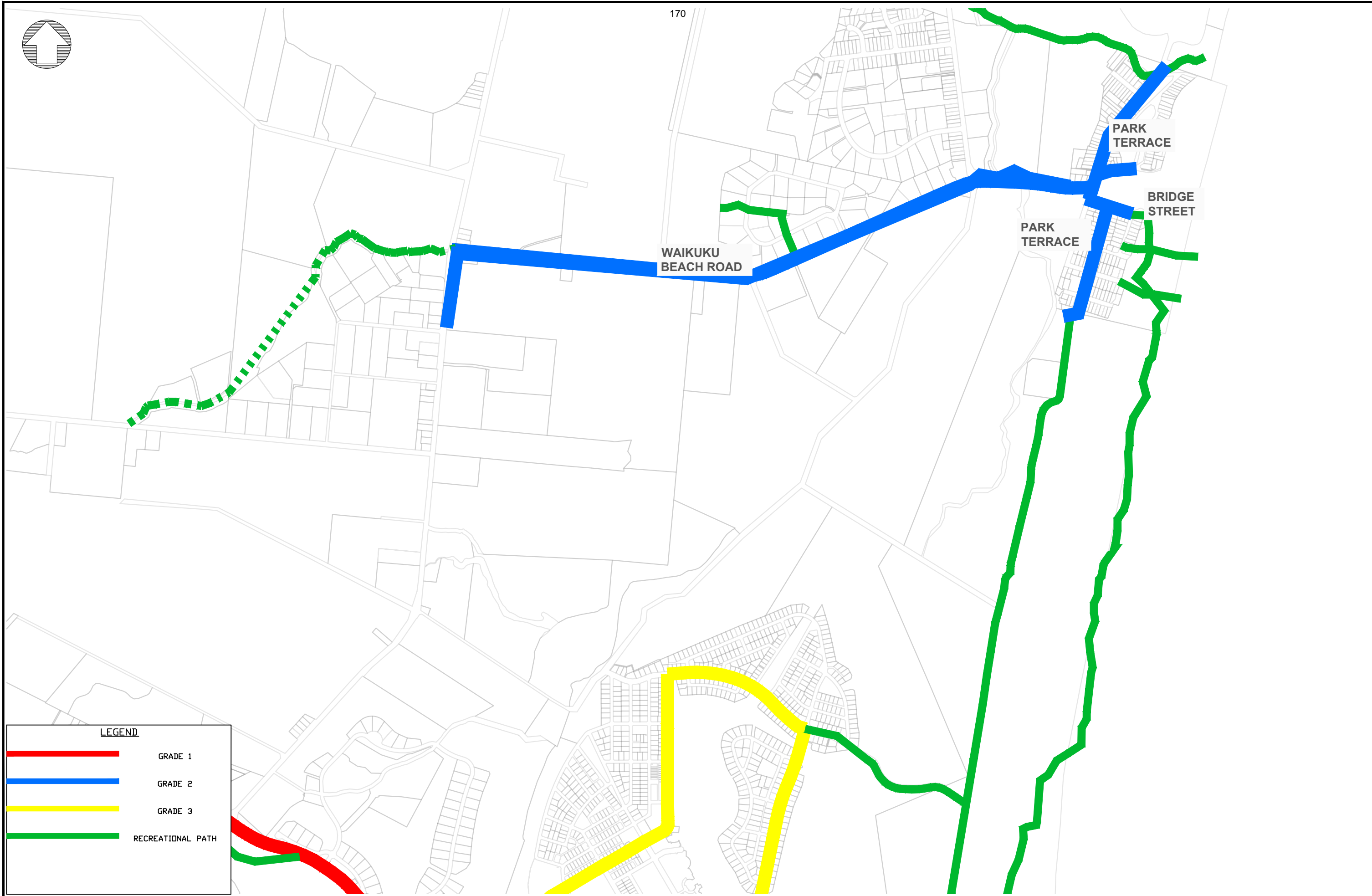
PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/PEGASUS (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
05	A



170



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

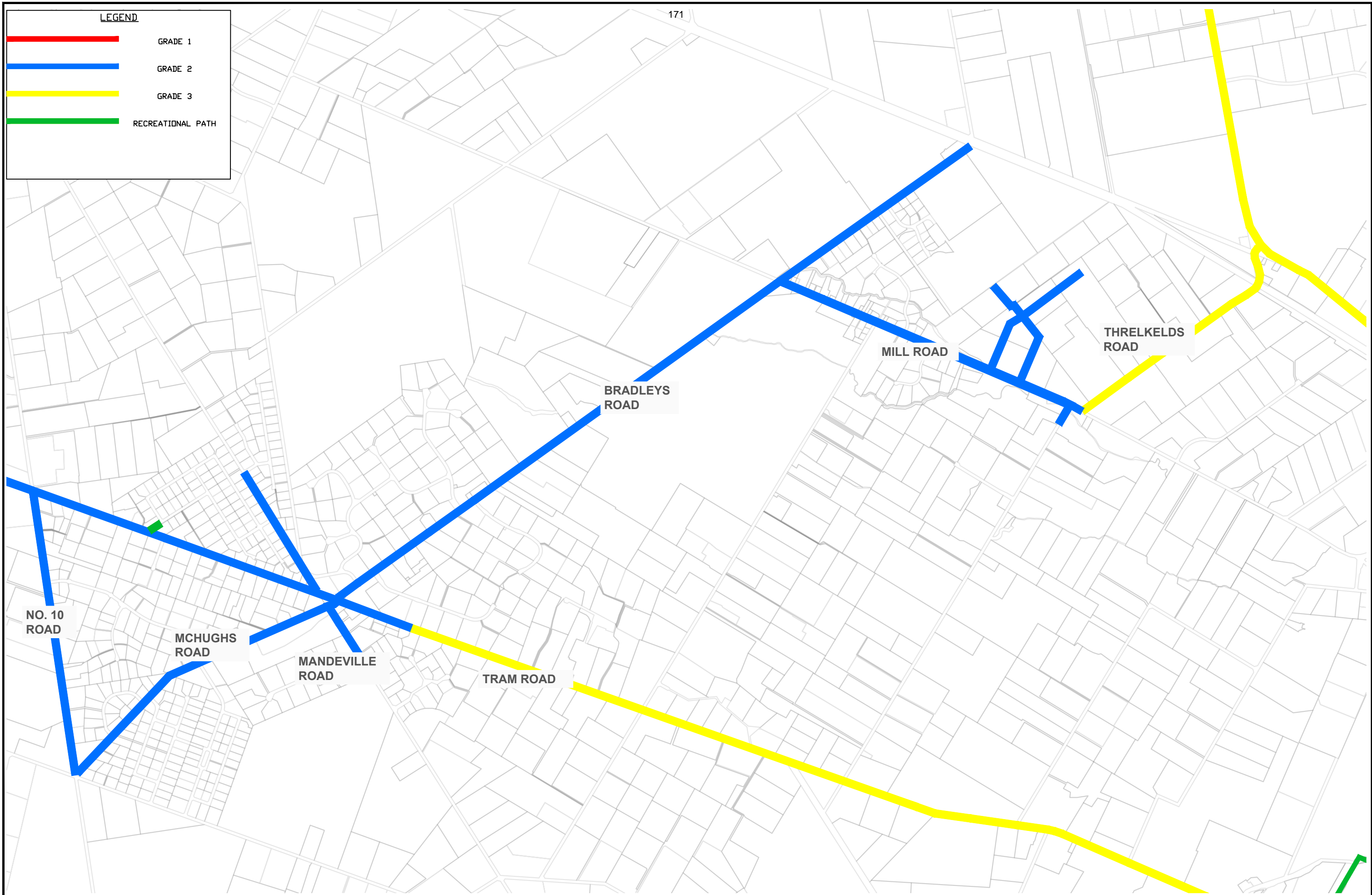
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WAIKUKU BEACH (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
06	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

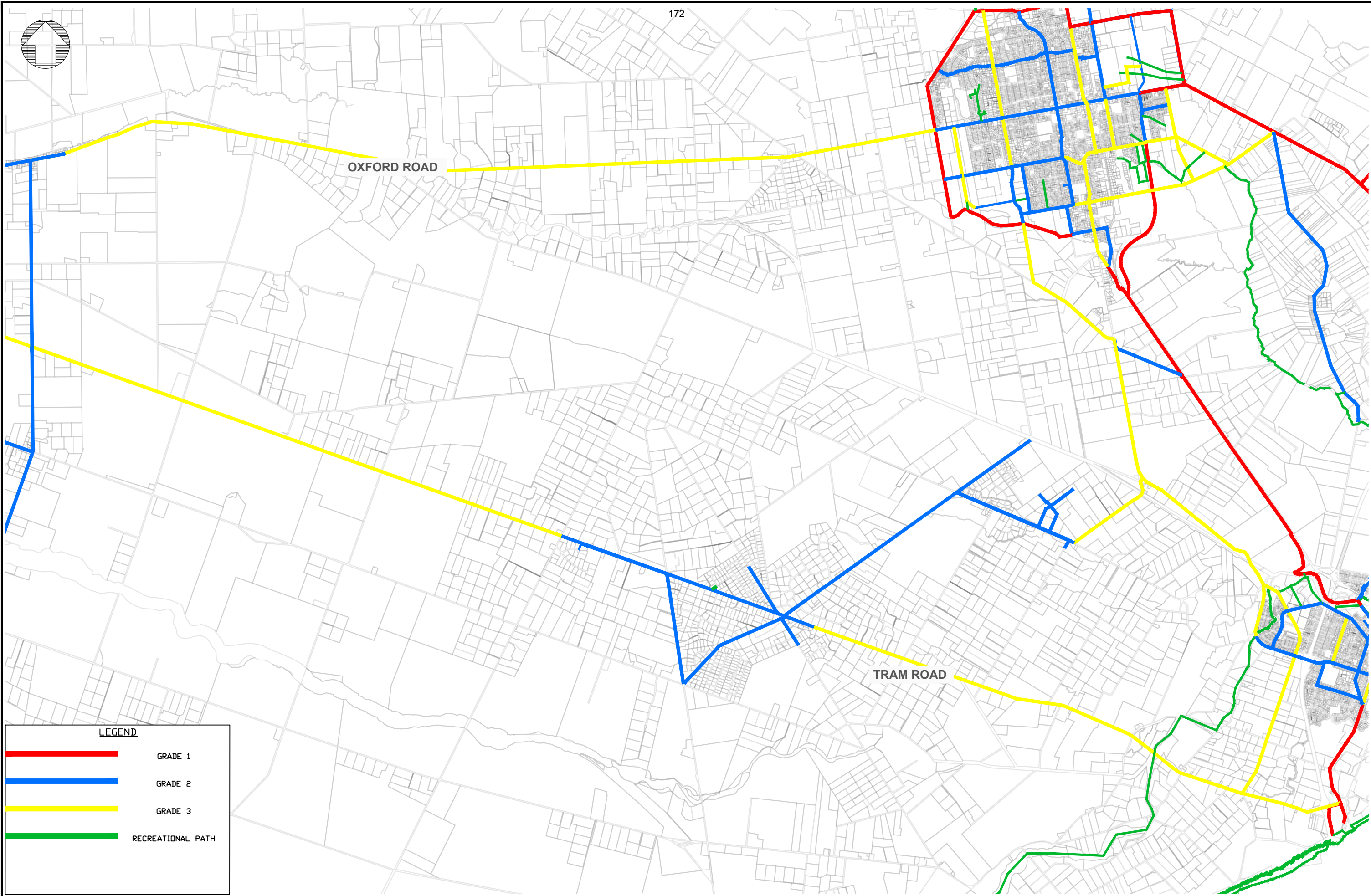
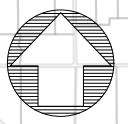
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OHOKA/MANDEVILLE (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
07	A

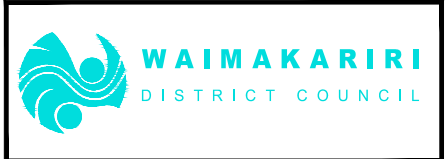


LEGEND

- █ GRADE 1
- █ GRADE 2
- █ GRADE 3
- █ RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

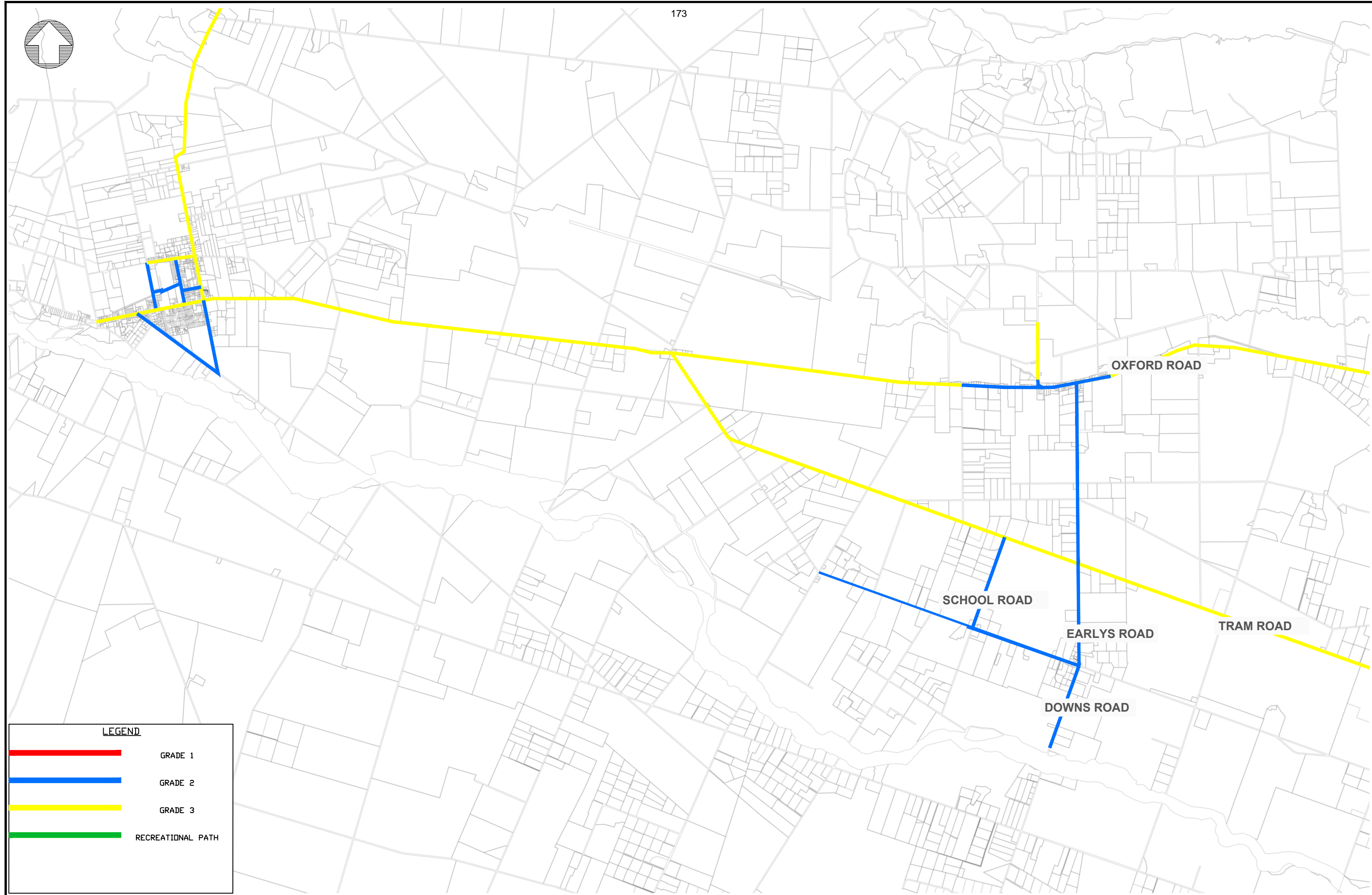
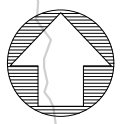
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TRAM/OXFORD RD TO EARLYS RD (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
08	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TRAM/OXFORD RD TO OXFORD (PROPOSED NETWORK PLAN)
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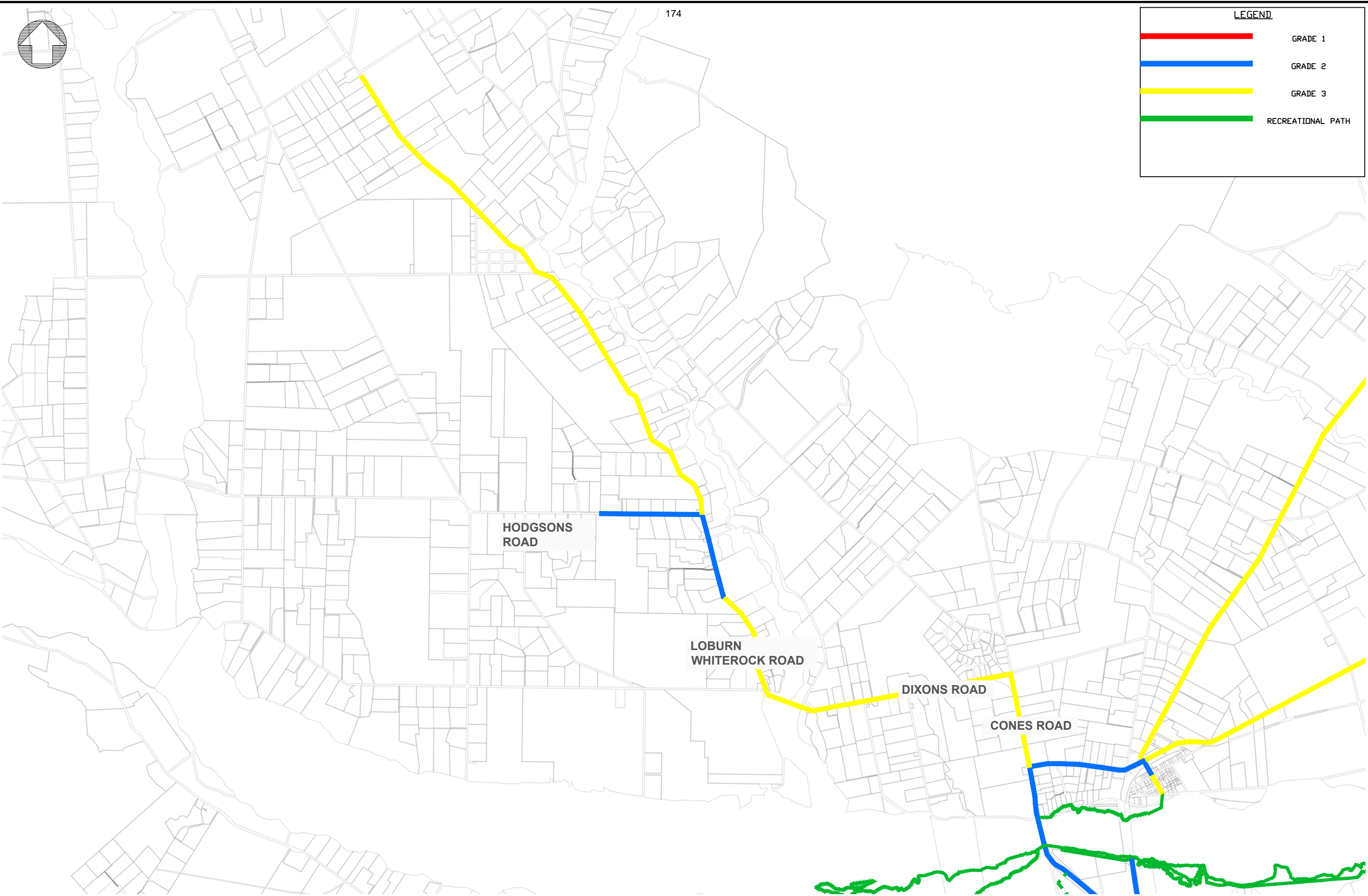
FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
09	A



174

LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

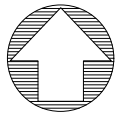
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APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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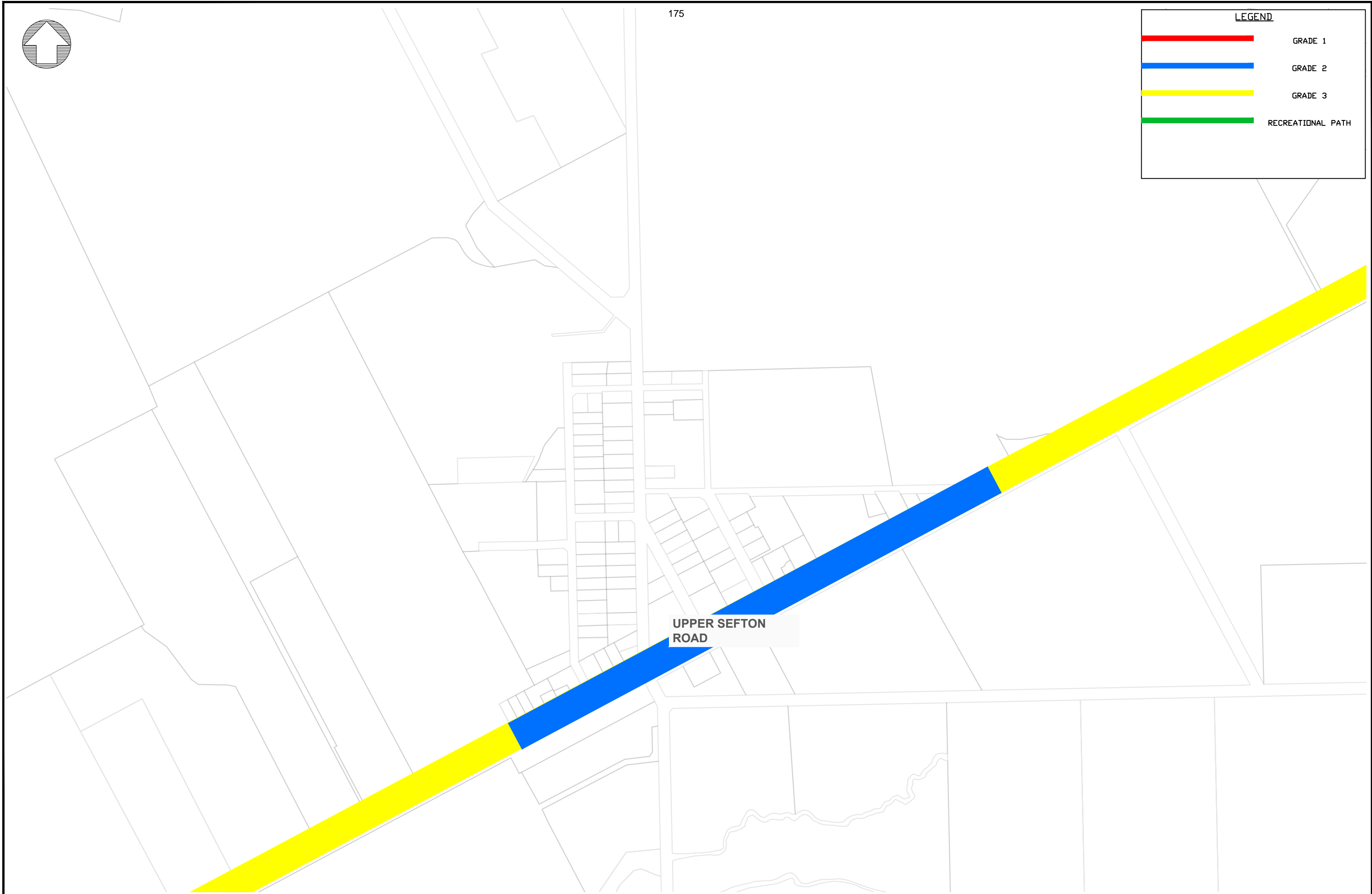
SHEET TITLE	LOBURN (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
10	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



UPPER SEFTON ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

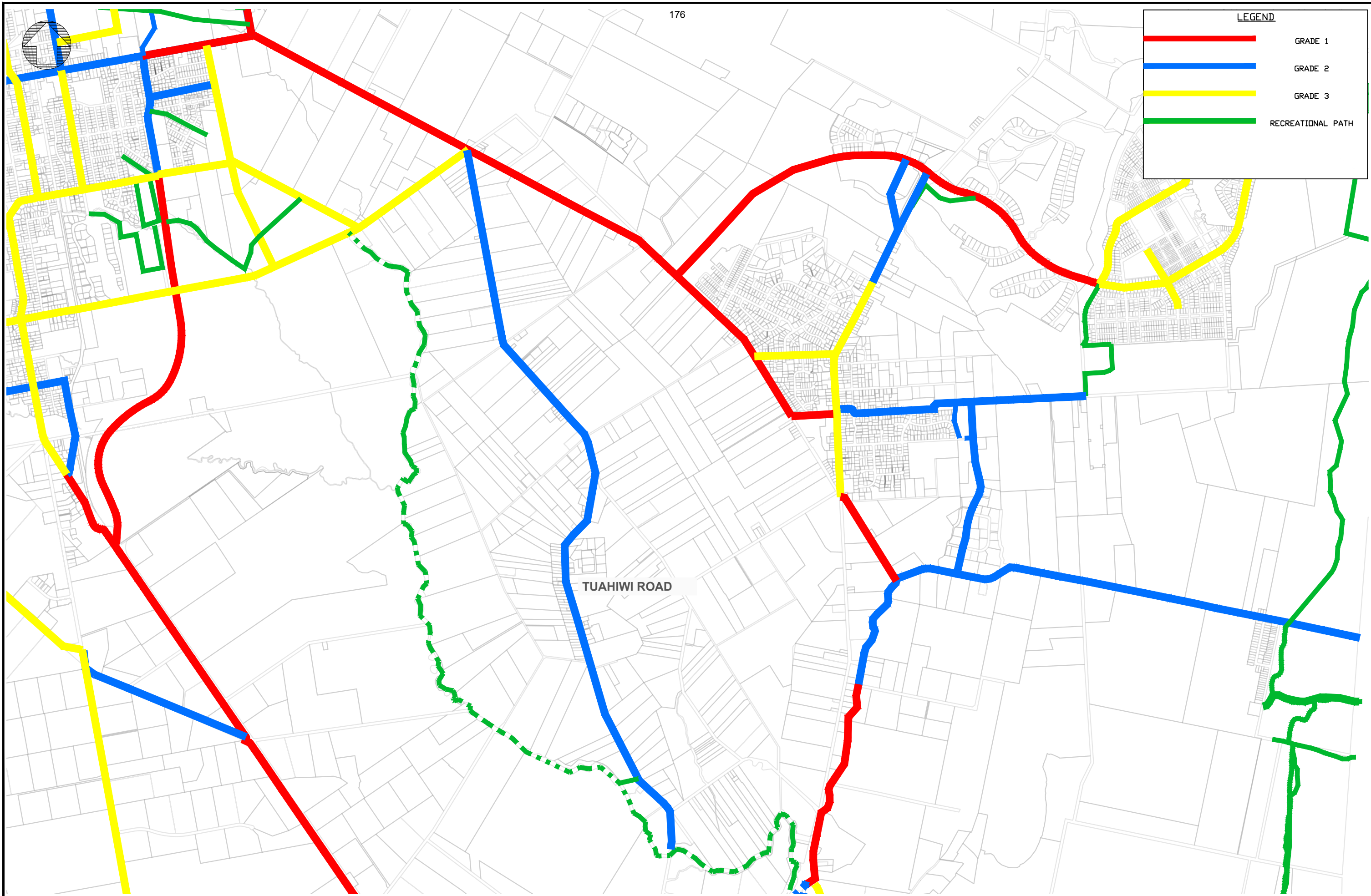
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	SEFTON (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
11	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

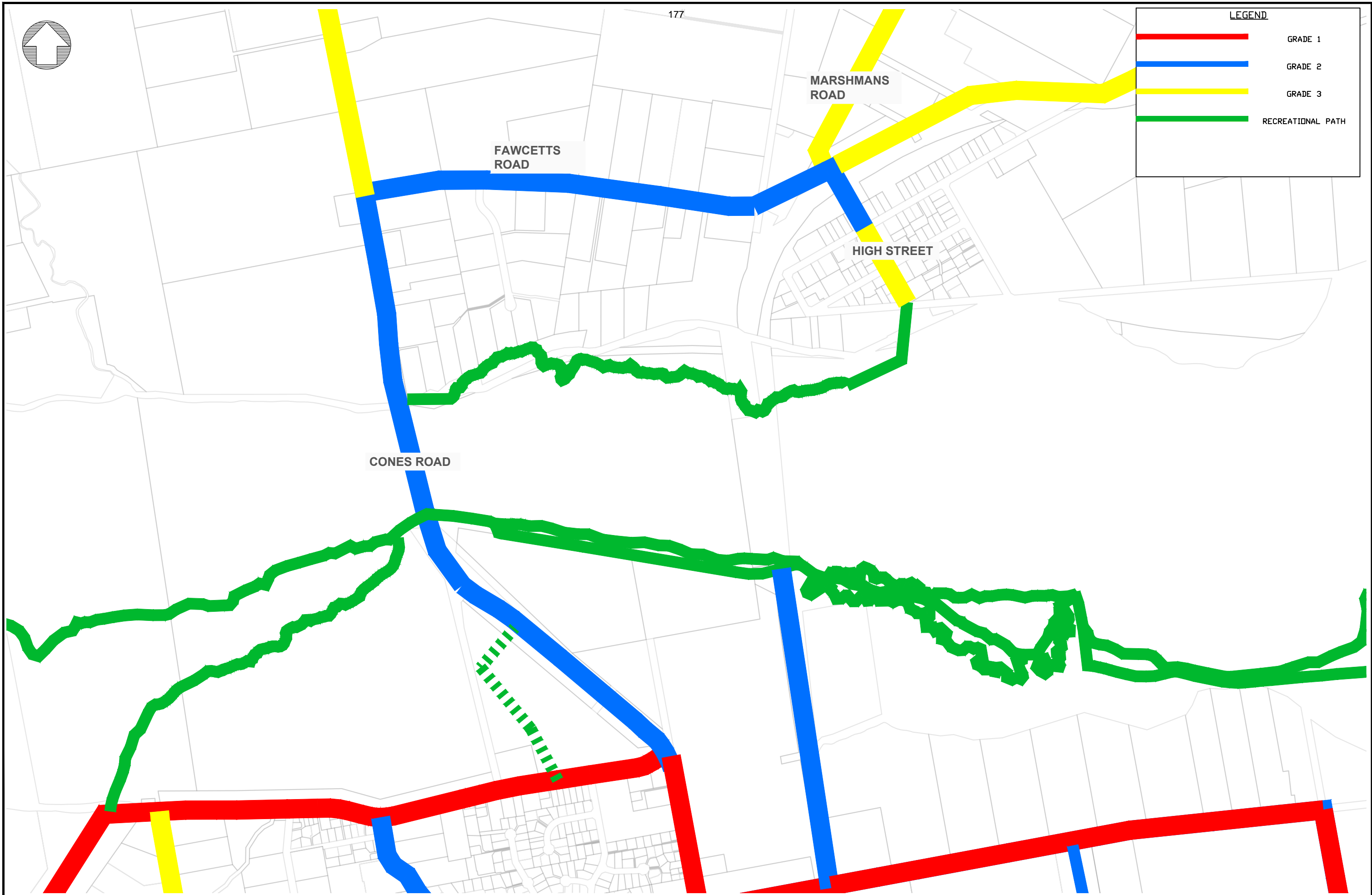
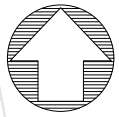
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWĪ (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
12	A



LEGEND	
	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

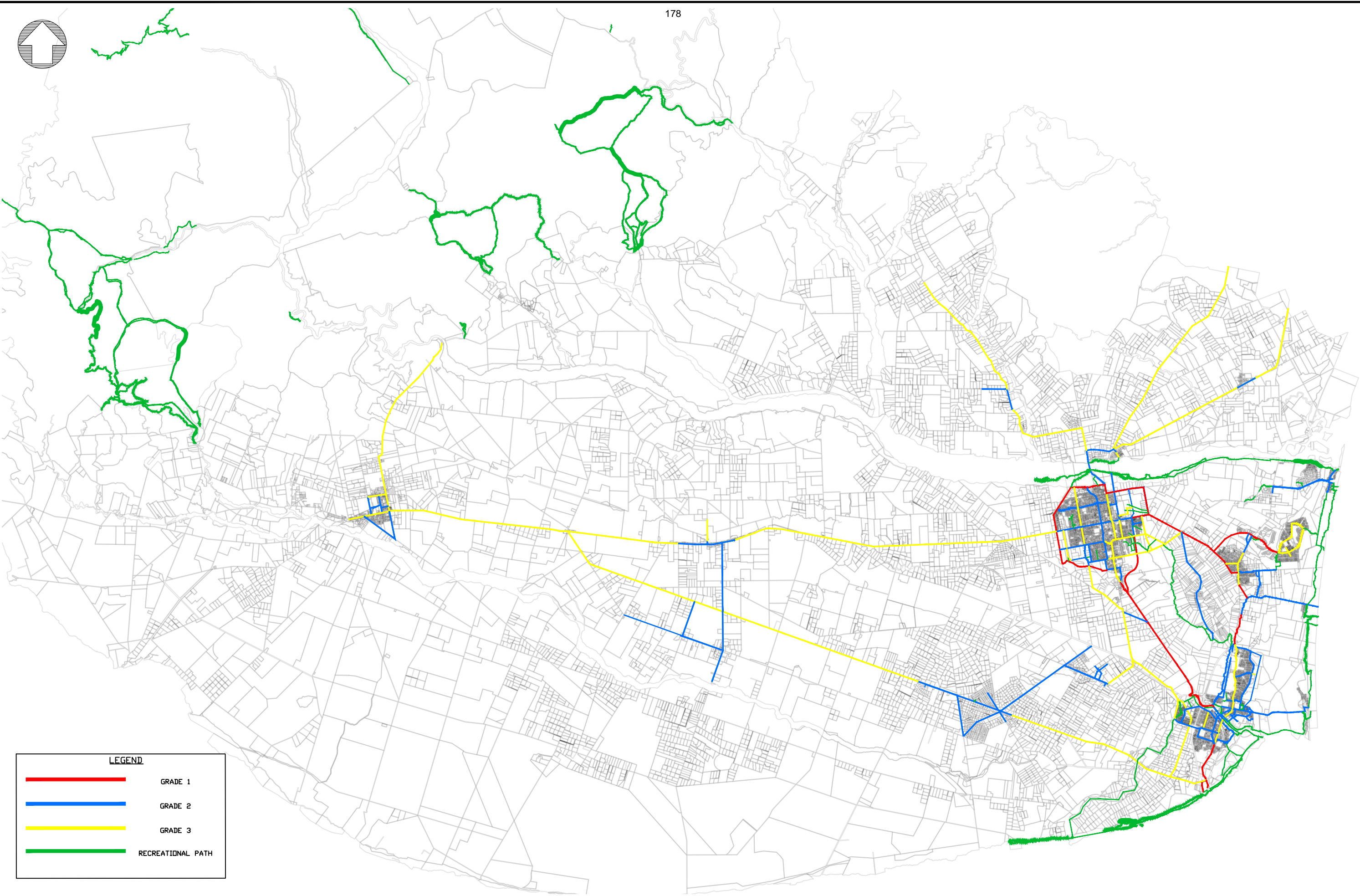
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	ASHLEY (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
13	A



LEGEND

	GRADE 1
	GRADE 2
	GRADE 3
	RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	DISTRICT WIDE (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
14	A

Your feedback

SURVEY RESPONSE REPORT

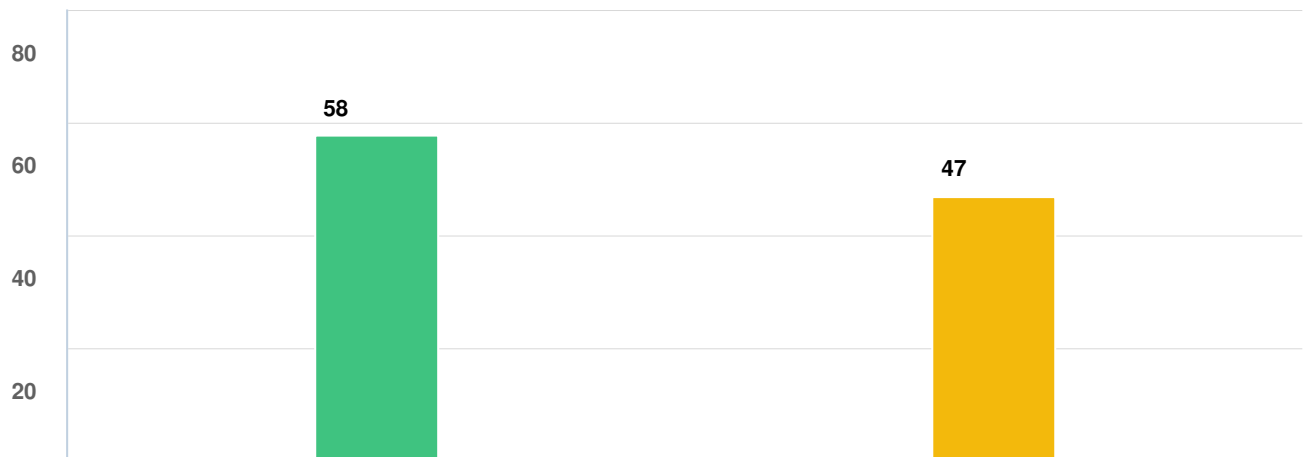
21 February 2020 - 07 July 2022

PROJECT NAME:

Walking and Cycling Network Plan



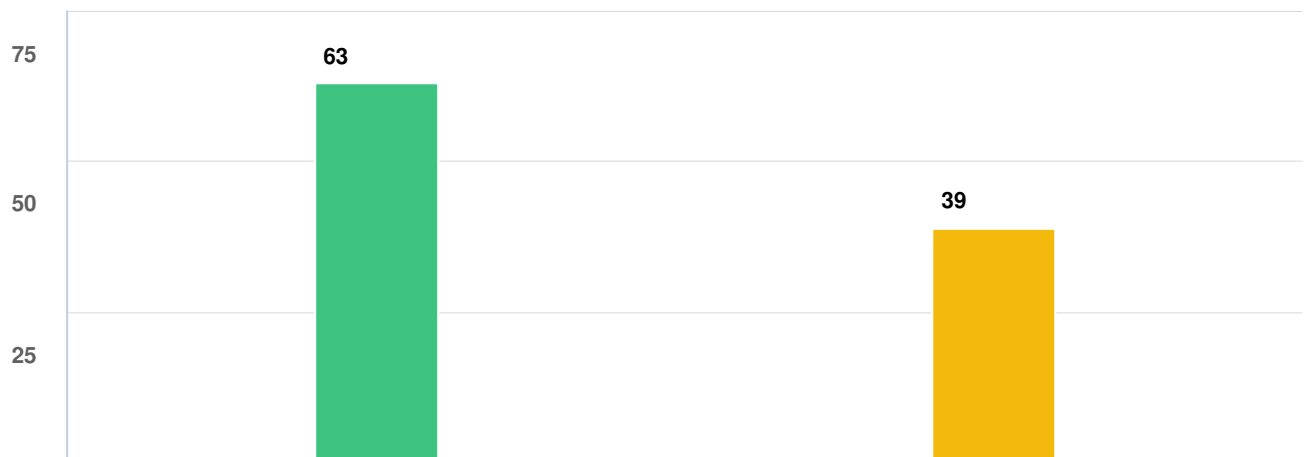
SURVEY QUESTIONS

Q1 Have we got the right links and connections in place that provide a complete network?**Question options**

- Yes - I fully support the plan No - I would like links to be added or removed (please tell us which ones below)

Optional question (104 response(s), 13 skipped)

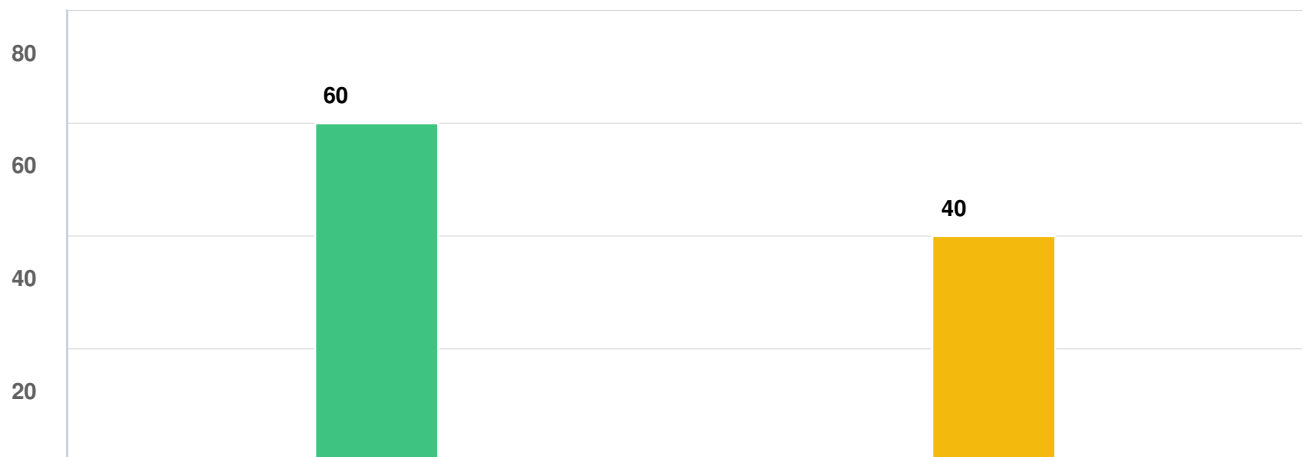
Question type: Checkbox Question

Q2 Do you agree with the prioritisation of the routes in the priority 1 group?**Question options**

- Yes No - please tell us what you would like changed below

Optional question (101 response(s), 16 skipped)

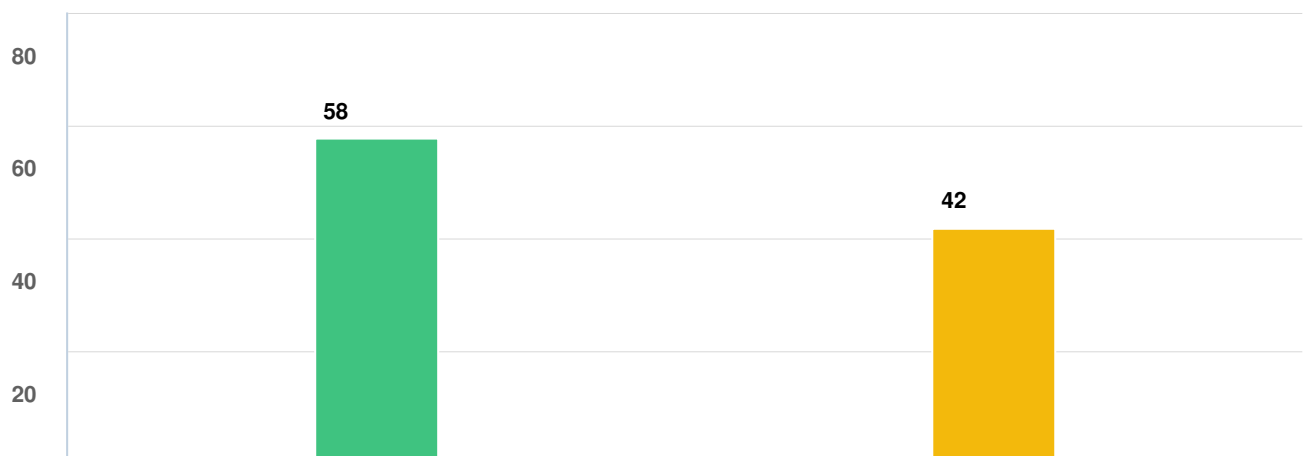
Question type: Checkbox Question

Q3 Do you agree with the prioritisation of the routes in the priority 2 group?**Question options**

Yes No - please tell us what you would like changed below

Optional question (100 response(s), 17 skipped)

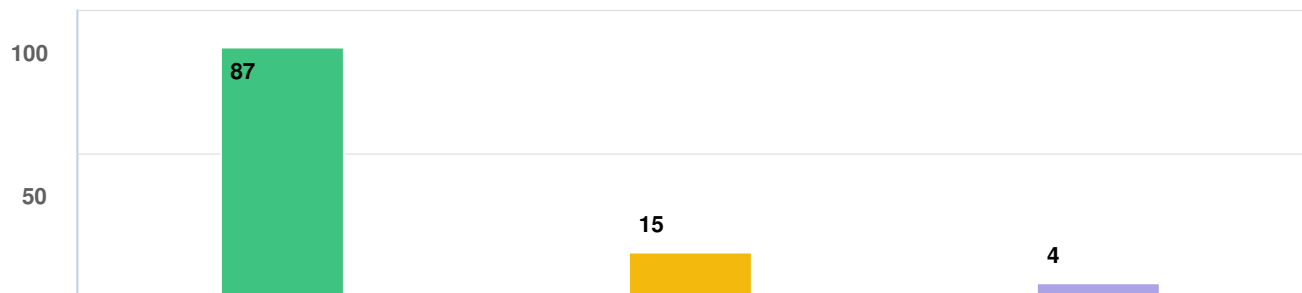
Question type: Checkbox Question

Q4 Do you agree with the prioritisation of the routes in the priority 3 group?**Question options**

Yes No - please tell us what you would like changed below

Optional question (99 response(s), 18 skipped)

Question type: Checkbox Question

Q5 What level of investment should Council contribute to building this walking and cycling plan?**Question options**

- More investment - Support a higher level of investment by Council in building this walking and cycling plan, meaning that the priorities will be delivered in less than 10 years (subject to funding approvals).
- No Change - Agree with the current level of investment by Council in building this walking and cycling plan, meaning that the priorities will be delivered within 10 years (subject to funding approvals).
- Less investment - Support less investment by Council in building this walking and cycling plan, meaning that priorities will be delivered in a time period that exceeds 10 years (subject to funding approvals)

Optional question (105 response(s), 12 skipped)

Question type: Checkbox Question

Q6 Any other general comments or feedback on the walking and cycling network plan?

There are lots of tracks around Mandeville but there is no track to connect from North Eyre road down Mchughs Road to the shopping centre that is family friendly. A lot of people use the track that is there now even though it is not easy for young children. This needs to have a better surface.

Tram Rd is unsafe to bike along.

Lets do it!

It is currently unsafe for my children to walk down the road to school, and it is unsafe for high school students to walk to the bus. There is a large dip in the road to the east of Loburn school and a creek without a crossing - the kids have to walk onto the road at the bottom of the dip to cross, it is an 80k road, I have whitnessed a child being hit from her bike due to poor visibility, this is a safety issue that I raised with the council a few years ago

We 100% would love to have a footpath down Tram Road between Mandeville and No10 Road - this would mean that my children can safely bike to and from school and even walk in winter without getting wet feet. In the future, it would be great to see a path down No10 and Wards also, as I feel a lot of our community on this side of Tram do use this as an exercise means, and the speed on our roads is 100km, so I feel a path would be great from a safety perspective also (as well as keeping our feet dry)

Good cycling and walking trails should be considered a priority. As well as providing alternate transport options they will improve the quality of life for current residents. All trails planned should avoid being directly beside SH1 - the trail currently between Woodend and Pegasus feels like a death trap and is certainly not relaxing to ride. There is currently a lack of safe routes for school children to get to the schools they are enrolled at within our district. (Waikuku and Woodend children are zoned for Kaiapoi).

I think the more dedicated pathways we can have the better, its more

5/31/2022 02:42 PM

enjoyable and safer.

The council needs greater vision. Having lived in The Netherlands, Germany, UK and Belgium it is pathetic what NZ deems appropriate for cycle ways. Investment from council and developers in the area need to grow our cycle networks on minor roads or protected ones on dangerous roads such as Tram Road. As a land owner I would happy donate some of our land to the council to allow cyclists and walkers etc to use safely.

It is LAUGHABLE to spend the money the council is spending on a multi story car park when Waimak district roads are so dangerous. Tiny, meaningless improvements within ten years? You are unbelievably out of touch. By 2030, LESS than ten years away, NZ has the publicly stated goal of reducing carbon emissions by 50%. What is the Waimak region doing to contribute to this goal? Are you even aware of this goal?

Dog friendly walkways and cycleways need to continue to be a priority.

I am 100% on board for the need of a safe walking track from our local school, Swannanoa, to the hub of our community being the mandeville village.

Would like the walking Track to be as far away from the 100km road as possible. Especially for little kids that walk to school down Tram

Promoting walking and cycling in this day and age is positive and therefore it is important to provide the network for this to be achieved.

It seems to be continually that woodend is increasingly forgotten for such a growing area I highly recommend you take a stroll on our deteriorated footpaths then play cat and mouse with the traffic this is what we as residents do everyday it is simply not acceptable and unless you have experienced it very hard to believe.

This servey is specific to those" for"cycle way - in the climate were currently in ... waste of ratepayers money

Country roads are quite unsafe to walk on in this area. Even if a grass verge was developed to allow enough room for pedestrians and vehicles.

I'm so excited to see that this is in the plan - we need to encourage families to get out and exercise more and make it safe to do so.

Really need to prioritise woodend to Kaiapoi cycleway

Once completed this will be a thorough network! I look forward to seeing this realised across the Waimakariri District. As a district we should be pushing to expedite and prioritise investment in cycle and walking infrastructure associated with getting our tamariki to/from school and associated activities (i.e. sports grounds and community facilities). Promoting and normalising active modes of transport for our tamariki will have long lasting positive effects for future generations. Routes that are associated with school commuting should have higher investment to achieve the Low Confidence Rider level of service wherever possible.

All cycle paths need separation from the road. Bob Roberson drive needs clearer signage, is the path on the north side a cycleway or not?

Cycling has become popular with all age groups and we should continue investment. Safe cycle ways are important for connecting communities, promoting exercise and wellbeing, and reducing emissions from motor vehicles.

I regularly cycle into Christchurch from Loburn and am so grateful for the improvements in the last few years.

I think it's great that there are plans for new cycle and walkways.

The current Woodend/Rangiora cycle path is brilliant, I use it regularly. I also organise the womens cycle group at Pegasus and we use all the main cycleways including the beach track. I try to keep the group off roadways where possible, but there are some gaps.

Its idealistic nonsense. People do not need expensive tracks to exercise on: they can exercise anywhere! The expense of ongoing maintenance on these tracks further burdens the rate payers. Cyclists pay none of these expenses, and do not even need a license! Should be USER PAYS.

Cycle ways can be very dark. This could do with future investment.

Can't support these proposals until they include some of the more neglected parts of the district.

Great to see a district wide plan proposed. No point having trails if they run out & don't link up with trails a few kms away.

The cycleway from Tram Road into Cranford Street is excellent. Also living out Fernside/Springbank/Stoke/Cust we have no bus service so if you don't have a car you need to ride your bike. Because apart from the Oxford Road we get beggar all else in terms of service for our rates.

The new paths are used so much - the people who care love them!

All areas have links already. Why does Rangiora to Cust not have any?

In my view the path along Tram Road to Swannanoa School only requires a shingle surface with the Mandeville Rd path becoming an extension of the road on the South side of the road.

The plan looks pretty good.

The proposal has the language of "safety" and "rider confidence". Even confident riders are killed by inattentive or less careful drivers. These cycling initiatives should be ALL about safe passage for cyclists, and that means cycleways that are physically separated from roadways by some form of construction, not just a painted line.

I ride a road bike and it is currently an extra 40 km/2 hrs because it's too dangerous down SH1, so I go through Rangiora. Thank you for a non-cynical plan

Be flexible to adjust to new population plans and other developments that could re-prioritise plans.

The proposed cycle path of most interest to me is the link from Woodend to Kaiapoi. The route using Sandhills Rd and linking with Old North Rd would be my preferred choice. (Option B)

Thanks for your email. Great points. I will get to put the Cycle-way on the Agenda for Monday night so we can discuss the topic and then get WCA backing to push for a Priority One rating. It would seem when we talked with Don Young the WDC 'Senior Engineering Advisor' that they were very open to hearing what the community thought were the priorities. So I think if we make a noise we will be heard. Thanks & regards, My thoughts on cycling proposed track between Woodend and Kaiapoi are that it needs to be priority 1 not priority 2 as is currently proposed. My main reasons for this are: 1: Woodend and Pegasus are in the Kaiapoi High School zone. It is very unsafe without a cycleway between Woodend and Kaiapoi. Due to this most of these high school students cannot choose the option of cycling to school. This is concerning as with the big push throughout New Zealand and indeed through out the world is to get more people cycling in order to protect the environment and slow the climate change and also improve people's health by cycling for exercise. Therefore if high school students get into the habit of cycling to school they are more likely to continue to cycle throughout their life. But if they can't cycle to school they are less likely to start as they become adults! With all the growth in population due to new subdivisions such as Ravenswood and quite a few others, the school rolls are increasing fast! Therefore more and more high school students will be needing to get from Woodend and Pegasus to Kaiapoi . With this in mind the Kaiapoi Woodend proposed cycling track must be installed as soon as possible by making it priority 1 instead of priority 2! 2: With the huge increase with so many people of

all ages cycling in recent years it makes perfect sense to have a better network of cycling tracks that link up to form a good circuit around Woodend, Kaiapoi and Rangiora. At present there are good cycling tracks between Rangiora and Kaiapoi and between Woodend and Rangiora. The missing link is between Woodend and Kaiapoi! Surely it should be a priority to close this missing link as soon as possible by moving the priority level from 2 to 1! Yours sincerely.

Generally looks good.

Fantastic progress has been made in recent years and this is reflected in the number of people I've seen using the lanes.

The longer you take the more it will cost. I don't see anywhere apart from perhaps the images of paths about the type of surface you would have. Sealed cycleways gets more cyclists off the road - even the lycra clad one's.

There a lot of people riding to Kaiapoi from Christchurch and get lost then where From Pines to Woodend A lot with electric bikes struggling through stiles and tight gaps

Cycleways and Footpaths should be sealed and *not* gravel so that all cyclists can use them (not just commuters). Cyclists won't use gravel paths for skinny tyres, roads like Kaiapoi Pa Road and the footpath that runs from Waikuku to the beech are no use to cyclists, only commuters. Please make sure you consider cyclists and commuters. I commute on both road and mountain bikes, and ride a road bike at the weekends. Failing to account for actual cyclists (MAMILS) will mean the plan failed. The cycleway from South Kaiapoi to the city is amazing, but from where the cycleway ends at the start of Kaiapoi around the back is a failure due to the stopping and starting and most cyclists will still go through Kaiapoi township.

I think spending good money on the cycleway to link small communities shows better foresight than spending it on a sport stadium in another city which requires transport to get there.

I think a simple path connecting Oxford to Cust and in the future linking up with the already established Kaiapoi or Rangiora networks

would allow more in the community to explore and enjoy our beautiful district. Currently my children bike approx 10km into Oxford. Although we are on the main road they take a back road route for safety reasons but can not avoid having to navigate the busy Oxford Rangiora Road in part. My 14 yr old is using this as his main form of transport to school and it is fantastic for his health and well-being. If there was a basic path along the old railway tracks then this would allow for a safer route and enjoyable bike ride for the whole family to be able to bike to Oxford and explore the region more through to Cust and beyond. Currently the main road does not allow a safe comfortable route for cyclists with minimal suitable terrain for an enjoyable ride for both children and adults. The increase in traffic along the Oxford Rangiora Road and number of large vehicles that take up the majority of the road mean that I try to spend as little time as possible on this road when cycling. Currently if the children are biking along this road they use the old railway track but it's a pretty tough ride on the long grass. With the number of small block holders along this road it would be great to have a way to enjoy our surroundings without having to get in the car, allowing for "on the doorstep" exercise and lower our negative impact on the environment. During lockdown it was wonderful to be able to safely enjoy the beautiful environment we live in with less traffic on the road and being able to walk out our front gate. I believe that a simple cycle/walking path would allow us to enjoy this once again.

Incentivising active transport modes is a long term choice.

I am sorry to see that there is nothing planned for a cycleway from Rangiora to the Loburn area. I live in North Loburn and realise that a cycleway right up to this area is a dream, but a lot of cyclists use this road including myself and it would be wonderful to see a cycle track from the Ashley bridge (north side of the river) on the left side passing Fawcetts Rd (which is a very dangerous spot for cyclists)and carrying on up to Loburn Lea. This would at least eliminate the most dangerous part of the road heading up to Loburn.

Taking my grandchildren biking around maderville and Ohoka is so dangerous. Cars don't care that young ones have no where to go when cars are all over the road. Someone will definitely die on the roads the way they are. Even a white paint line where bikes can go would be fantastic.

In support of the Swannanoa school to Mandeville path.

The priorities are not what is worrying me. It is the lack of consideration for all road users and the demographics that live in our region. Firstly the large curb areas that you are putting in to slow traffic have a huge impact on trucks, vans, and buses not being able to safely use the roads. There is a complete lack of signage about who can use these walkways, and cycleways and no one seems to be able to tell us the rules. Can scooters and bikes use a footpath as of right and if so where? If not then why do you show photos of pedestrians and cyclists sharing a space? It is completely unclear, and frankly dangerous. Some cyclists for instance, simply yell at people out for a walk, step aside coming through, as though they have all the rights. A huge educational campaign needs to happen, signage needs to be put in place once that has taken place with the community. Everyone in WDC policy areas, seems to forget that we have the highest or second highest number of New Zealanders over 65 living in our District and we should be catering first and foremost to their needs. They need to feel safe and valued, not shouted at and made to feel threatened when out walking etc.

All cycle/walkways are excellent at the moment but more are always appreciated

I think separated cycle-ways/paths should be included in this 3-year plan for roads around rural schools and in rural settlements. The district council made the following key priorities in their plan in 2017:

1. Safe Travel - providing safe walking and cycling access to and from schools cycling and walking access to and from school, and
2. Community Connections - working towards safe and convenient walking and cycling within and around smaller settlements and rural areas.

Since 2017 no improvements in walking and cycling involving roadside separated paths have been made in Loburn. To the best of my knowledge other rural schools have also missed out. No new separated cycle-ways/paths are included in the plan for Loburn, over the next 3 years either. Medium and high confidence routes are not an acceptable solution for school children. Rural children are disadvantaged because they lack safe areas to practice their roadside cycling skills. Research supports the idea that separated cycle-ways/paths are a key driver in increasing cycling and walking. See link below. I would like to see as a minimum, a separated Family Low-Confidence cycle-way/path from Leigh Camp corner to Loburn School and plans to extend the path westward from the school in the future. <https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

As a regular cyclist, I prefer to ride on quiet roads. Putting cycle lanes on busier roads opens up the options of where I can ride. Work in areas with with no through traffic (i.e. Tuahiwi), in my opinion is wasted money. I discussed this with our Sunday cycling group (20 members approx.) and most agreed

I think the Plan should also include recreational walking and cycling tracks in the district so we have an accurate plan (ie Tuhaitara trail/Pegasus Trail). These recreational tracks are valuable connectors and help to create a safe and varied network, they are also valuable connector routes. It would be good to ensure existing cycle and walkways are well maintained with any shrub or tree overgrowth dealt with promptly. It would be good to see some of the AP20 paths sealed ie Waikuku beach and Woodend Beach which will help with maintenance. I would like to see better cycle and walk way connections to the new mainpower stadium. You have created a very popular hub with stadium, tennis, cricket, hockey and soccer however most people get to their via car. The footpaths from Ashley Road to the train tracks does not have good street lighting and the is no footpath or cycleway eastward which could connect to golf links road, southward to Rangiora/Woodend Road. I really support the proposal for a cycle/walkway between Woodend and Kaiapoi especially for high school aged children to be able to bike to school they are zoned for.

Would prefer more investment, but go ahead with the plan. Thank you for the plan and all the best in getting the plan done.

Rural communities have no pot of money to dip into to get paths to connect their communities. Such areas have been left out of the network and have no infrastructure to allow for safe travel other than in a motor vehicle. Yes, most people want to maintain a rural feel and yes we don't have the density of population that other urban areas have but it does not mean that we don't want alternative ways to travel around and within our own communities. Linking schools to homes should be an utmost priority. How do children get to school if they live out of the bus zone?? There is no safe alternative to having someone drop them off and pick them up. The Swannanoa/Mandeville area is a great area to put these connections in as we have a community hub at Mandeville with the shops and sports centre and we have the school somewhat disjointed from this. By linking these areas you will be going a long way to connecting the majority of our community and providing alternative transport routes. This will promote future proofing our communities and allowing our children to grow up with less dependence on motor vehicles. Other

than this funding we currently have no other way of getting pathways. This is why I think we should make our rural communities a priority for the spending of it. It is also time to think about other means of funding for these areas so that we are actually able to get the infrastructure we need. Perhaps adding a pathway rate to be spent only on our local areas?

Excellent idea for Harewood Rd/High Street, Oxford. This area is very popular with walkers but walking in the long grass is less than ideal and cycling in it is very difficult, a large portion is 100km zoned as well. This will also link several points in the town with the Oaks Walkway/Proposed Dog Park

Given the development at Ravenswood, there is likely to be a significant increase in traffic on the Woodend/Pineacres section of SH1 so some consideration should be given to prioritising cycle connections between these points to allow safer/more direct commuting.

I reiterate that the proposed schedule of building is too slow. We need to get people out of cars sooner, (for reducing transport emissions, for health, for road safety and reducing congestion) not wait up to 10 years. There are several routes that are shown as planned cycleways on the various maps that are not listed at all in the three priority lists, including several links within Rangiora, Kaiapoi, Oxford, Mandeville, Ohoka and Tuahiwi and also rural arterial roads such as Oxford Rd and Tram Rd, and the indicated improvements north of the Ashley River.

Our submission we agree with the extension of the tram road path and the path from the mandiville shops to the sports centre Changes we suggest Instead of creating a cycle to Oxford down tram road make this path go down north eyre road. This would be a safer road to use and also help connect west eyreton school Additional we want to extend from Two chain road all the way to the Mandeville village from Tram road down Two chain to North eyre Down North eyre to the cross roads From the cross road up number ten to tram road Some safe crossing point to connect the north side of tram to the path

Thanks for your work on this, you're doing a great job in making the district more accessible and connected for cyclists and pedestrians

For the Swannanoa area it would be good to connect to the other pathways so take also from Mandeville and McHugh's to connect into the cycle/walkways that go through the various areas. Especially the first bit which see often elderly people walking along a muddy berm.

We need one that Swannanoa kids can bike to school

I would like to see a connection between Ohoka and Rangiora through Mill Stream from the end of Bradley's Road to Easterbrook Road. Especially with the growing population in Ohoka this is the most direct route to Rangiora.

As Kaiapoi High is the school used by Pegasus children, a safer alternative to a route along SH1 should be made a priority. Consideration for safe access to Ravenswood shops from Pegasus for pedestrians/cyclists is an essential need.

May be some safety and respect campaign. cyclist <----> Car driver (goes both ways)

The path from SH1 to Infinity Drive roundabout in Pegasus is very popular with walkers, runners and cyclists, yet it has no signage designating it as a shared path. It would be good to see a significant improvement in signage and maps, particularly to help people find the paths and the connections between them.

I would like to see a cycleway/walkway sealed along McHugh's Road where the old railway was.

keep it up and get on and do it

Oxford Do not agree with a cycleway along Oxford Main Street. Already too narrow with car parking either side of the road. An increasing use by heavy traffic and cars. The speed limit at 50kph is too fast in many cases for the walking public to feel safe and confident using the three legal pedestrian crossings. An alternative route for cyclists would be coming into Oxford from the East to use Barracks Road Weld Street Church Street and along Bay Road to access West of Oxford. Access to Oxford shopping area could be via

High Street & Burnett Street. Reids Lane following the Old Railway line from Burnett Street through to Bay road should not be upgraded to a cycleway. This footpath is used by parents and children to and from school, many parents with toddlers and pushchairs as well as dog walkers - already safe walking but less so if constantly used by cyclists.

Cyclists and pedestrians should be kept apart. Until cyclists are obliged to fit (and use) audible warning of approach they are a menace to walkers

Clearly there is insufficient funds to complete even Priority 1 links & that is for 1st 3 years. Let's concentrate on best value & key structural links 1st. Surely Waka Kotahi should fund the SH1 link 100% a straight away. Rolleston have funds for a new 100m bridge so why not a few million for Woodend/Kaiapoi

I would like to see better linking up of cycle/walkways on the eastern part of Rangiora. This would be feasible walk/cycle path AROUND RANGIORA. Nearby public toilets and cafes could be highlighted. also bus stops. Please ensure all these new pathways are accessible to walkers except where there is already a clear footpath.

A good start that is encouraging more people out to enjoy the great Waimakariri countryside

If only the LTSA were more use...

Is this really a "walking" and cycling plan? It appears to be a cycling plan. Walkers don't count and those that run and jog even less so. I get the impression that you will build for cyclists and other modes of transport on wheels and assume that that's best for pedestrians too. I would like you to consider the following: Pedestrians interact with a surface by foot strike whereas wheels roll over the surface. Hence, surface construction for pedestrians has different considerations than wheels, but do councils acknowledge this? The best surfaces for pedestrians are natural surfaces, and in instances where these are considered too muddy, dusty, ... artificial surfaces that mimic natural surfaces need to be used. Asphalt and concrete are very hard and send forces through a pedestrian's body with foot strike, so softer surfaces need to be used to prevent injury. What's the point of a doctor prescribing exercise to someone who is obese if a few weeks

later they are suffering from knee or hip pain. The faster a pedestrian the more forces through the body when a foot strikes a surface. Those who walk will usually have one foot on the ground, but if you are running both feet will both be in the air for considerable time, increasing forces when they strike the ground. Sideways camber places much strain on hips, knees and ankles, but engineers design for wheels and built in suspension in vehicles, but do not consider the impact sideways camber has on pedestrians. Otherwise they would eliminate it on man-made footpaths. While shingle paths are better than asphalt and concrete they are far from ideal. Shingle is noisy, moves under feet, little stones get into shoes and sandals, and generally so much more unpleasant than grass but councils insist on "improving" the pedestrian paths by adding shingle and edging that you can sprain an ankle on. Then a few years later the path is "improved" with asphalt! "Shared" paths only benefit cyclists and wheels. Often it has been a footpath that now becomes available for wheels too. It is built for wheels. The design is for wheels, and then it is assumed to be for pedestrians also. But if a path gets busy it is the pedestrians who find it most unpleasant and some no longer feel safe using it. They feel intimidated by cyclists traveling faster and being higher and bulkier than them. Whereas, if you are a pedestrian on a rural road, you face oncoming traffic, on a shared path you are expected to keep left whether on wheels or a pedestrian. The most available activity for health and well-being for all age groups, regardless of disposable income, ability, exercise time for the time-constrained, and access, are pedestrian activities, yet councils do not design their infrastructure with adequate consideration of pedestrians. There is a need for pedestrian-only spaces and paths designed for pedestrians away from busy roads. The only wheels permitted should be those being pushed by pedestrians - prams, buggies, wheelchairs and walkers. This would improve the health and well-being of the population by reducing loneliness, obesity and lifestyle health issues. Pedestrian paths need to be considered as much for their health and well-being benefits as their means of transport. This is also often ignored by councils when designing infrastructure. Pedestrian path construction can include using recycled rubber from vehicle tyres, so as well as benefiting pedestrians it will also benefit the environment. Paths can also be designed to be porous, so no longer requiring a sideways camber. Recycled rubber paths will also have more give than asphalt, hence less likely to crack and cause trip hazards around tree roots. As water will not pool on them, in winter they will be less slippery. It would be great to have some rolled verges on country roads that are mown when needed to create pedestrian paths on natural surfaces a few metres to the side of rural roads. It would be preferable to have separate paths for pedestrians to cyclists. Some slower pedestrians will cover as little as 2km/hour, whereas, particularly with the rise of e-bikes, these will travel in excess of 30km/hr. Yet they will be expected to "share" the same paths.

Cycling, e-bikes, scooters and other wheels are an industry with bike shops and requiring ongoing maintenance. So a network is created that doesn't exist with most pedestrians. Hence those on wheels have a greater influence because they have a network and are considered more of a financial benefit than pedestrians. But there are more pedestrians. Thank-you for the opportunity to comment.

We've ticked 'Yes' to items 1-4 above but are actually neutral regarding those but we have the following comments in general: The Greenway Layout example - we think the road judder bars are a nightmare for both cyclists and motorists and an unnecessary expense. Plus we have concerns over the impact that speeding up and slowing down in a car will have on sustainability. Unsure what you are planning for Skewbridge. Are you aware that there's an existing track on the south side of the Main Drain/Cust River through to Threlkelds Road? However, it's extremely difficult to cross the road as the track swaps from North to South at the bridge. Maybe the cars need to be slowed down for the bridge? If this connection was sorted in some way, it would enable a really enjoyable and safe ride from Kaiapoi through to the far side of Ohoka. We're presuming that a lot of these proposed tracks are to allow bikers safe access to schools(?) If so, we are surmising the link between Williams Street, Kaiapoi, and Sandhill Road, Woodend is to accommodate people biking from Woodend to Kaiapoi to work and vice versa as there is no obvious school connection(?) We only ask about this because there is the existing track down at the beach for recreational cycling. The cycle ways you've already provided are fantastic and we use them a lot! We've just spent a few days in Nelson exploring their tracks and noted their abundant use of signage for both cars and cyclists. With this in mind, we think there should be some warning signage at the 5 cross roads for motorists. Visibility for cyclists is now inhibited by the new (higher) fence on the corner of Boys Road/Tuahiwai Road and cars coming from Woodend turning into Boys Road are often travelling at break neck speed! Getting across this is very dodgy! Thanks for giving us the opportunity to provide our feedback.

Changes need to be made urgently. I'm a competent rider, but tram road is very narrow with 100k trucks going past and currently little to no median before you tumble into the grass is going to kill someone. I used to try and ride my kids to school but it's too dangerous and just drive them now. There should be a cycle way from the mandeville shops right through to Swannanoa school at a minimum

The council expenditure is already an overburden to rate payers. By cutting speed limits and using signage suggested routes could be

mapped out.

The network indicated on the various maps look to be a considerable improvement on the cycling facilities currently provided. It moves on from having a few isolated cycle specific facilities, and makes an fair attempt at a connected network that give road users who cycle some choice of routes. It looks great. Cycling is seen by many as a recreational activity only and yet it can be a viable transport option for short and medium length trips. For some, the growing popularity of e-bikes increases the length of trip that people are able to make by cycle. If households feel able to make these trips by cycling then it can be a win on several fronts, reducing pollution, emissions, and traffic congestion, increasing health and well-being, and saving money at a time when the cost of living is a real concern. Providing a network of usable cycle routes is not the complete picture. Wherever people might start and end their journey there might be disincentives to cycling. Are existing residential areas easy to navigate by cycling? Are new areas being designed that way? In lifestyle blocks close enough to town, are there good routes to use? Do likely destinations such as shops, town centres, schools, sports and community facilities have good cycle access and secure places to park and lock cycles? I should say that it's unlikely that expanding the network in this way will make any difference to the amount I personally cycle. I have cycled nearly all my life in many parts of New Zealand and a little beyond. Having moved to Rangiora, and currently trying early retirement, I've been enjoying cycling more, from local errands to shops and facilities, exploring right around the district, as well as expeditions further afield. I have developed my own safety techniques to manage risks when cycling on road, and I haven't yet come across a WDC controlled road that I'm not prepared to cycle on (although there are a few I prefer to avoid at peak times). However, he people you should be aiming for are those that are or might be interested in cycling but are currently too concerned about cycling on the roads as they are at the moment. The funding environment of picking specific projects, making a business case for Waka Kotahi for co-funding them seems to favour big concentrated projects. There are certainly places in the district that these are needed more urgently and I think these have largely been correctly identified. I provided some specific comments on these priorities for inclusion in the Spokes Canterbury submission and don't feel a need to repeat them here. Please let me know if those haven't been received. However, that leaves some big questions While concentrating on the priority projects for the first 9 years, can anything be done on the remainder of the network that's been identified? Unless it is, the connectivity of the network, which looks so attractive and compelling, is not achieved. I have some thoughts on this in the last section of this submission. There are several routes that are shown as planned cycleways or cycle routes on the various maps

that are not listed at all in the three priority lists. These include - several links within and around Rangiora -several links within and around Kaiapoi -several links within and around most of the smaller centres -our major rural arterial roads such as Oxford Rd and Tram Rd, -all of the indicated improvements north of the Ashley River in come case these are needed so that the priority projects actually connect to something, for example the Railway/Torlesse/Coronation St work would be far more useful if it linked into routes further into Rangiora (probably via King St). Expecting a high level of protected or separated cycleway on all these routes is likely to be wishful thinking, but some lower cost treatments could help considerably. One option within towns is upgrading existing footpaths to shared use paths where possible and appropriate. Other options include on-road cycle lanes, increased shoulder widths, and signage at merge or pinch points. These could be justified in terms of general road safety, and I'd support them because they reinforce the idea that cycles are legitimate road users. I'm not sure what the best treatment is for rural roads, especially where they become feeder roads into each town. It's possibly to ensure there's good shoulder width and recognise (either by fixing or providing warning signs) where there are pinch points or reduced sight lines (e.g bridges, intersections, corners). While we have some early samples of "sharrow" markings used in low-traffic places in the district, perhaps the guidelines for their use would now allow application in more places – such as approaches to small roundabouts or in main streets which have some traffic calming such as High Street, Rangiora and Williams St, Kaiapoi. Increased use of sharrows, as well as conventional warning signs, might help raise awareness amongst all road users that the best advice for cyclists in some dodgy road situations is to "take the lane". Ironically the road in the district with the best non-specific provision for cyclists is probably Lineside Road. As a State Highway it has shoulders that are wonderfully wide as default cycle lanes. However, the rush-hour traffic peaks and facilities at either end are disincentives to cycling.

As co-funding with Waka Kotahi is indicated, at least for the prioritised routes, we would assume that projects will follow the network design guidelines published by Waka Kotahi, and it may be that their business case analysis is part of the funding equation. These measures would help ensure that cycleways are built according to best practice. There are several routes that are shown as planned cycleways on the various maps that are not listed at all in the three priority lists. These include -several links within Rangiora Oxford Rd – High St – Kippenberger Rd Boys Rd – South Belt – Pentecost Rd Fernside Rd – Townsend Rd – West Belt Johns Rd – Northbrook Rd King St – Envrtion Dr Kingsbury Ave – Wales St – East Belt Golf Links Rd – Coldstream S – River Rd a new "western bypass": South Brook – Lehman's Rd – racecourse -several links

within Kaiapoi Ohoka Rd – Isaac Wilson Rd – Robert Coup Rd Courtenay Rd – Hinton St – Raven Quay Island Rd, Silverstream Bvd – Adderly Tce – Fuller St Cass, Davie, Smith Sts linking Skewbank Rd to Ohoka Rd a wider bridge at the end of Raven Quay? a new northeastern link – East of Williams Rd -several links within smaller town centres Oxford: Ashley Gorge Rd, Bay, Church, Burnett & High Sts Mandeville: Bradleys, McHugh, Mandeville, No 10 & Wards Rds Ohoka: Bradleys & Threlkelds Rd Tuahiwi: Tuahiwi Rd Cust: Mill Rd Waikuku Beach: Reserve Rd, Park Tce Woodend: Copper Beach & Woodend Rds Pegasus: Lakeside ,Tiritiri Moana & Te Kohanga Drives -main rural arterial roads Oxford Rd, Tram Rd, Island, Ohoka, Skewbridge, Flaxton, Fernside, Boys & Tuahiwi Rds -all of the indicated improvements north of the Ashley River Upper Sefton, Marshmans, Dixons, Lowburn-Whiterock & Hodgsons Rds When are these planned? For routes that are well outside of the town areas, it might be sufficient to have cycleways that are of a different standard to that expected in an urban setting. The concerns for cyclists there are whether they are confident judging interactions with vehicles at higher speeds, whether there is sufficient roadway width for them to be comfortable when passed by those vehicles, and being able to identify and safely interact with turning vehicles. An additional concern is the level of lighting appropriate to rural and urban routes to ensure safety.

Previously we lived for almost 30 years in Lees Road on the north end of Kaiapoi near Pineacres corner, and we still own property there.

I would like to make comments about each of these in relation to the Walking and Cycling Plan. I hope this format is ok for submission, as the tick box form did not seem to give enough scope. Tuahiwi At present Tuahiwi is not serviced by any of the cycle pathways. Residents may want to get to Woodend (the closest town), Rangiora or Kaiapoi. The shortest route to Woodend is down Turiwhaia Road. However, this is a narrow road and vehicles tend to travel at the speed limit of 80kph - so it is not suitable as a cycle way. The next best is to go back down Greens Road and take Te Pouapatuki Road to the south end of Woodend. Both these roads are wide enough for comfortable riding. The shortest route to Rangiora is to take Tuahiwi Road up to the Boys Road corner, and then use the new cycleway along Rangiora Woodend Road. However, although Tuahiwi Road is wide, it has a few bends and traffic travels very fast along it. I am a competent rider, and have ridden along here, and it is scary. To get to Kaiapoi one would need to go down south on Tuahiwi Road then down Revells Road. Once Tuahiwi Road leaves the village the road becomes windy. Revells Road is relatively straight, but it has quite a few patches and vehicles tend to move around to avoid these.

Both these roads are 80km, and vehicles travel fast on Revells Road (until recently it was 100kph). The combination does not make this a particularly safe cycling route. The plan is to make Tuahiwi Road a medium confidence road from the Church Bush Road intersection to the Boys Road intersection. Medium confidence means cyclists travel on the road. This would be ok in the township (which is 40km/hr limit) but not on either the north or south parts of the road (for reasons mentioned above). Ideally Tuahiwi Road, both north and south of the village, should have a separate walking/cycling track. There is enough room on the verges to allow for that. Whatever is done on the south section of Tuahiwi Road is not going to help much, as the route would end at Church Bush Road, and does not aid in getting to either Woodend or Kaiapoi. Designating Greens Road and Te Pouapatuki Road may help. Then you would also have a loop with Tuahiwi Road, Church Bush Road and Greens Road, and access down Te Pouapatuki Road. Tuahiwi is an established community. It deserves to have better access to the service towns, and whatever is decided to upgrade the routes should be brought forward into the Priority 1 scheme Lees Road area. When we lived there, Lees Road and Barkers Road were a no exit road so quite safe for cycling, but very limited. Since then Lees Road has been opened to Sovereign Palms development which creates a safe cycling route into Kaiapoi. I see there is also a route proposed round the back of the subdivision down to Beach Road. What a good idea. Williams St south of the Lees Road corner to the Old North Road is windy and should have a separate cycling track. Going north from Pineacres, I see there is a dedicated cycling path proposed to the east of the main road. That is good. Once it meets Sandhills Road it changes to part of the road. Sandhills Road is very windy and vehicles can travel fast along it. I believe this should continue as a separate track. It would then link up to the current tracks on Woodend Beach Road and allow safe family access to both Woodend or Woodend Beach Gladstone Park. Gladstone Park is home to Woodend Rugby, Netball and Tennis clubs, and I understand other sports may follow. We want to encourage young players and families to cycle there from Woodend. The present walking/cycle route (recently installed) finishes on the west end of the park, then travels through to Pegasus (which allows a safe route between Woodend and Pegasus). The route should be extended along Gladstone Road to the main entrance for Gladstone Park (approx 170m). This would then allow safe access to the park. This should come into the Priority 1 group, as it would tie in with the sporting nature of the park. Question 5 - I believe overall the sooner these walking/cycling routes are installed to all areas the better, so the Council should put in more investment to bring them about as soon as practicable even if that means an adjustment to budget planning. Overall it is good plan, but may require a few tweaks, and I appreciate the effort that you and your team have put into it. I hope my comments will be helpful in your review of the plan.

I have been meaning to send it in for weeks but never got around to it under my own email account and now time has evaporated. That has something to do with the part of the problem – registering! I can't get why I have to provide all these ancillary and unrelated details to WDC just to provide you with feedback on cycling and walking so I haven't managed to get into the survey as a result. Re the walk and cycle network plan can I say, as a long-time resident, long-time walker and cyclist in Waimakariri District, that it seems to miss a few tricks. To me it looks very road biased. I understand that you are the road controlling authority and this is the bit you focus investment on, but there are other linkages that don't seem to be considered. There are lots of off road tracks that provide arguably better and safer linkages through the district that aren't on the "road" network eg the stop bank between the Ashley Bridges to Waikuku is quite direct and completely off road (they run a walking event along it almost every year), and the surface is probably just as good as that of the 'medium confidence' track you have from the Cones road bridge to Rangiora (that one is described as 'cycle facilities with level of service similar to the major cycle route' in the 2020 greater Christchurch Mode Shift Plan but that is another story - images below! ... we are grateful to have it, trust me, so thank you for that). The plan you are producing needs to include these types of routes and how you link between them, not just the on street routes – eg if I was cycling between Waikuku and Kaiapoi I wouldn't go anywhere near the near roads you show I would use the track shown on page 29 of the Regional Mode Shift Plan which is off road and a lot safer (if a bit messier – I have done it with my wife many times and she gets a bit cheesed off with the track and the dunes but she appreciates that she wouldn't be biking if she had to go down SH1). I love walking and cycling in the Waimakariri District and I appreciate that you guys are trying to make things better so all strength to your arm for that, we need more of it. I just think that we need to look a bit more broadly at what is available and capable and maybe get beyond the "we can't get funding because it isn't part of our 'road network'". You guys have done some brilliant work in the last 10 years so keep it up ... the Passchendale Track and Woodend Rangiora links are just the best, and the walk/cycle connection across the Cones Road bridge has made my life better and safer so I salute your work. Happy to be involved in anything you do as a resident/user – I have many bikes that I have fallen off throughout the District and I am still a jogger and regular walker although slowing down by the year... you are doing good work despite my grumbles.

Generally in favour subject to impacted residents/tenants being consulted as each priority group progresses to work stage. Use

existing paths for shared walk/cycle.

there is one small marked cycleway in Pegasus, what you have is non-existing on this drawing.

I would like to see policing of the bike paths - ensuring drivers are giving space to bikers on the bike lanes. Priority bike lanes around schools.

Cycleway/walkway crossing SH1 at Pegasus urgent. Mirrors on the crossing. Elevated roundabout means you can't see what cars are actually doing in the roundabout and their direction of travel.

Optional question (87 response(s), 30 skipped)

Question type: Essay Question

7/06/2022 09:56 AM

Q10 | Let us know if you have any additional feedback about this proposal:

school children's safety should prioritise recreational cycle ways

Separation from busy/higher speed roads is important and there seems to be the land to be able to do this.

Do more. Better. Sooner.

Would like the council to be aware of the need to Add Along two chain road from Patterson's road to Swannanoa school (this is the area for children not eligible for the school bus.)

The Tram Rd is in the correct place at the top. Currently there is no safe path. Large stretches of the verge remain unkept as the boundaries are shared with properties that don't use the road. At times the grass is knee high. This forces pedestrians and less than confident cyclists on to a 100kph road. There is also no link from the subdivisions to the school. Limiting the ability to allow kids the opportunity to ride to school. Some parents currently drop children at the corner of Tram and No10 with their bikes so they are able to ride to school.

I submitted a petition from the community last year to have the Swannanoa school Mandeville path considered and my offer to meet with Mayor Dan and other planning committees still stands. Please just get in touch.

How are we looking to include micro-mobility (i.e. e-scooters, mobility scooters) into the walking and cycling plan? It would be interesting to overlay the usage data from Flamingo with where existing cycleway

infrastructure is and where the proposed cycleways are going.

We have lost the regular buses to Waikuku, so would think it's a priority to have a cycle/walkway from Pegasus roundabout to Waikuku. It's not safe for people- especially kids, to be biking on SH1 so they can catch the bus to school and home in the afternoon. Seeing kids crossing the main road at 3.50 pm to then bike to Waikuku is scary and an accident waiting to happen.

What would be great for the many Pegasus/Ravenswood/Woodend cyclists (the number must now be in the 100's) would be a cyclepath down Te Pouapatuki Rd left into Greens and onto Reeves Road, which gives the opportunity to get to both Silverstream and also linking with the new Motorway path, by using the Pasccendale into Kaiapoi. The speed of some of the locals using Reeves Road is a tad scary at times, but a cycleway through that area would certainly provide a loop from Kaiapoi to Pegasus, when the forest track is so muddy - and what a great ride that would be. We would link up with such a path, by biking through Gladstone Park and on to the lights at Woodend to cross there, round into School Road and head to the end of the Woodend bike path - which only means a few 100 yards on the road currently, to get to Te Pouapatuki Road. Cyclists from Christchurch could also use it as a safe alternative to biking from Pineacres through Woodend, we avoid the Highway from Woodend to Pineacres like the plague ! Opposite the end of Reeves Road at the Lineside Road end, is the beginning of the Passchedale. Leave it with you Chris Lambie

keep up the encouragement for people to cycle and keep up the cycle safety measures.

I would note that Courtney Drive is not on this list. I would not support any plan that included adding a bicycle lane to Courtney Drive and removing the street parking.

The cycle ways that are currently in place are awesome and have opened up so many more options for getting around by bike. It's just that link from Kaiapoi to woodend that is missing now.

This plan is mainly for cycling to work and shopping, not so much for recreational cycling. It would be nice if more recreational cycle routes would be developed around the district as well, especially routes that

can be driven without a mountain bike. In many cases this can be achieved through an improvement in track quality (for example along Ashely river on stop bank) rather than a whole new development. Waimakariri tourism would benefit substantially if there would be more recreational cycle tracks and with the many rivers there are many opportunities for beautiful tracks and with the reasonable flat terrain it would be a good attraction.

I have lived in Ohoka for over 30 years and would love to be able to walk or bike to neighbouring towns and centres by avoiding busy roads.

If would be good if this plan also included 'learn to ride facilities' and linked with the school cycle safety programme. Are there any learn to ride facilities in the district?

Confidential details please

Hubby and I are really keen for a Cycle/walk path from McHugh's Road to the sports centre We would use it heaps and heaps.

Thank you for putting this on the table and committing to making it easier and more attractive for people to get out of their cars and cycle (and walk) more

Without progress on the SH1 bypass, better safety for Woodend/Pegasus residents is a must.

It will be great to see it all done and if there is the opportunity to do it sooner, then please do!

From a bikers point of view it is important that bike tracks safely & easily are connected together. The overall plan looks good but delivery urgently required

Hi . Regarding cycle ways and safe cycle use within the Kaiapoi/Woodend areas. As a former highway patrol officer ex NZ police/MOT and of course a Cyclist, my two main areas of concern for cyclists safety in our area are: 1. When travelling north ,the northern section

of Williams street being the winding bends from the turn off to Moorcroft to the turn off to Sovereign Palms. Between these two points the road shoulder completely disappears meaning cyclists cannot ride completely to the left but are forced to ride out on the road proper. On one occasion I was forced to ride off onto the gravel and grass as a passing truck nearly side swiped me. My concern is that sooner or later a Cyclist is going to be hit by a passing vehicle. 2. The council has in place an excellent cycle way between Rangiora and Woodend, well done. However the council has not provided a safe way for cyclists to ride from Woodend to Kaiapoi. If one has to travel by cycle to Woodend they have to ride along the 4 km or so stretch of State Highway One with traffic including very heavy trucks and trailers passing very close by at speeds often in excess of the 80 km/h speed limit. If for what ever reason any vehicle has to venture into the shoulder area a cyclist becomes a quite literally sitting duck to be knocked off their bike and be seriously hurt or killed. If possible can these two matters be addressed at the councils next Road Safety Meeting? Thank you.

Can we please have street lights along Main N Road, very dark when biking at night and early morning.

Would certainly be nice to protect cyclists more than just paint lines on the road on those busier routes. Getting to/from lineside (passchendaale) cycle path can be hectic when it's the weekend

Great job!

As above

Response to Cycle/Walkways plan 1. exactly what are your aims - reducing C footprint by getting folk away from cars, health/amenity, tourism, safety, congestion. 2. The distinction of High to low confidence routes are meaningless if traffic is racing passed at 100kph. ALL cycle routes need monitored speed limits 50-60 max 3. Amenity routes need to consider ALL users cycle, walking, horse riding, carriage driving 4. Mapped routes for amenity should include unsealed by-roads and link these in with tracks into the bush. These need to be way marked. 5. With increasing cost of living AND existing expensive commitments by the Council that have a very limited benefit to the majority of the rural population (sports centre, club tennis courts, community centres in new development that should

have been part of the original planning consents!) This is not the time to spend thousands more. Your aims could be achieved with no additional massive expenditure by reducing speed limits and lining and signing existing routes. 6. Isolated routes along busy roads are of little value unless they are part of a circular route for amenity rides. 7. Routes to school should be your number 1 priority.

Current cycle way problems Kaiapoi Lack of direction signs to link from the northern corridor to the Passchendale start . Bridge at raven quay to raven st nth need to improved and widened, it's a hazard to ride any bike over it , then even meeting someone coming the other way . No road markings south of ohoka rd on Williams st , and full of pot holes Passchendale track at skewbank Ln over the stop bank need cycling directions painted on the path , a lot of people get lost at this point and continue along the river . Rangiora Coming from Kaiapoi the cycle way stops and starts as you head into the town center , there is no direction signs . Heading north the cycle path stops when at the dog park , the road narrows and no signs at all the path reappears at the bridge then stops after . A link from town center to woodend path along Kippenberger just needs cycle lane painted on the existing setout. Pegasus There is only one cycleway section that been marked out and that's Infinity Dr between Selander and Lakeside Dr The cycleway marked coming from Hwy1 along Pegasus Blvd doesn't exist there are No signs at all . If there was one to be marked out on the side of the road using the shoulder the intersection of Mapleham Dr would need to change as the curb line forces cyclist out into the traffic, then again at the Infinity roundabout. Again there are no signs showing directions of paths .eg link to Gladestone park /woodend , and onto Waikuku . Woodend to Kaiapoi hwy1 The current road has a shoulder that is wide enough for cyclist to use just needs signage . If the road was to have the wire divider added and larger middle section , this would make what is currently used for cycling disappear, and then become extremely dangerous. General notes Having arrows painted on the paths when coming to intersections or the path changes direction. Low level signs , current ones are to high and cyclist can't see them . Current paths on the shoulder of main roads , are potholes and full of stones and rubbish, possibly and road sweeper on the busy paths . A app called Strava plots cyclist travels and when using the full app you can see a heat map of the most traveled routes Better maps showing the links to the other urban paths needed out at the ends of the most used. Cyclists and commuters cyclist ride directly from A to B , being forced down winding back streets defeats the reason to ride . Paths with small stone chip are not always usable for all bicycles. (copied from submitter's typed note page)

Woodend - Kaiapoi is the important third leg of the triangle to Rangiora. Would be a well used circuit.

Optional question (29 response(s), 88 skipped)

Question type: Essay Question

Trim Ref: 220630110753

30 June 2022

The Chief Executive
The Waimakariri District Council

Dear Sir

SUBMISSION ON THE WAIMAKARIRI DISTRICT COUNCIL'S WALKING AND CYCLING NETWORK PLAN – JUNE 2022

The Woodend-Sefton Community Board (the Board) thank you for the opportunity to comment on the Walking and Cycling Network Plan (the Plan).

Woodend – Kaiapoi

The Board would like priority 1 to be given to the cycle/walkway between Woodend / Ravenswood / Pegasus and Kaiapoi High School. This means not only the stretch of SH1 but also the connection through Kaiapoi to join to the Passchendaele Memorial Path, Kaiapoi High School and onto the Christchurch Northern Corridor Cycleway.

This cycleway would be welcomed and used by a diverse range of users, including:

- High school pupils living in Pegasus, Ravenswood and Woodend cycling to the high school they are zoned for. This would give them choice, rather than catching the bus or travelling by private vehicle.
- Those that want to do a circuit of the three largest urban areas, Rangiora, Kaiapoi and Woodend/Pegasus. This leg of the triangle would finish the loop joining the Passchendaele Memorial Path and the Rangiora Woodend Path for cyclists and walkers.
- Commuters utilising the Christchurch Northern Corridor Cycleway between Woodend, Pegasus, Ravenswood and Christchurch.
- Recreational riders and commuters that presently drive to the Park and Ride at Kaiapoi South and then cycle to and from Christchurch would be able to cycle the whole way, saving on car trips.
- Cyclists from Christchurch would be able to explore more of the Waimakariri District and access the existing eastern cycle trails.

The Board notes that this project fits extremely well with the Sustainability Policy and the Infrastructure Strategy.

Kippenberger Avenue – Mainpower Stadium

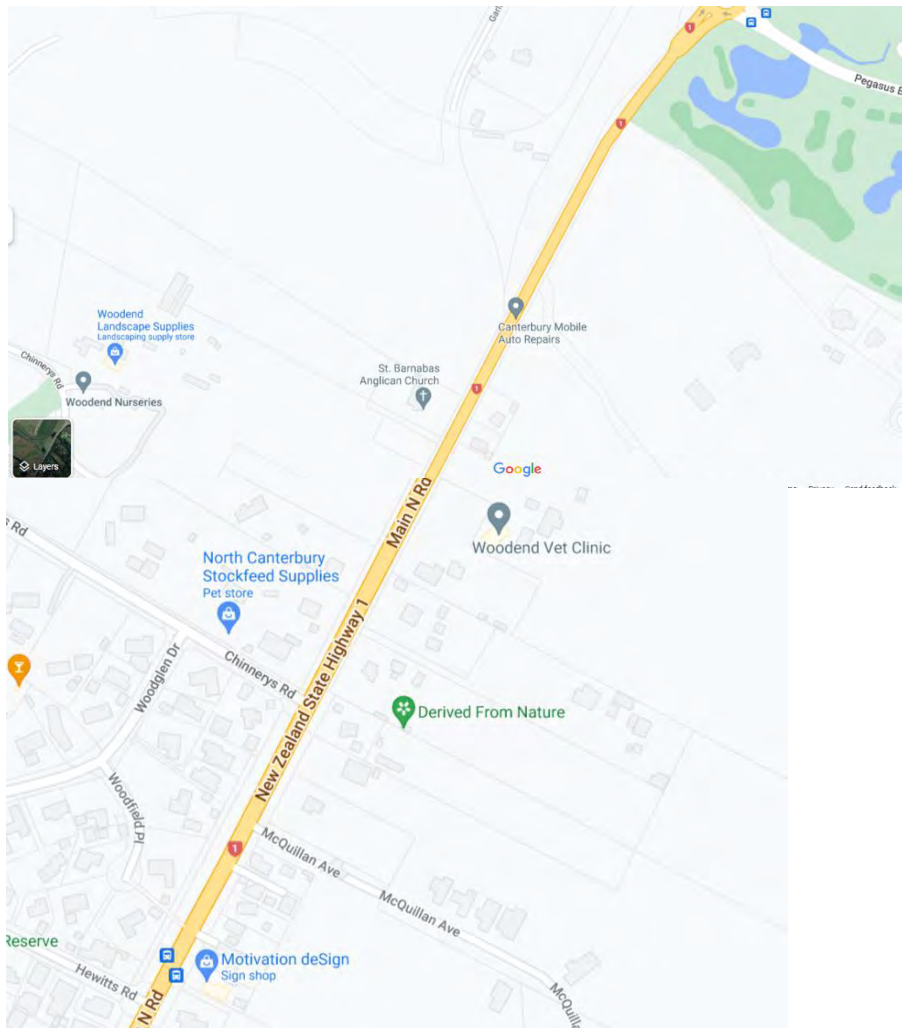
The Board also request that the walking and cycling path between Kippenberger Avenue in Rangiora and the Mainpower Stadium be prioritised. This would allow safe travel to and from the Mainpower Stadium for those living in the north-east of Rangiora and also those living in the Woodend and Pegasus area so they can utilise the Rangiora Woodend Path. This would be extremely popular and would give stadium users, and particularly the youth, the option and the freedom to cycle/walk safely to and from sports, saving on car trips.

Woodend to Ravenswood/Pegasus Roundabout

Since 2018 the Board have submitted every year to the Council Long Term and Annual Plans requesting a cycle/walkway between Woodend and Pegasus/Ravenswood roundabout on SH1. This is a real safety issue and is a priority.

The Board request that the proposed priority level of 3 should be changed to a priority level 1. This is an extremely busy section of SH1 and is unsafe for the people that want to traverse this section of road. This is not just adults confident in their abilities along this stretch of road, it includes caregivers pushing strollers and children cycling and walking. It is important to note that there is no bus that is a suitable alternative for those who wish to travel between Chinnerys Road and the Pegasus/Ravenswood roundabout. The only safe way to travel at present is by private vehicle. No bus stops are within this length of road and there is no footpath north of Chinnerys Road. This means that those wishing to get to the St Barnabas Anglican Church for church services or for activities like youth group or baby groups from either direction have no choice but to walk or cycle along SH1 or drive, if they have a vehicle available.

See the map below.



Overall, the Board would like to see the current paths in the District connected before new ones are considered. All of the above cycle/walkways fit this criteria.

Residents have been asking for these connections so we know they would be in demand and would provide cycling and walking opportunities for a wide range of users including commuters, recreational users, families and the youth.

Other

Way Finding signage needs to be included as part of this project for all existing and planned paths. The Board request that Council staff work with the Te Kōhaka o Tūhaitara Trust to ensure paths in their area are included in this.

An app would be of great use to many as maps, either online or printed, are good to plan routes for length and level of confidence but it is difficult for the finer details to be included. However, an app would be right there for people as they are using the paths. Board members have heard from people that it can be quite difficult to find the start of existing paths e.g. the Tūtaepatu Trail at Waikuku Beach, the Passchendaele Memorial Path in Kaiapoi. Also, some people have told of the feeling of “what now?” when they reach the end of a path with no indication of how they are meant to get any further e.g. when the Passchendaele Memorial Path ends in Rangiora, the Rangiora Woodend Path ending at Kippenberger Avenue, and how to get between the Tūtaepatu Trail at Waikuku Beach and the Rakahuri Trail.

Thank you for the opportunity to comment.

Regards



Shona Powell
Chairperson
Woodend-Sefton Community Board

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TRIM Ref: 220623107276

23 March 2022

The Chief Executive
 The Waimakariri District Council

Dear Sir

SUBMISSION ON THE WAIMAKARIRI DISTRICT COUNCIL'S WALKING AND CYCLING NETWORK PLAN – JUNE 2022

The Oxford-Ohoka Community Board (the Board) thank you for the opportunity to comment on the Walking and Cycling Network Plan (the Plan). The Board is very concerned about the lack of funding for the implantation of the plan, and the false public expectation that consultation on the Plan has created in communities.

The Board supports the Council's commitment to improving multi-model transport options throughout the District, with the intention of providing safe and accessible facilities which encourage active movements within the community. The Board would, however, like to raise the following:

The Board agree with:

- The extension of the path from No10 Road to the Mandeville Village Centre and from the Mandeville Village Centre to the Mandeville Sports Club.
- Connecting Ohoka and Mandeville and Oxford to the other pathways that link communities such as the Passchendaele Pathway and the path to Christchurch. This could make the Waimakariri a walking and cycling destination similar to the Otago Central Rail Trail. However, the Board believe that it is important to put a basic network in place before funding is spent on creating an extended destination network.

The Board wish to propose the following amendments:

- **The proposed cycleway along Tram Road to Oxford should rather be developed along North Eyre Road instead.**
 North Eyre Road is a much safer route which cyclist of all levels could use, and pathways around West Eyreton School have already been developed. There is also a base for pathways along North Eyre Road due to the old railway line. The Council may even consider including historical sites from the past railway along the way to add interest in the route. Also, the West Eyreton domain could serve as a stop along the way or could be a destination to be bike to. In addition, the extension of the pathway along North Eyre Road would further safely connect the West Eyreton and Swannanoa Schools.

The Board wish to propose that the following be added:

- **Development of pathways to connect schools within the 3.2 kilometre bus exclusion zone**
 Walking to school positively impacts children's mental and physical health and alertness. Although many urban school children have the option to walk to school, rural school children do not have the same opportunity due to the lack of safe walkways and/or cycleways. Allowing children to walk or cycle to school helps promote their independence and open up their community to them to access. The Council is therefore urged to develop pathways to connect schools within the 3.2 kilometre bus exclusion zone. Currently students who live within this zone have to be dropped off and collected from school as there is no public transport or other safe alternative.

Developing pathways in the bus exclusion zone will connect communities and reduce our reliability on vehicles thereby reducing our carbon footprint. It would further provide safe recreational path usage for those who want to go for a run, family walk, family bike rides. Allow children to grow up knowing that there are alternatives to just using cars even in our rural communities may help break the cycle of the reliability on vehicles.

- **The following roads in the block around Swannanoa School should be prioritised:**
 - Tram Road extended to the Mandeville Village Centre.
 - Two Chain Road to North Eyre Road.
 - North Eyre Road between Two Chain Road and five cross roads intersection.
 - Along No 10 Road to Tram Road.
- **Safe crossing zones should be created to allow people to cross from the north side to the south side of Tram Road to access the path.**

- **High Street from Main Street to Harewood Road/ Harewood Road from High Street to Main Street, Oxford**

These two areas have been described in the Plan as a cycleway - Medium Confidence. However, the Board has previously advised that location is now used extensively by pedestrians/walkers. Therefore from the end of the residential area in High Street, Harewood Road to Park Avenue needs to be a shared pathway on the grass verge.

The north side of Harewood Road from Park Avenue to Burnt Hill Road is zoned Residential, without a footpath. The Board therefore believe it should be a pre-requisite to have a formed sealed footpath in this area, as it is Council's policy to have a sealed footpath along one side of the road in urban areas. The Board asked for a new footpath to be laid along Harewood Road in its submission to the 2021/31 Long Term Plan, however, this currently falls outside of the four year plan.

- **Main Street, Oxford**

As the Council is aware the business area up to and including the three pedestrian crossing has been a contentious matter in the community with the current speed limit and the environment. It is a Board priority to make Main Street safer. The Board therefore believe that by narrowing Main Street to incorporate a high confidence cycleway should be done with just sharrow markings with double arrows. These markings indicate a shared-lane environment for cyclists and motorists. They also assist in positioning cyclists on the street and clear of hazards such as car doors. In addition, sharrow markings indicate that motorist should be aware of cyclists. A painted cycleway on the road, with vehicles parked along the kerb may not make it safer.

- **Semi-rural Areas**

For too long rural communities have been left out of the Walking and Cycleway Network Plans. Serious consideration therefore needs to be given to the paving infrastructure that is provided for semi-rural residence, such as the Mandeville/Swannanoa area. Infrastructure should be developed so that semi-rural residents have alternative options than using motor vehicles to take their children to facilities and schools. Further development in these areas will inevitably occur, and the demand for such infrastructure will become increasingly necessary. The Council may wish to consider introducing targeted rates in these areas for the development of footpaths.

In conclusion, the Board wishes to note that with technology and vehicle changes, electric bikes will become far more common place. This will allow people to travel further distances on their bikes. Having the infrastructure to support this is certainly something that we would support for future proofing our communities. However please do not forget our more rural communities when planning for this.

Thank you once again for the opportunity to comment.

Regards



Doug Nicholl
Chairperson
Oxford-Ohoka Community Board

Contact: Thea Kunkel, Governance Team Leader com.board@wmk.govt.nz
C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440.

23/06/2022

The Canterbury West Coast District of the NZAA believes that connecting Woodend and Kaiapoi by a cycleway is priority 1 in the development of the cycling network. It is our view that all modes of travel are important, and that safety of users is paramount.

The carriageway of SH1 north of Kaiapoi that cyclists must use is narrow with adjacent drainage channels. Traffic daily count on SH1 south of Woodend was 19,412 in 2021 (Waka Kotahi State Highway Monitoring) and is likely to be significantly over 20,000 by the time of installation of a new cycleway. 8.8% of this is recorded as being Heavy Vehicle. SH1 is not a safe option for cyclists. We would favour this ahead of current priority 1 options in the absence of the Woodend Bypass. The only alternate route (rather longer) available is via Tuahiwi.

Kaiapoi is currently connected with Rangiora using an off-road cycleway avoiding Lineside Road with a lower traffic count of 14,643 in 2021 (Waka Kotahi State Highway Monitoring).

Woodend is currently connected with Rangiora using an off-road cycleway adjacent to the Rangiora Woodend Rd for which no count is available.

This would be the third and final connection between the three main population areas in the district.

Otherwise we support the plan believing that the voice of using cyclists should be paramount.

We have concerns about some of the engineering of cycle-ways that have been built in Christchurch and look forward to the opportunity of considering this aspect as engineering design is developed. In particular, where cycle ways are sharing road space, our desire is to see use of “softer” forms of delineation where a physical kerbing solution might be sought over painted lane markings. We believe that solutions other than rectangular profile concrete kerbs have considerable advantage for cyclist safety, minimising accident risk and also damage to cycles and motor vehicles.

We also favour the minimisation of loss of roadside parking.

30 June 2022

To: Allie Mace-Cochrane
Waimakariri District Council

Feedback on Draft Walking and Cycling Network Plan

Thank you for the opportunity to provide feedback on the draft Walking and Cycling Network plan.

The Waimakariri Access Group (WAG) promotes access to public places, spaces, information and facilities in the district and a barrier free environment for all people within the District.

Priority

WAG would like to see areas where pedestrians and cyclists are currently required to travel on the edge of the road to reach services and facilities have some priority. One example is Tuahiwi. This would be of great benefit to the community to have safe paths within the township to move around and then extended to connect with the shared path on Rangiora Woodend Road. People could then safely travel to Rangiora or Woodend or connect with public transport on this road. There may be other areas where a path could help people access public transport or services and facilities and they should be also be included.

Accessibility

All paths should be easily accessible for all and also be well maintained including:

- No barriers that restrict wheelchairs, strollers or mobility scooters or could be a safety hazard
- There should be no obstructions, either permanent, or temporary like wheelie bins
- Should preferably be sealed with good edging that keeps the grass and weed creep away. If it is a lesser used path this should, at the absolute minimum be well compacted, with good edging and well maintained, particularly after rain
- Hedges and trees bordering paths kept trimmed back off the path
- It would be great for all users if there was some seating at mid points or where there is a scenic outlook to allow users to rest and break their journey
- Paths not in a shady position where ice may form and not be seen on a winters morning

Width of paths

Separated paths are recommended as a first option.

Shared paths are challenging for those who have impairments and can create conflict between pedestrians and those that travel faster e.g. commuter cyclists, e-bike users, mobility scooter users. A pedestrian being hit by a cyclist going 30km/h is likely to suffer serious injuries.

Shared paths should only be implemented in appropriate locations and be of sufficient width as per Waka Kotahi guidelines, which in turn refer to Austroads Guide to Road Design Part 6A Paths for walking and cycling.

Given the fast uptake of e-bikes for both recreational and commuter use over the past couple of years and the focus on reducing car trips it is likely paths will be increasingly popular. Any shared path put in place where there is likely to be a mix of uses should be made wide enough to safely allow a cyclist or mobility scooter user to go past others safely, for example families on bikes, joggers, dogs being walked, e-cyclists.

If at all possible, shared paths should have the ability to be widened in the future to make separated paths, if usage and safety issues demand.

Where pedestrians are required to cross shared paths i.e. to access a road crossing, the priority should be for pedestrians. Where cyclists enter and exit the road there needs to be directional Tactile Ground Surface Indicators in safety yellow colour across the opening of the cut down to keep pedestrians from inadvertently entering the roadway.

If users need to cross a road to access or continue on a path, there must be a safe way for them to cross.

Information about paths

Information should be easily available about all paths, including existing ones and those that are in the Te Kōhaka o Tūhaitara Trust area. It must be able to be easily read, both in terms of size of print, colour of print, background and layout, and should include:

- Where toilets are and if they are accessible
- Where the nearest carparking is
- Accurate information on length in km for each section
- Accurate information on the accessibility for families, strollers, wheelchairs, etc
- Accurate information on the ease of use of the path e.g. can a child on a balance bike do it, is the whole path of the same surface, is there any on-road section, etc.

Signage

Good directional and information signage both on the path itself and where necessary with actual signs, particularly showing if the path is a shared path, pedestrian only, or cyclist only, and direction of travel, if needed.

For ease of understanding all signage, whether in signs or painted on the path needs to have a strong contrast between the words or pictures and the background. There should be signage as reminders where another path joins or crosses which may be used differently. However, signage on paths can be confusing for those who have cognitive impairments and can appear to be changes to those who have low vision, so there does need to be consideration on the placement of signage on the paths.

Signage on existing paths may also need to be reviewed.

Education

Please consider some videos and social media posts on shared path etiquette and how to be considerate of other users, for example when someone comes up fast behind people who may not be aware of them.

A key thing to be mindful of is that not all disabilities are visible and this should be included in messaging to try and encourage people to be considerate and mindful of all other users on the path.

Also, some education on the usage of the different types of paths, and why it is important for vehicles not to park over the paths would be helpful.

If you have any questions about anything around accessibility, please do not hesitate to make contact with us at waimakaccess@wmk.govt.nz

Thanks



Shona Powell

Acting Chair
Waimakariri Access Group (WAG)

E-mail: waimakaccess@wmk.govt.nz

Phone: 021 0231 6152

Allie Mace-Cochrane

From: Woodend Community Association <woodend.community.association@gmail.com>
Sent: Tuesday, 28 June 2022 5:22 PM
To: Allie Mace-Cochrane
Cc: Don Young; comboard@wmk.govt.nz;
Subject: Feedback on the Walking and Cycling Network Plan

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

Attention: Allie Mace-Cochrane
 Lets Talk – Walking and Cycling
 Waimakariri District Council
 Private Bag 1005
 Rangiora 7440

Dear Allie,

We were pleased to meet you and Don Young at the Woodend Community Centre where the Walking and Cycling Network Plan was revealed and open for consultation. We note that the Woodend – Kaiapoi section via Sandhill Road is listed as Priority 2 and could therefore be 4-7 years away. We believe that this route is more urgent than that and would advocate for it to be allocated a Priority 1 status for the following reasons:

1. The only present route to Kaiapoi for walkers and cyclists is via State Highway One, an 80kph highway with 20,000 cars per day, a deep ditch on the east side and extremely dangerous for anyone who attempts it. This is something people obviously feel, as very rarely do you see a cyclist on this stretch of road. **This route is a clear and present danger and an alternative is needed urgently**, not 4-7 years away as in Priority 2.
2. Students from Woodend, Pegasus and Waikuku are zoned for Kaiapoi High School **but cannot choose to cycle to that school because of the danger to life and limb**. Woodend Primary has 400 plus students and Pegasus 450 plus. People are being encouraged to cycle for environmental reasons and yet these youngsters are being denied the privilege of cycling to school. Additionally with the rapid population growth occurring in the area the numbers using the proposed cycleway will rise exponentially.
3. Presently the Cycleways Network links Rangiora to Woodend and Kaiapoi to Rangiora. **Woodend to Kaiapoi is the missing link. Completing the triangle** would make for a safe and pleasant round trip of the area, taking in the sights, and would be well used.
4. Woodend to Kaiapoi is also the missing link in the National Cycleway of North Cape to the Bluff.

We would also like to advocate for improvements to Sandhill Road itself, as it is at present, quite dangerous for cyclists with limited visibility, narrowness and a 60kph designation.

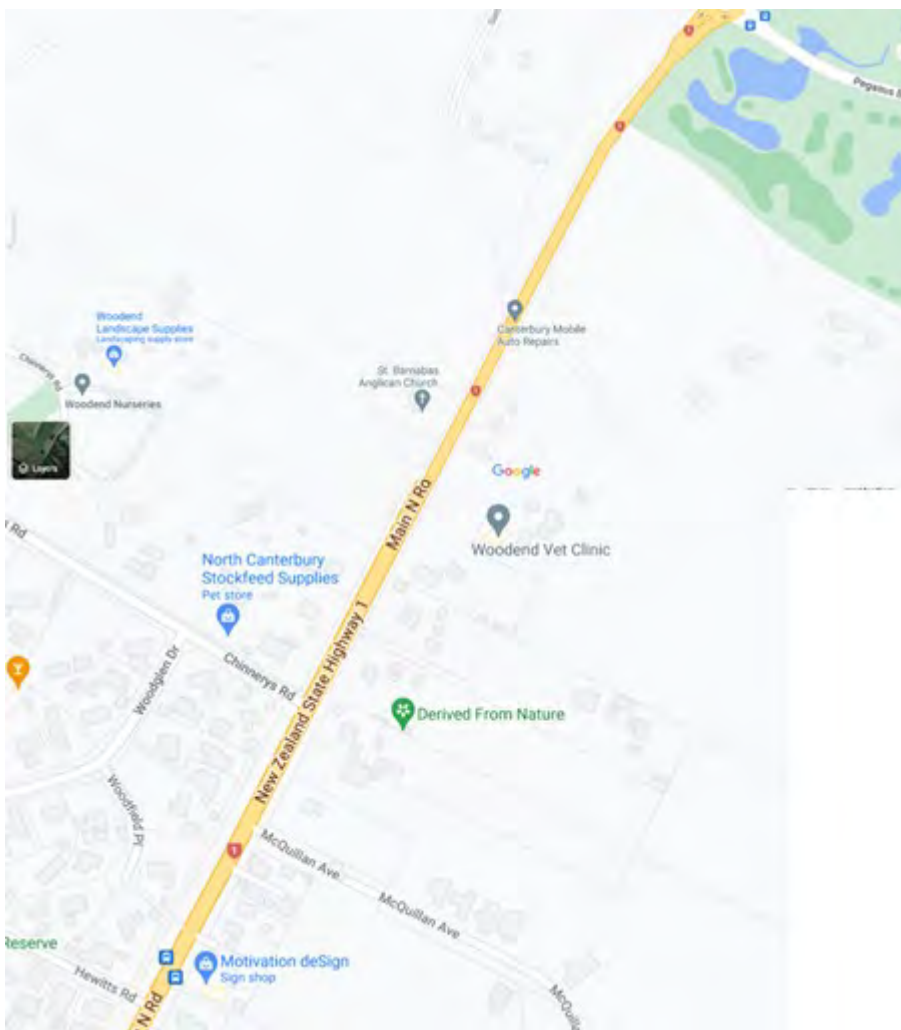
We understand Council has a hard choice to make regarding Priorities, but we feel the current dangerous situation on State Highway 1, coupled with completing the Triangle warrants the Woodend-Kaiapoi Link a Priority One.

Woodend to Ravenswood/Pegasus Roundabout

We would also like to see a cycle/walkway between Woodend and Pegasus/Ravenswood roundabout on SH1. This is a real safety issue and should be given the utmost priority.

The Community Association requests that the proposed priority level of 3 should be changed to a priority level 1. This is an extremely busy section of SH1 and is unsafe for the people that want to traverse this section of road. This is not just adults confident in their abilities along this stretch of road, it includes caregivers pushing strollers and children cycling and walking. It is important to note that there is no bus that is a suitable alternative for those who wish to travel between Chinnerys Road and the Pegasus/Ravenswood roundabout. The only safe way to travel at present is by private vehicle. No bus stops are within this length of road and there is no footpath north of Chinnerys Road. This means that those wishing to get to the St Barnabas Anglican Church for church services or for activities like youth groups or baby groups from either direction have no choice but to walk or cycle along SH1 or drive, if they have a vehicle available.

See the map below.



Overall, the Association would like to see the current paths connected before new ones are considered. All of the above cycle/walkways fit this criteria.

Residents have been asking for these connections so we know they would be in demand and would provide cycling and walking opportunities for a wide range of users including commuters, recreational users, families and the youth.

Our Woodend Community Association contact person for this issue is:
Doug Wethey

Yours faithfully,

Kris Stacey
Secretary-Treasurer for Woodend Community Association
c/- WCA,

President: Mark Paterson -

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

To the Mayor and Councilors of Waimakariri District Council, in the matter of the WDC 2022 Walking and Cycling Strategy
 We the undersigned ask that the 2022 three-year plan include provision for a Family/Low confidence cycleway and / or path
 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Ruby		
Leigh		
Andy		
Ben		
Sue		
Rod		
Rachael		
Bridget		
Lynette		
Helen		
Dave		
Danna		
Lasmai		
Keith		
SHANT		
Jan		

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Date ...17/6/22...

Name	Phone	E-Mail or physical address
Nicky		
MATT		
Rebecca		
melanie		
SOPHIE		
Andrew		
Jeanette		
Murray		
Doug		
Jason		

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Date 17/6/22

Name	Phone	E-Mail or physical address
<u>John</u>		
<u>Louise</u>		
<u>David</u>		
<u>Ben</u>		
<u>Dale</u>		
<u>Ben</u>		

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Date

Name	Phone	E-Mail or physical address
Alisha		
Ryan I		
Cathy		
Sophie		
Sophie		
Cassidy		
Cordie		

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 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Fleur		
Morgan		
Alan		
Gareth		
Mel		
Manique		
Casey		
MICHAEL		
Sabina		
Eleanor		
Tara		
BRENT		
STEVE		
Bridger		

Yes	I / we ask that the 2022 WDC three year plan include provision for a low confidence shared cycleway / path from Leigh Camp to Loburn School.	Name	Any comments or questions.
Yes		Guy I	
Yes		Rebecca	
Yes		Ben	
Yes		Amelia	
Yes		sellina	The culverts on Hodgsons road are extremely dangerous and we cannot walk to school although we live a couple of hundred meters down the road. It's also dangerous for children bik
Yes		Kylie	
Yes		Glen	
Yes		Kelly B	
Yes		Cláire	
Yes		DIANN	
Yes		J	My children would cycle to school regularly if this cycleway isn't built
Yes		S	we need cycleway to Rangiora
Yes		Keighle	
Yes		Jan I	Let our children travel to school in a healthy and SAFE way
Yes		Brett	I travel on this road, when heading into Rangiora. I have often wondered how there has never been a child killed on this road. Walk and cycle trails are s must.
Yes		Rachel	
Yes		Rachel	
Yes		Suzy	I have driven past several students cycling on the road from school and it is very unsafe as there are blind corners and traffic is travelling too fast.
Yes		Anna	
Yes		Katheri	
Yes		Rae	
Yes		Debbie	
Yes		Marsha	
Yes		Leanne	
Yes		Ben	
Yes		Derek	
Yes		Leigh	
Yes		James	
Yes		Jenny	
Yes		Sue	
Yes		Phillipp	
Yes		Sandie	
Yes		R	Long overdue for a cycleway
Yes		Merrin	
Yes		Joanne	
Yes		Vanness	
Yes		Kairina	
Yes		Emma I	This is a wonderful odea as lots of kids bike to school on these roads and its extremely dangerous at present.
Yes		Jasiah	
Yes		Alison	
Yes		Helene	I have cycled this route many times and have found it to be very risky especially at peck times. Drivers tend to cut in on the bends which pushes cyclist into the rough edge of the road.
Yes		Keimari	Great idea for the children to have a safe way to get to school since there is no bus route this side of the school.
Yes		Jason I	
Yes		Andrea	This is a much need thing to make it safer.
No		Rachel	Seems ilke it would be a huge expense for only a small amount of users. Would rather see lineside road being upgraded, mulcocks road Intersection made safer. Intersection fishers/s