

Oxford-Ohoka Community Board

Agenda

Wednesday 3 August 2022

7.00pm

**Ohoka Community Hall
Mill Road
Ohoka**

Members:

Doug Nicholl (Chairperson)

Thomas Robson (Deputy Chairperson)

Sarah Barkle

Mark Brown

Shirley Farrell

Wendy Doody

Ray Harpur

Niki Mealings

AGENDA FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD IN THE OHOKA HALL, MILL ROAD, OHOKA ON WEDNSDAY 3 AUGUST 2022 AT 7PM.

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

BUSINESS

PAGES

1. **APOLOGIES**
2. **PUBLIC FORUM**
3. **CONFLICTS OF INTEREST**
4. **CONFIRMATION OF MINUTES**
 - 4.1. **Minutes of the Oxford-Ohoka Community Board meeting held on 6 July 2022**

10-19

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

 - (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 6 July 2022, as a true and accurate record.
 - 4.2. **Minutes of the Oxford-Ohoka Community Board meeting held on 20 July 2022**

20-21

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

 - (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 20 July 2022, as a true and accurate record.
 - 4.3. **Matters Arising (FROM MINUTES)**

PUBLIC EXCLUDED MINUTES *(Refer to public excluded agenda)*

- 4.4. **Minutes of the public excluded portion of the Oxford-Ohoka Community Board meeting held on 20 July 2022**

5. **DEPUTATIONS AND PRESENTATIONS**

5.1 **Relocation of the West Eyreton Rifle Club – Andy Coker**

The Council's Community Facilities Team leader, A Coker, will update the Board on the relocation of the West Eyreton Rifle Club.

6. **ADJOURNED BUSINESS**

Nil.

7. **REPORTS**

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

22-27

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 220719123144.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

- (b) **Receives** Report No. 220719123144.
- (c) **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.
- (d) **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.
- (e) **Notes** that Meyer Place, Coney Street and Redwood Place will need to be included within the 40km/h speed limit area as they are not sufficient length to hold their own speed limit, and speeds on these roads are very low due to their nature.

7.2. **Adoption of the Waimakariri District Walking and Cycling Network Plan and Infrastructure Prioritisation Programme – Don Young (Senior Engineering Advisor) and Allie Mace-Cochrane (Graduate Engineer)**

28-162

RECOMMENDATION

THAT the Oxford-Ohoka 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 (TRIM No. 220725126302).
- (f) **Adopts** the amended Walking and Cycling Network Plan prioritisation programme (TRIM No. 220726126399).
- (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 Long Term Plan process.
 - (m) **Notes** that consultation for the two options in Kaiapoi, completing 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 Long Term Plan 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.

7.3. **Application to Oxford-Ohoka Community Board’s Discretionary Grant Fund 2022/23 – Thea Kunkel (Governance Team Leader)**

163-175

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 220628109375.
 - (b) **Approves** a grant of \$..... to the Oxford Football Club Incorporated towards the replacement of its playing kit for the junior teams.
- OR**
- (c) **Declines** the application from the Oxford Football Club Incorporated.

7.4. **Ratification of the Oxford-Ohoka Community Board’s Submission to the Council’s Walking and Cycling Network Plan – Thea Kunkel (Governance Team Leader)**

176-179

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 220629109961.
- (b) **Retrospectively ratifies** its submission to the Council’s Walking and Cycling Network Plan (Trim Ref: 220623107276).

7.5. **Approval of the Oxford-Ohoka Community Board’s Submission on Private Plan Change 31 (RCP031) – Rolleston Industrial Developments Limited – Thea Kunkel (Governance Team Leader)**

180-183

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No 220720123597.
- (b) **Approves** the Board’s submission (Trim 220729129517) to Private Plan Change 31 (RCP031)
- (c) **Authorises** the Chairperson of the Board to make any minor amendments to the final submission, if required, prior to the lodgement of the submission to the Waimakariri District Council on Friday 5 August 2022.

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON’S REPORT**

A verbal update will be provided at the meeting.

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the verbal report from the Oxford-Ohoka Community Board Chairperson.

10. MATTERS FOR INFORMATION

- 10.1. Woodend-Sefton Community Board Meeting Minutes 11 July 2022.
- 10.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 July 2022.
- 10.3. Waimakariri District Climate Change Scenario Technical Report – Report to Council Meeting 5 July 2022 – Circulates to all Boards.
- 10.4. Health, Safety and Wellbeing Report July 2022 – Report to Council Meeting 5 July 2022 – Circulates to all Boards.
- 10.5. Elected Member Remuneration 2022/23 – report to Council Meeting 12 July 2022 – Circulates to all Boards.
- 10.6. Enterprise North Canterbury Approved Statement of Intent beginning 1 July 2022; Updated Enterprise North Canterbury Business Plan and Budget 2022/23; and Promotion of Waimakariri District Plan – Report to Audit and Risk Committee Meeting 19 July 2022 – Circulates to all Boards.
- 10.7. Annual Report and audited accounts for Enterprise North Canterbury for the year end 30 June 2021 – Report to Audit and Risk Committee Meeting 19 July 2022 – Circulates to all Boards.
- 10.8. Annual Report to Te Kohaka o Tuhaitara Trust for the year ended 30 June 2021 – Report to Audit and Risk Committee Meeting 19 July 2022 – Circulates to all Boards.
- 10.9. Proposed Roothing Capital Works Programme for 2022/23 – Report to Utilities and Roothing Committee Meeting 19 July 2022 – Circulates to all Boards.
- 10.10. Wastewater Treatment Plant Compliance Reporting – Report to Utilities and Roothing Committee Meeting 19 July 2022 – Circulates to all Boards.
- 10.11. May 2021, December 2021 and February 2022 Flood Events – Service Requests Update – Report to Utilities and Roothing Committee Meeting 19 July 2022 – Circulates to all Boards.

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 – 10.11.

Note:

1. *The links for Matters for Information were circulated separately to members.*

11. MEMBERS' INFORMATION EXCHANGE

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

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

12. CONSULTATION PROJECTS

Nil.

13. **BOARD FUNDING UPDATE**

13.1. **Board Discretionary Grant**

Carryover from 2021/22: \$549.
Allocation for 2022/23: \$5,990.
Balance as at 31 July 2022: \$5,039.

13.2. **General Landscaping Budget**

Carryover from 2021/22: 2,203.
Allocation for 2022/23: \$13,090.
Balance as at 31 July 2022: \$15,293.

14. **MEDIA ITEMS**

15. **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 N°	Reports / Minutes 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
15.1	Minutes of the Public Excluded portion of the Oxford-Ohoka Community Board Meeting held on 20 July 2022	Confirmation of Minutes	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	Ref NZS 9202:2003 Appendix A
15.1	Protection of privacy of natural persons	A2(a)

16. **QUESTIONS UNDER STANDING ORDERS**

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

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board will be held at the Ohoka Hall on Wednesday 7 September 2022 at 7pm.

Workshop

- *General Landscaping Update (Grant Stephens – Design and Planning Team Leader)*
- *Pedestrian Crossings on Main Street, Oxford (Joanne Mc Bride – Roading and Transport Manager and Allie Mace-Cochrane – Graduate Engineer)*
- *Members Forum*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD IN THE OXFORD TOWN HALL, OXFORD, ON WEDNESDAY 6 JULY 2022 AT 7PM.

PRESENT

D Nicholl (Chairperson), T Robson (Deputy Chairperson), S Barkle, S Farrell, R Harpur and N Mealings.

IN ATTENDANCE

T Tierney (General Manager Planning, Regulation and Environment), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

There were six members of the public present.

1. APOLOGIES

Moved: N Mealings

Seconded: R Harpur

THAT apologies for absence be received and sustained from M Brown and W Doody.

CARRIED

2. PUBLIC FORUM

2.1. Dorothy Scott

D Scott noted that she had sent a letter to the Oxford-Ohoka Community Board and the Mayor and wanted to provide the Board with some background on the matter. She explained that the letter had been sent after years of trying to resolve her problem. She had spoken with M Ball (Council's Solid Waste Officer) in 2015 about the things happening on the right of way, which was getting worse. In July 2020, she spoke with D Lewis (Council's Land Drainage Engineer), who sent her an email that she considered not factual, and she had now read some of the legislation mentioned and knew that the email was inaccurate. She had received several similar emails from the Council and felt that Council staff held the community in content.

D Scott, therefore, did not want to deal with the Council anymore, but she wanted the issue resolved. So she employed a lawyer that had advised that Environment Canterbury and the Waimakariri District Council must have a Drainage Plan for the site. The Drainage Plan should not allow three neighbours to channel their stormwater down her property.

D Scott noted that she had written to the Council again in September 2020, after which P Jones (Council's Senior Building Inspector) came to her property. The Council got a contractor to clean out the swale, however, taking into account the size of the building, a swale was insufficient to take the water away.

She was unsure if the Council was aware that a big soak pit had been dug where the water went underground, and she could see where it came up again and poured around her house and down her paddocks. D Scott tested the water on a day it had rained and found it had 24,000 E.coli per 100 millilitres of water, which was flowing into the creek, and the Council and Environment Canterbury did not seem to care.

D Scott was at the stage where she had two problems, and one could be solved by diverting the water into the creek. However, she had children and

grandchildren, and she wanted them to have the same water quality that she had, but quite frankly, the Council was abysmal at keeping water clean. D Scott stated that she saw no alternative to notifying the community via social media of the issues and the Council's seeming lack of concern.

D Nichol noted that he had spoken with D Lewis and said that Council staff were working on the issue. He indicated that he would discuss the problem with the Council's Drainage staff. D Scott stated that she had also spoken with Environment Canterbury, and this was a huge job.

N Mealings commented that she was sorry that this had happened to D Scott. She noted that she had forwarded the letter from D Scott to K Simpson, and he said that he had not seen the letter but had endeavoured to look into the issue.

3. CONFLICTS OF INTEREST

There were no conflicts declared.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 8 June 2022

Moved: S Farrell

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 8 June 2022, as a true and accurate record.

CARRIED

4.2. Matters Arising

S Farrell requested an update on the matter raised by A Dion at the previous Board meeting about the Council's membership of Local Government New Zealand. T Tierney advised that other interested parties also raised the issue at the Council meeting held on 5 July 2022. Therefore, the Mayor has undertaken to draft an official response on the Council's position that would be forwarded to the Board for information.

T Robson commented that there was information that the Board requested at previous meetings that were still outstanding. T Kunkel noted that the Governance Team was tracking and following up on the outstanding Board requests and would resubmit the long outstanding requests to the responsible Managers. She confirmed that the Cust refuse site would remain permanently, and the EV charging stations in Oxford were expected to be installed within the next few months. However, the installation had been delayed due to the renegotiation of the EV charging stations location. Regarding the Mandeville stockpile, the Council had received the technical report, which it was working through.

5. **DEPUTATIONS AND PRESENTATIONS**

Nil.

6. **ADJOURNED BUSINESS**

Nil.

7. **REPORTS**

7.1. **Oxford-Ohoka Community Board's 2022/23 Discretionary Grant Fund and 2022/23 General Landscaping Budget– T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting that the information was submitted to the Board annually at the start of each financial year to highlight the Board's allocation for its General Landscaping Budget and Discretionary Grant Fund.

T Robson questioned if the new Board would have the opportunity to change the Discretionary Grant criteria after the local government elections. T Kunkel explained that they would have the opportunity to review the criteria if requested.

Moved: T Robson

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 220622106473.
- (b) **Notes** that the Board's General Landscaping Budget allocated by the Council for 2022/23 is \$13,090, with a carry forward for 2022/23 still to be determined due to outstanding invoices being processed.
- (c) **Notes** that the Board's Discretionary Grant Funding allocated by the Council for 2022/23 was \$5,990 and that an amount of \$549 was carried forward from the 2021/22 budget. Thereby bringing the Discretionary Grant Fund to a total of \$6,539 for this financial year.
- (d) **Approves** the Board's 2022/23 Discretionary Grant Fund Application Criteria and Application Form (Trim No. 210603089866).
- (e) **Approves** the Board's 2022/23 Discretionary Grant Accountability Form (Trim No. 210603089980).
- (f) **Approves** that Discretionary Grant Fund applications be considered at each meeting during the 2022/23 financial year (July 2022 to June 2023).

CARRIED

7.2. **Application to Oxford-Ohoka Community Board's Discretionary Grant Fund 2022/23 – T Kunkel (Governance Team Leader)**

It was agreed that the applications would be considered separately.

T Kunkel noted that an application was received from the Swannanoa Volunteer Fire Brigade for funding to purchase a barbeque they wanted to use at community and brigade functions. The Board had received previous applications from the Swannanoa Volunteer Fire Brigade, so the Board was familiar with the work the brigade did in the community.

In response to a question from N Mealings, T Kunkel confirmed that the brigade last applied to the Board for funding in July 2021, so this was their first application for the 2022/23 financial year.

R Harpur noted that they were applying for more than \$500. T Kunkel explained that the estimated cost of the barbeque was \$999.00, however, it was up to the Board's discretion how much they wished to grant.

Moved: S Farrell

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 220621105964.
- (b) **Approves** a grant of \$500 to the Swannanoa Volunteer Fire Brigade towards the cost of purchasing a BBQ.

CARRIED

N Mealings supported the motion as \$500 was the Board's customary grant. The brigade had applied to the Board previously, so whilst they did a fantastic job for the community, there was another application to consider.

T Kunkel advised that an application was received from the Waimakariri Dog Training Club, which was run at the Mandeville Sports Club and provided dog agility training. As part of their Club events, they hosted community barbeques to raise funding for their work and therefore requested funding for a new barbeque.

Moved: T Robson

Seconded: S Farrell

THAT the Oxford-Ohoka Community Board:

- (c) **Approves** a grant of \$500 to the Waimakariri Dog Training Club Inc. towards the cost of purchasing a new BBQ.

CARRIED

T Kunkel highlighted that an application was received from the Oxford Senior Citizens Club, which met at the Oxford Working Men's Club and hosted social events for older citizens to guard against social isolation. In addition, the club organised outings to places of interest and was requesting funding towards the cost of providing safe transport for the members to these outings.

S Farrell noted that she was concerned that no specific amount was requested in the club's application. Hence, she contacted the club president and advised that it usually costs \$200 to hire a large bus into Christchurch for activities. However, they also hired the Community Trust minibus and wanted to go to the Weka Pass Railway and into Christchurch a couple of times, so that was what the funding would be used for.

D Nicholl enquired how much hiring the Community Trust minibus cost. S Farrell explained that it cost approximately fifty cents per kilometre, and they had to provide a driver.

N Mealings sought clarity on the appropriate amount for the Board to grant the club. S Farrell was unsure, however, she noted they had gone on four trips in 2021. T Kunkel pointed out that in the information provided by the club, the four trips they took last year cost approximately \$80 per trip.

Moved: R Harpur

Seconded: S Barkle

THAT the Oxford-Ohoka Community Board:

- (d) **Approves** a grant of \$500 to the Oxford Senior Citizens Club towards the cost of hiring transport during the year.

CARRIED

T Kunkel noted that in June 2022, the Board granted the Group \$500 towards the cost of hosting a Community Ball, however, the ball was subsequently cancelled due to low ticket sales and the funding was not released. They were now seeking funding to host a Hauora Health and Wellbeing Event for the rural community at the Amberley Tin Shed on 13 July 2022 to promote rural wellbeing.

Moved: S Barkle

Seconded: -

THAT the Oxford-Ohoka Community Board:

- (e) **Approves** a grant of \$500 to the Tasman Young Farmers towards the cost of hosting a Hauora Health and Wellbeing event for the rural community.

LOST

S Farrell questioned how many people from the Board's area would benefit from the event, noting that if the ball was cancelled due to a lack of interest, how many people would attend this event.

N Mealings noted that their application stated that around 100 people would directly benefit from this event. While she supported Young Farmers' work, the Tasman Branch consisted of 12 clubs across the top of the South Island. As only one club was in the Waimakariri District, she believed the grant should not be more than one-twelfth of the cost of hosting the event. Also, as it was unclear how many people from the Board's area would benefit from the event, she suggested that the Board only grant \$150.

Moved: N Mealings

Seconded: -

THAT the Oxford-Ohoka Community Board:

- (e) **Approves** a grant of \$150 to the Tasman Young Farmers towards the cost of hosting a Hauora Health and Wellbeing event for the rural community.

LOST

Moved: S Farrell

Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (f) **Declines** the application from the Tasman Young Farmers towards funding for hosting a Hauora Health and Wellbeing event for the rural community.

CARRIED

8. CORRESPONDENCE

8.1. Letter from Dorothy Scott

8.2. Letter regarding Waimakariri District Council Annual Plan

Moved: T Robson

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the letter from Dorothy Scott (Trim: 220627108311).
- (b) **Receives** the letter regarding the Waimakariri District Council Annual Plan (Trim: 220114003526).

CARRIED

9. CHAIRPERSON'S REPORT

9.1. Chair's Diary for June 2022

- Attended a meeting for North Canterbury Neighbourhood Support.
- Attended all Boards' Briefing.

Moved: R Harpur

Seconded: S Barkle

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the verbal report from the Oxford-Ohoka Community Board Chairperson.

CARRIED

10. MATTERS FOR INFORMATION

- 10.1. Rangiora-Ashley Community Board Meeting Minutes 8 June 2022
- 10.2. Woodend-Sefton Community Board Meeting Minutes 13 June 2022
- 10.3. Kaiapoi-Tuahiwī Community Board Meeting Minutes 20 June 2022
- 10.4. Health Safety and Wellbeing Report June 2022 – Report to Council Meeting 7 June 2022 – Circulates to all Boards.
- 10.5. May 2021, December 2021 and February 2022 Flood Events – Service Requests Update – Report to Utilities and Roading Committee Meeting 21 June 2022 – Circulates to all Boards.

10.6. Avian Botulism Management 2021-22 – Report to Utilities and Roading Committee Meeting 21 June 2022 – Circulates to all Boards.

10.7. Draft Annual Plan Consultation Decisions – Report to Council 28 June 2022 – Circulates to all Boards.

10.8.

Moved: S Farrell

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

(a) **Receives** the information in Items.10.1 to 10.7.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

T Robson

- Attended the all Boards' Briefing.
- Ashley Gorge Advisory Group meeting was cancelled due to staff availability.
- Pearson Park Advisory Group meeting scheduled next week.

S Farrell

- Reported that Noel Fraser had advised that Canterbury Landscaping Supplies (CLS) had been very compliant. However, last month, they sent out a flyer advertising animal bedding for sale. This raised a concern that non-staff members would access the Diversion Road site to pick up the product. However, CLS confirmed that no sales would be permitted at the site. It was agreed that another visit would be arranged in September 2022 to see the new operation in action.
- She had an upset Oxford resident who noted that the speed limit in Cust had reduced 10km/h, and the Oxford community had unsuccessfully been asking for a reduction in speed limits for seven years.

R Harpur

- Attended a Grey Power meeting –
 - Concern that member numbers were down 5%, which was put down to a number of factors, including Covid.
 - The guest speaker never arrived from the banking workshop, which was disappointing as the members had several questions.
 - Lengthy discussion around the health system as of 1 July 2022, Canterbury now had two representative health institutes, the new Canterbury Health Board and the other was the Maori Health Board.
 - Concern about the emergency department at the Christchurch Hospital – last weekend there were almost 1000 people, which placed a lot of pressure on resources there.
 - The second Covid booster was available to the elderly for free.
 - The Rangiora Hospital had now been demolished, but there was no information on what would be developed on the site.
 - Concern about no toilets at the Deans Avenue carpark for the Hospital.
 - New St Johns alarms were available for the elderly, which meant when they had a fall, it would activate immediately.
 - Questions were asked at the meeting about the Rangiora Police Station. It had relocated to Southbrook and seemed to be more of a parking area for Police cars. He understood that the original police station would not be rebuilt.

S Barkle

- Attended the all Boards' briefing.
- People seemed concerned about the Police Station, wondering if the current location would be permanent. Unfortunately, its current location was not very accessible and was not part of the town.

N Mealings

- Oxford Community Networking Forum Meeting – Great opportunity for community service providers in the Oxford area in the social/community space to network together and share their challenges and new initiatives. Mental health was a big focus.
- Greater Christchurch Partnership briefing.
- Attended the long-awaited opening of the new link road in Silverstream, which would better connect residents living in Ohoka and surrounds with Kaiapoi, as it connected Silverstream Boulevard with Adderley Terrace/Fuller Street.
- Housing (Social/Affordable) Working Group meeting.
- Council Briefing.
- Rural and Provincial Conference – Attended the Rural and Provincial conference in Wellington, which was a productive gathering of rural and provincial Councils to discuss issues affecting smaller rural Councils. Topics addressed included Local Government New Zealand issues, localism, and reform updates (Three Waters, Future for Local Government, Resource Management ACT, Health etcetera). Ministers Mahuta, Parker and Simon Watts addressed the conference. A contentious topic for most Councils was New Zealand transport Agency funding issues in the rural sector.
- District Planning and Regulation Committee Meeting – Among topics discussed: changes to parking restrictions in Kaiapoi central business district and the appointment of Alistair Grey as second Waimakariri District Council Civil Defence Recovery Manager.
- Greater Christchurch Partnership briefing
- Utilities and Roading Committee Meeting – Most flooding events service requests (including Ohoka and Oxford) were now either complete or underway. Any outstanding work would transition from 'recovery' to business as usual on 31 July 2022.
- Waimakariri Youth Council – A new co-chair was appointed.
- All Boards briefing.
- Spent a day meeting with various community providers and constituents in Oxford, including a drop-in session at the Oxford Library/Service Centre and culminating in a drive around to judge the Oxford Winter Lights entries. Great to see the town so beautifully lit up (also nipped to Kaiapoi in between to a Library Matariki event with the Councils Jason Clements and author/poet Ben Brown).
- Council meeting – formally adopted the Annual Plan, which included a 4.5% average rates increase. Mobile Hub proposal – DIA proposes to purchase RV-type vehicle for mobile outreach as required. Council only to pay for operational costs.
- North Canterbury Rural Lookout Trial update – Attended a meeting at Oxford Town Hall regarding rural crime and the new Rural Lookout app being trialled in Waimakariri and Hurunui over the next two years. This was a project being run in conjunction with New Zealand Police, FMG and Federated Farmers. It was important to report all crimes and suspicious incidents because Police resourcing was based on reported crime. It was estimated that 31% of crimes

went unreported and 47% of victims do not improve their security after being targeted.

- Regional CC Coordination Workshop – met with Councillors from all Canterbury Councils to share information and resources, and discuss ways to better work together.
- Council meeting with Kieran McNulty – Met with Hon. Kieran McNulty, Associate Minister of Local Government, Transport, Racing and Emergency Management.

12. CONSULTATION PROJECTS

12.1. Gambling

<https://letstalk.waimakariri.govt.nz/gambling>

Consultation would close on Monday 11 July 2022.

The Board noted the consultation project.

13. BOARD FUNDING UPDATE

13.1. Board Discretionary Grant

Balance as at 30 June 2022: \$5,990 plus carryover from 2021/22.

13.2. General Landscaping Fund

Balance as at 30 June 2022: \$13,090.

The Board noted the funding update.

14. MEDIA ITEMS

Nil.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board will be held at the Oxford Town Hall on Wednesday 3 August at 7pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.10pm.

Workshop (8.10pm to 8.20pm)

- *Members Forum*
 - *Board submission to Plan Change 31 – The Board agreed that they would wait for input from the community at the public meeting on Plan Change 31 to be held on 12 July 2022, before deciding if the Board would submit.*

CONFIRMED

Chairperson

Date

Unconfirmed

MINUTES FOR THE EXTRAORDINARY MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD VIRTUALLY VIA ZOOM ON WEDNESDAY 20 JULY 2022 AT 6.30PM.

PRESENT

D Nicholl (Chairperson), T Robson (Deputy Chairperson), S Barkle, M Brown, W Doody S Farrell, R Harpur and N Mealings.

IN ATTENDANCE

J Millward (Acting Chief Executive and T Kunkel (Governance Team Leader)

1. APOLOGIES

None

2. CONFLICTS OF INTEREST

There were no conflicts declared.

3. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: W Doody

Seconded: S Barkle

RECOMMENDATION

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

The general subject of the matter to be considered while the public was excluded, the reason for passing this resolution in relation to the matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, 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
3.1	Report of S Nichols (Governance Manager)	Consideration of submission	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	Ref NZS 9202:2003 Appendix A
3.1	Protection of privacy of natural persons; Maintain legal professional privilege; Prevent the disclose of information for improper gain or advantage	Section 7 2(a) Section 7 (g) Section 7 (j)

CLOSED MEETING

Resolution to resume in Open Meeting

Moved: W Doody

Seconded: N Mealings

THAT the resolution to become public at the conclusion of the meeting, however the report and discussion of the submission content is to remain public excluded under the Local Government Official Information and Meetings Act 1987, section 7(f) and (g), for maintaining effective conduct of public affairs and legal privilege, until such time as the Board approves and ratifies any such submission at its publicly open meeting of 3 August 2022.

CARRIED

The public excluded portion of the meeting took place from 9.21am to 9.51am.

OPEN MEETING

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board would be held at the Ohoka Community Hall on Wednesday 3 August at 7pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 6.38pm.

CONFIRMED

Chairperson

Date

Workshop (6.40pm to 7.35pm)

- *Board submission to Plan Change 31*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 220719123144

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 3 August 2022

AUTHOR(S): Joanne McBride, Roding & Transport Manager
Allie Mace-Cochrane, Graduate Engineer

SUBJECT: Main Street, Oxford – Endorsement to Seek Approval for a 40km/h Speed Limit

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



 General Manager



 Acting Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval to submit an application to the Director at Waka Kotahi to lower the speed limit on Main Street, Oxford (Burnett St to Bay Rd), under the Setting of Speed Limits Rule 2022.
- 1.2. The new Rule which was introduced this year is more permissive than the previous, with respect to implementing lower speeds without the need for significant investment in infrastructure. This provides an opportunity to progress the speed limit changes the Community and the Board have been seeking.
- 1.3. The new Setting of Speed Limits Rule 2022 requires Road Controlling Authorities to develop a speed management plan which is required for the 2024-2027 National Land Transport Plan cycle.
- 1.4. In the interim, the new rule does have provisions which enable the Road Controlling Authority to make changes to speed limits under an alternative process, with the approval of the Director at Waka Kotahi, and as such it is recommended this process be initiated.

Attachments:

- i. Speed limits – Main Street Extents (TRIM No. 220720123602)

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 220719123144.

AND

THAT the Oxford-Ohoka Community Board recommends:

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 will need to be included within the 40km/h speed limit area as they are not sufficient length to hold their own speed limit, and speeds on these roads are very low due to their nature.

3. **BACKGROUND**

- 3.1. A proposed 40km/h speed restriction for Main Street in Oxford (Burnett St to Bay Rd) was first consulted upon as part of the 2021 speed limit review process, which ran from 27th September to 18th October.
- 3.2. Consultation on the proposed lower speed limit on Main Street received 54% support from respondents, with the remaining 46% of respondents opposed to the change.
- 3.3. Under the previous Setting of Speed Limit Rule 2017, a mean speed of no more than 10% above the posted speed limit was required to be achieved and support for change to a 40km/h speed on Main Street was received at the time from Waka Kotahi staff with feedback that infrastructure changes would be required to support the lower speed.
- 3.4. As this required investment in infrastructure this speed limit change was not taken forward at the time however can now be revisited as the legislation which sets the requirements for setting speed limits has recently changed.
- 3.5. Waka Kotahi first consulted on a proposed new Setting of Speed Limits Rule in 2021. The new Rule was due to be released December 2021, however, this was delayed and was released in May 2022.
- 3.6. The new Setting of Speed Limits Rule 2022 is more permissive than the previous, with respect to implementing lower speeds with an easing of the requirements on achieving the noted 10% above the mean speed.
- 3.7. The new Rule requires Road Controlling Authorities to develop a speed management plan ahead of the 2024-2027 National Land Transport Planning cycle. However, in the interim, it also details an alternative process which allows the Road Controlling Authority to make changes to speed limits, with the approval of the Director at Waka Kotahi.
- 3.8. There has been strong Community and Community Board feedback on the issue of speed on Main Street, Oxford, and there is a desire to progress this change should it be approved.

4. **ISSUES AND OPTIONS**

- 4.1. Meyer Place, Coney Street and Redwood Place, although not previously consulted upon, will need to be included within the 40km/h speed limit area. This is due to the fact they are not of sufficient length to hold their own speed limit. It is also noted that speeds on these roads are very low due to their nature.
- 4.2. The following options are available to both the Community Board and Council:
- 4.3. Option One – Apply to the Director at Waka Kotahi:
This option involves staff submitting an application to the Director at Waka Kotahi to lower the speed limit on Main Street, Oxford (Bay Rd to Burnett St), to 40km/h. This would be prepared and submitted in alignment with the current Setting of Speed Limits Rule (2022).

Budget has been allocated in the 2022/23 Roothing Minor Safety Programme to allow for signs and roadmarking to support a 40km/h speed limit.

This is the recommended option.

- 4.4. Option Two – Retain the Status Quo:
This option would see the current speed limit retained.

This is not the recommended option.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Lower speeds offer increased safety for pedestrians and cyclist within town centre areas.

- 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 not likely to be directly affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

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

The New Zealand Police, New Zealand Automobile Association, New Zealand Trucking Association, Canterbury District Health Board, Fire and Emergence New Zealand, Road Transport Forum, and Waka Kotahi were provided formal consultation material during the period of the 27th September to 18th October 2021, as was required by the 2017 Rule. Responses were received from the New Zealand Police and Road Transport Association, in which, no concerns were raised about a reduced speed limit along Main Street, Oxford.

5.3. Wider Community

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

The community was consulted on the issue of speed limits across the district including Main Street Oxford during the period of 27th September to 18th October 2021. This consultation included a letter drop, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook. COVID-19 impacted the drop-in sessions which were originally proposed and these were not able to be held face to face.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

Budget of \$58,000 has been included within the Roding Minor Safety Programme for the following:

- Main Street Oxford Pedestrian Crossings (Walking & Cycling) – \$33,000
Allowance to upgrade the three pedestrian crossings to new standard including upsize signage. Consideration will also be given to relocation of the crossing outside of the town hall slightly east from the Burnett St intersection. Options will be brought to the Oxford-Ohoka Community Board for approval prior to any work being undertaken.

- **Main Street Oxford Signage (Speed Treatments) - \$25,000**
Allowance for signage and markings associated with a reduction 40km/h speed limit on Main Street Oxford (Burnett St to Bay Rd). This process requires Council approval as noted in this report.

6.2. **Sustainability and Climate Change Impacts**

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

Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 **Risk Management**

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

There is potential risk that motorists may choose to ignore the posted speed limits. This would require enforcement from the NZ Police to encourage compliance.

There is also a risk that the Community may not remember the consultation process that was undertaken in 2021 and challenge the basis of making the change.

6.3 **Health and Safety**

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

The physical works to implement the speed limit change (including signage & road markings) will be carried out by the District Maintenance Contractor (Corde Ltd) using contract approved health & safety systems. Corde have a SiteWise score of 100%.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Local Government Act (2002) and the Land Transport Rule: Setting of Speed Limits 2022 outlines the responsibility of the Road Controlling Authority. Furthermore, it requires that permanent speed limits are set with approval from Waka Kotahi and included in the National Speed Limit Register (NSLR). A Speed Management Plan will need to be developed for the District to feed into the 2024-27 NLTP process.

7.3. **Consistency with Community Outcomes**

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

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

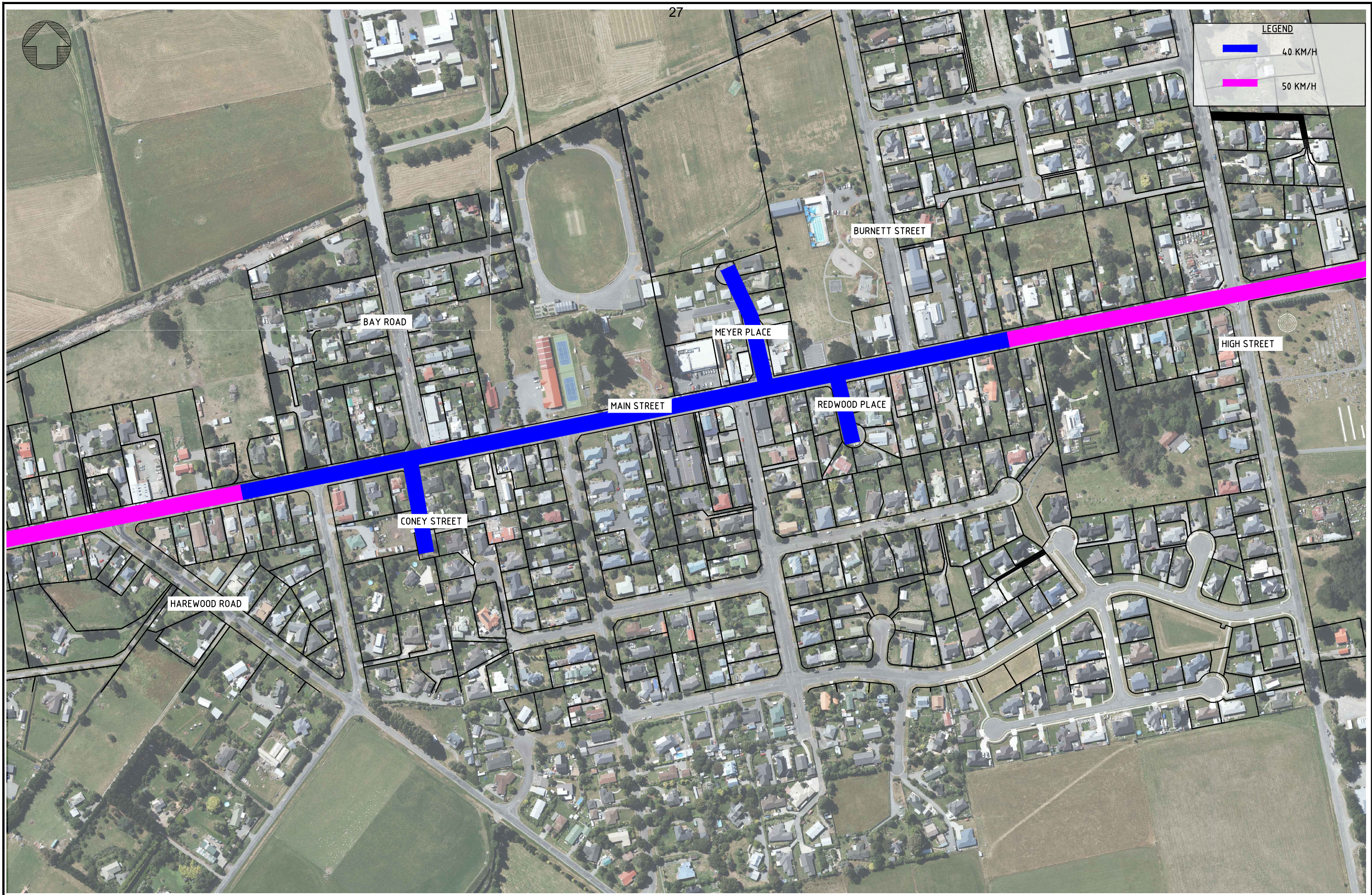
Transport is accessible, convenient, reliable and sustainable

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

7.4. **Authorising Delegations**

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

Changes to speed limits require a resolution by Council.



LEGEND	
█	40 KM/H
█	50 KM/H

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	AMC	JM	JM	20/07/2022

SURVEYED		PROJECT No	PD001172
DRAWN	AMC	20/07/2022	CON No
DRAWING CHKD			SCALE (A3) NOT TO SCALE
DESIGNED			DATUM ORIGIN
DESIGNED CHKD			HORIZONTAL NZTM GD2000
APPROVED			VERTICAL



PROJECT	SPEED LIMIT REVIEWS
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SHEET TITLE	MAIN STREET - OXFORD
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PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
01	A

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
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.

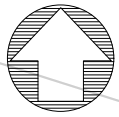
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Recommended Walking and Cycling Network Plan

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>	



41

LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



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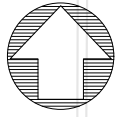
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
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DRAWING	4296
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LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
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PROJECT
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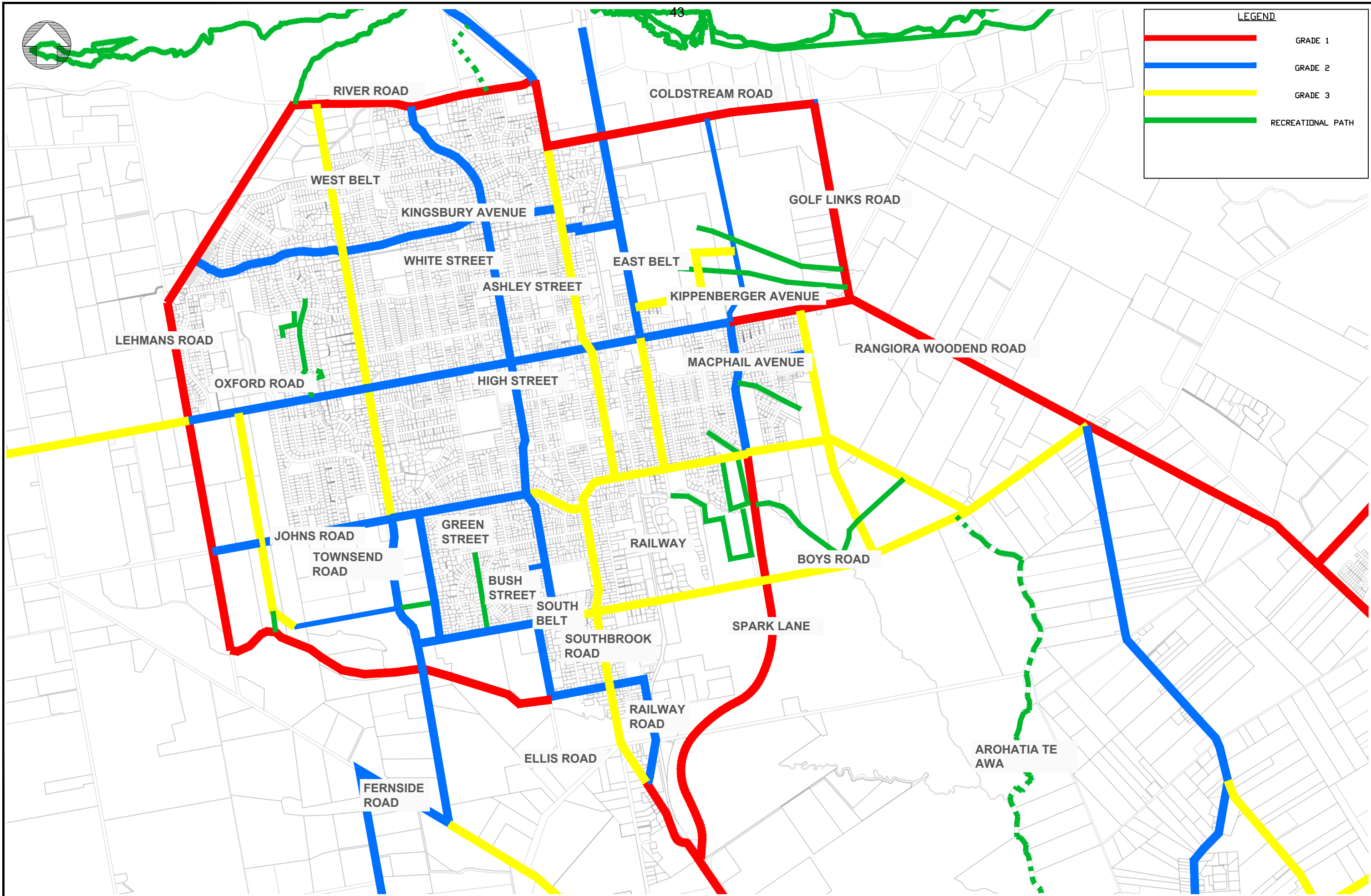
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(RECOMMENDED NETWORK PLAN)**

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LEGEND

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- GRADE 3
- RECREATIONAL PATH



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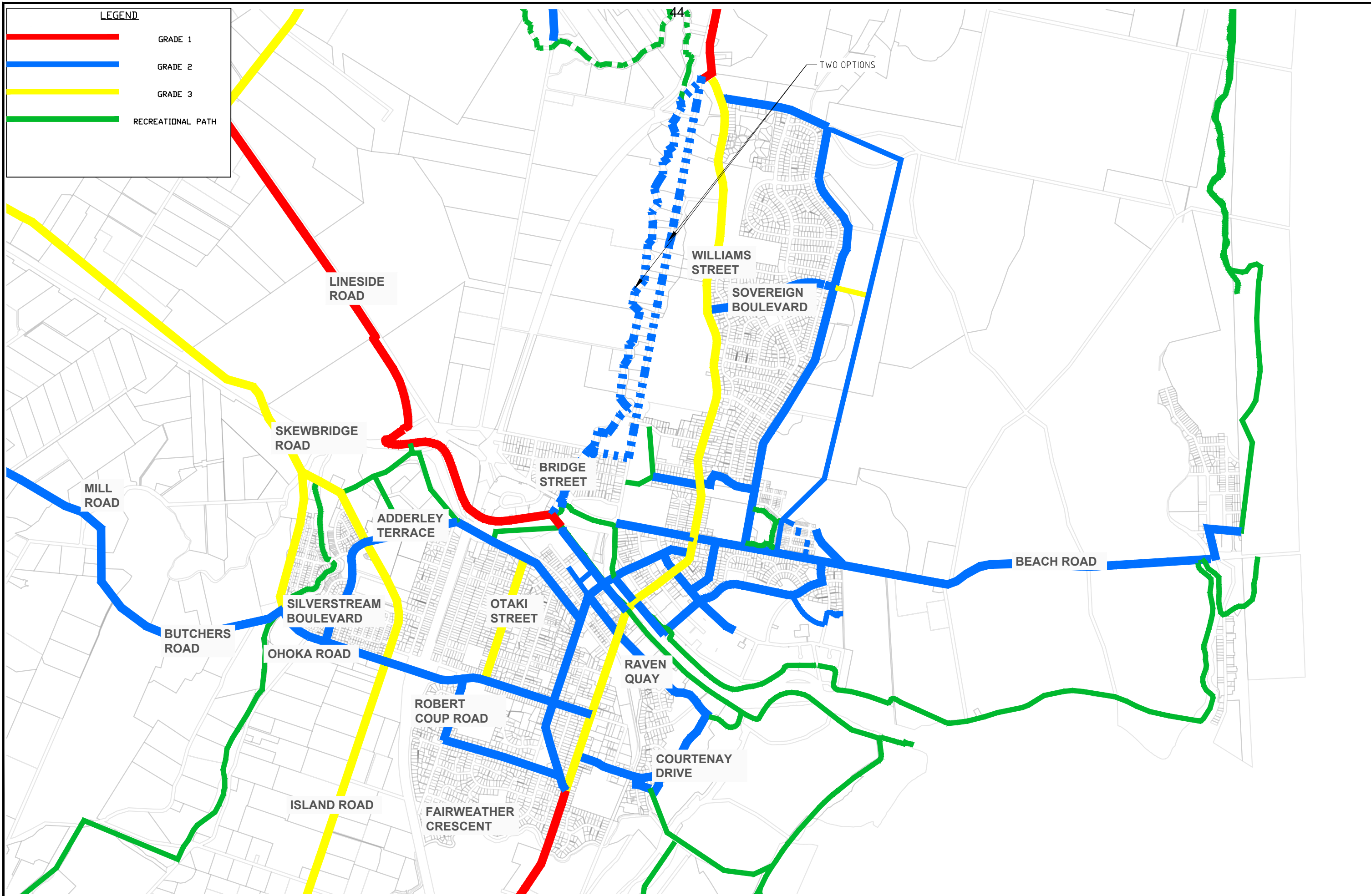
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA (RECOMMENDED NETWORK PLAN)
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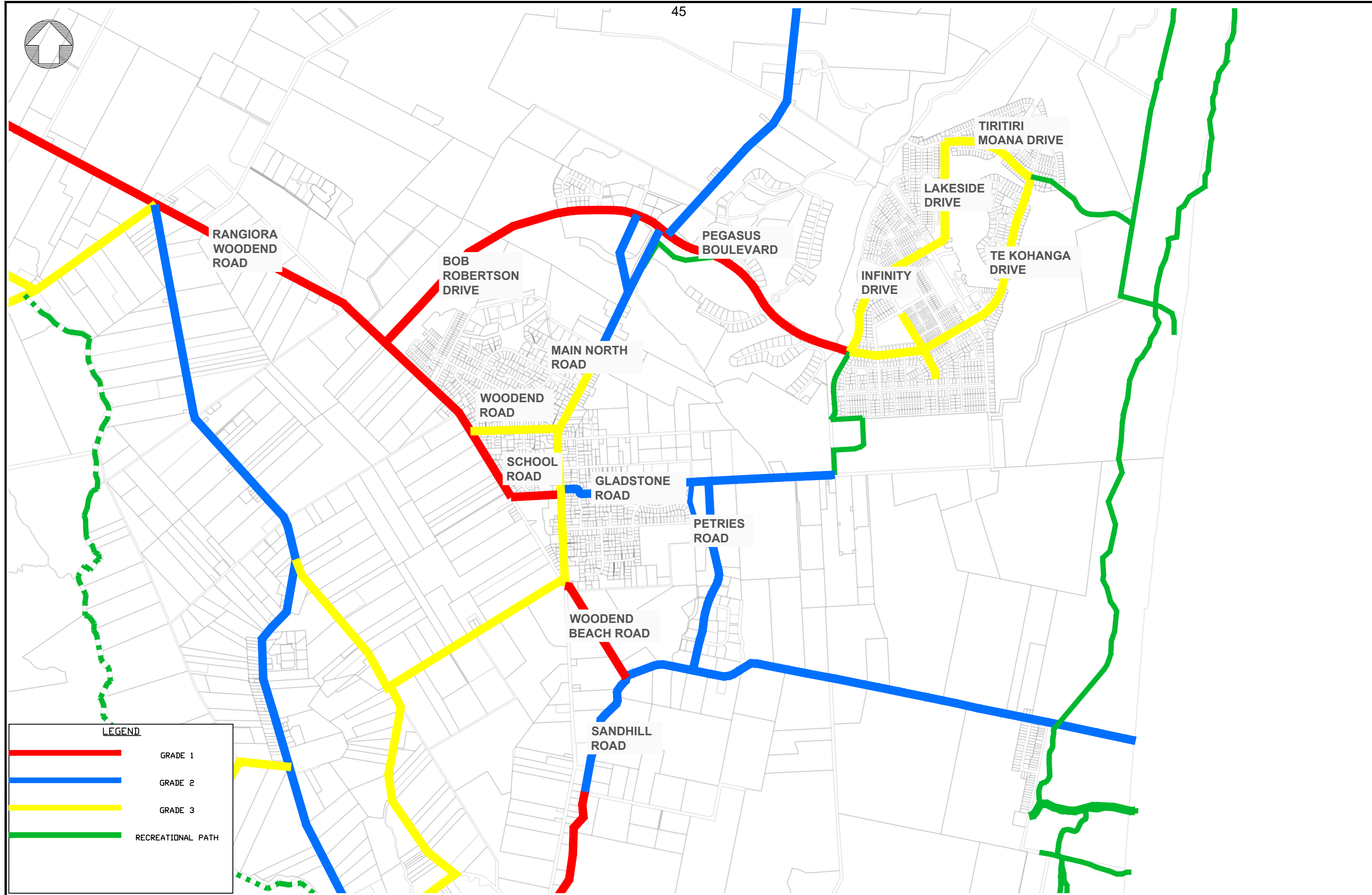
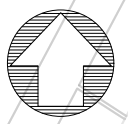
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PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
KAIAPOI
(RECOMMENDED NETWORK PLAN)

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LEGEND

- GRADE 1
- GRADE 2
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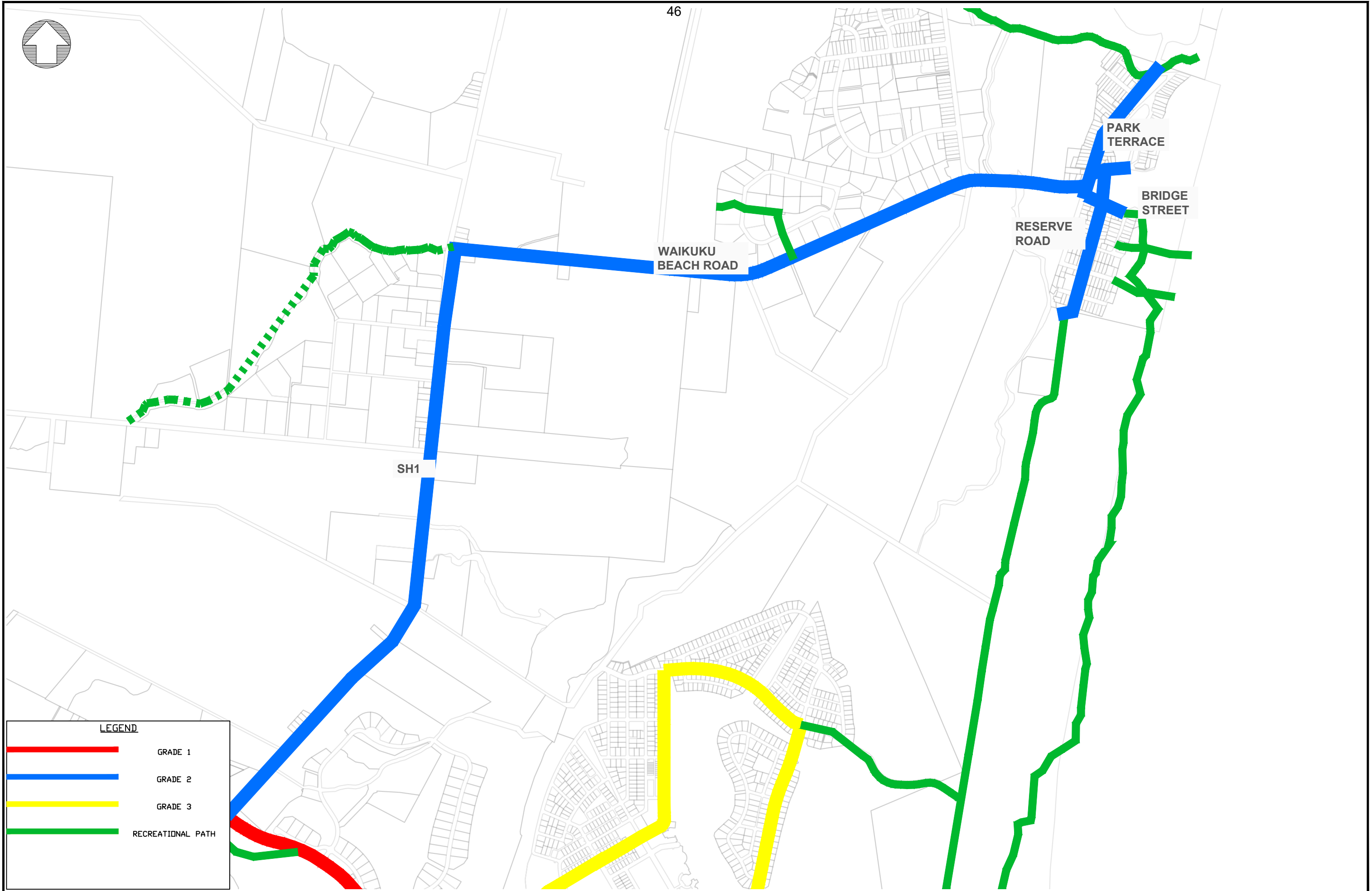
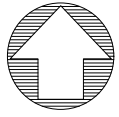
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/PEGASUS (RECOMMENDED NETWORK PLAN)
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LEGEND

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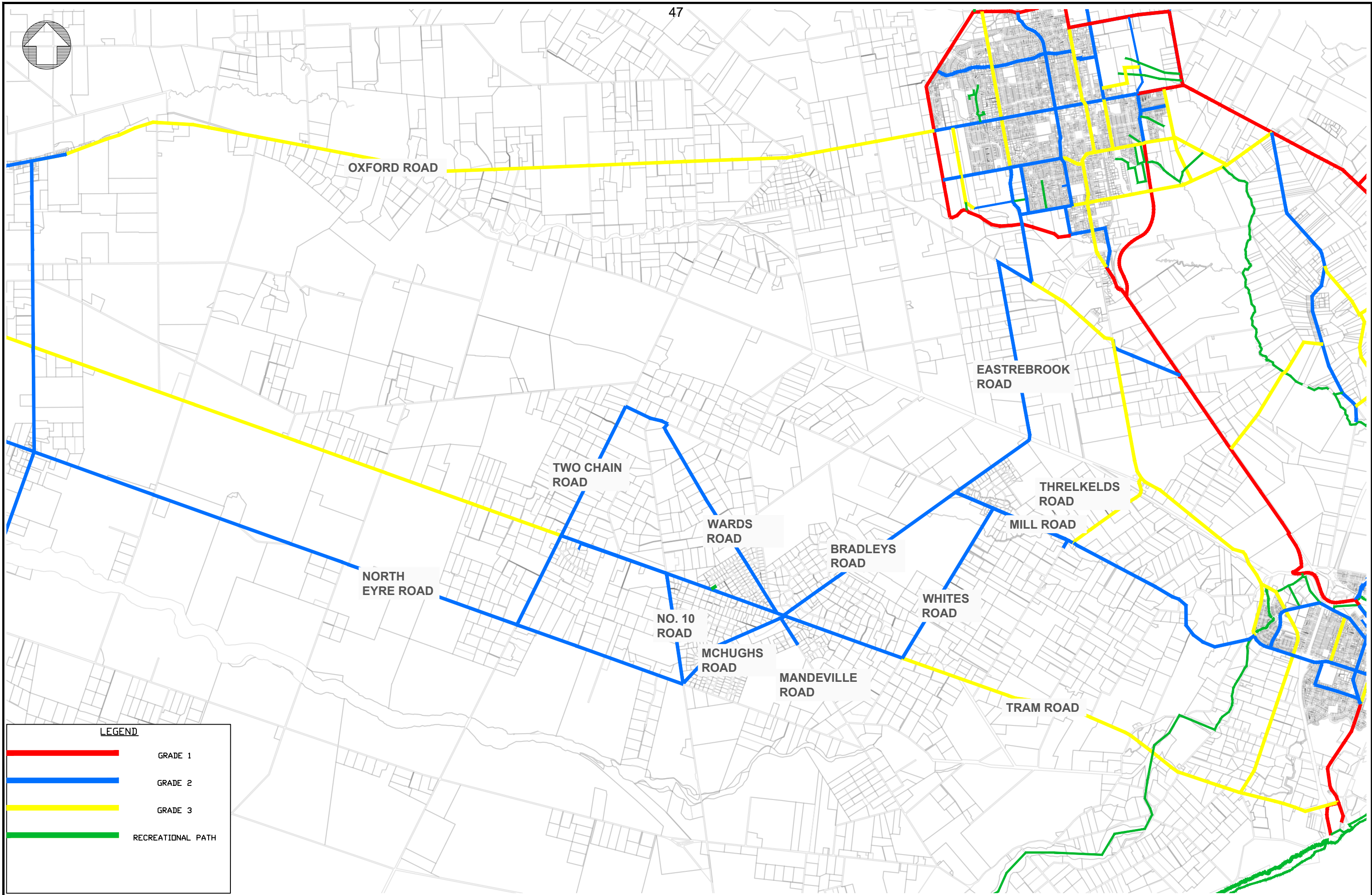
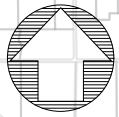
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WAIKUKU/WAIKUKU BEACH (RECOMMENDED NETWORK PLAN)
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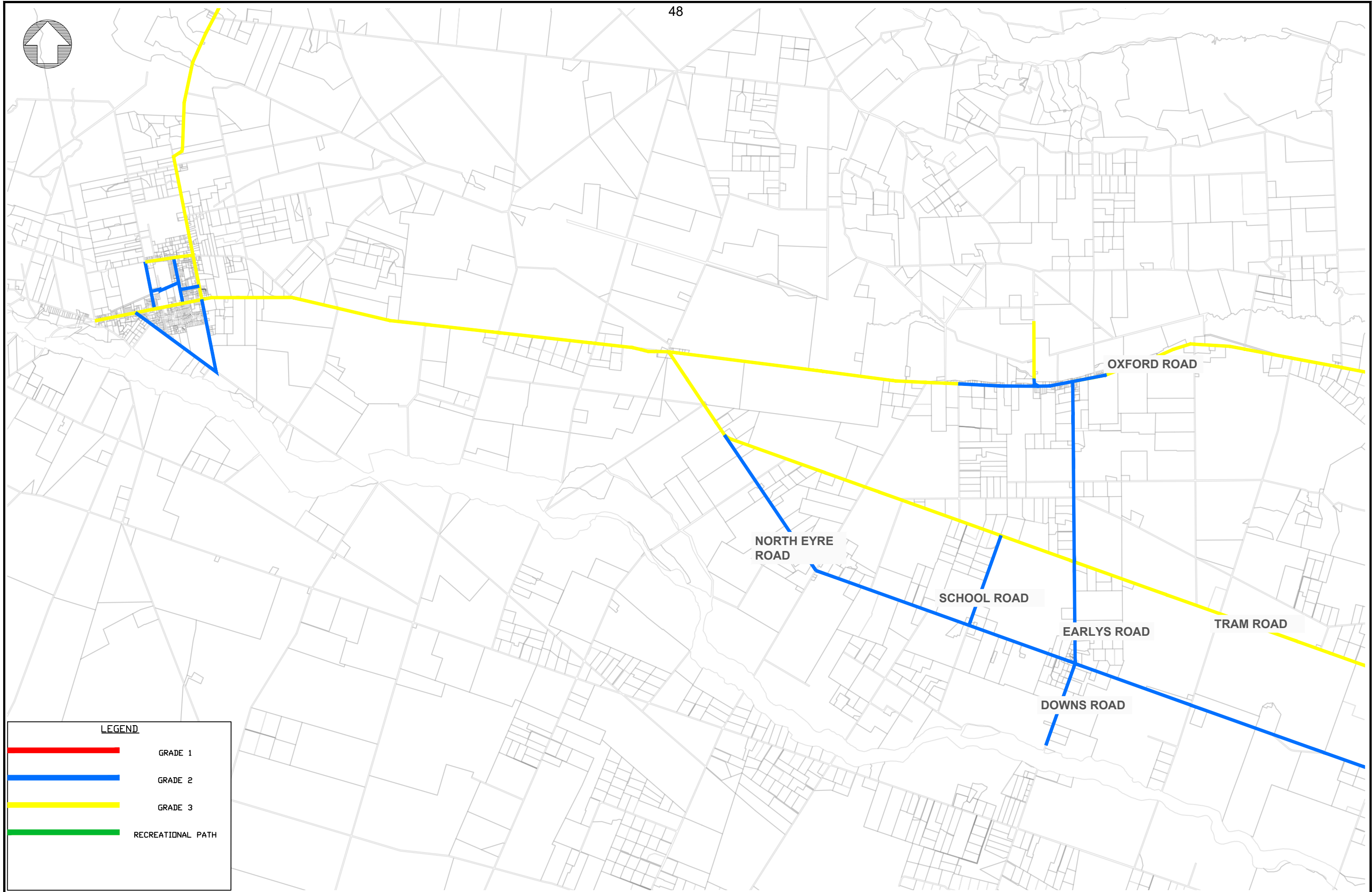
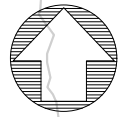
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	MANDEVILLE/OHOKA (RECOMMENDED NETWORK PLAN)
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LEGEND	
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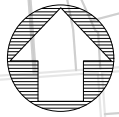
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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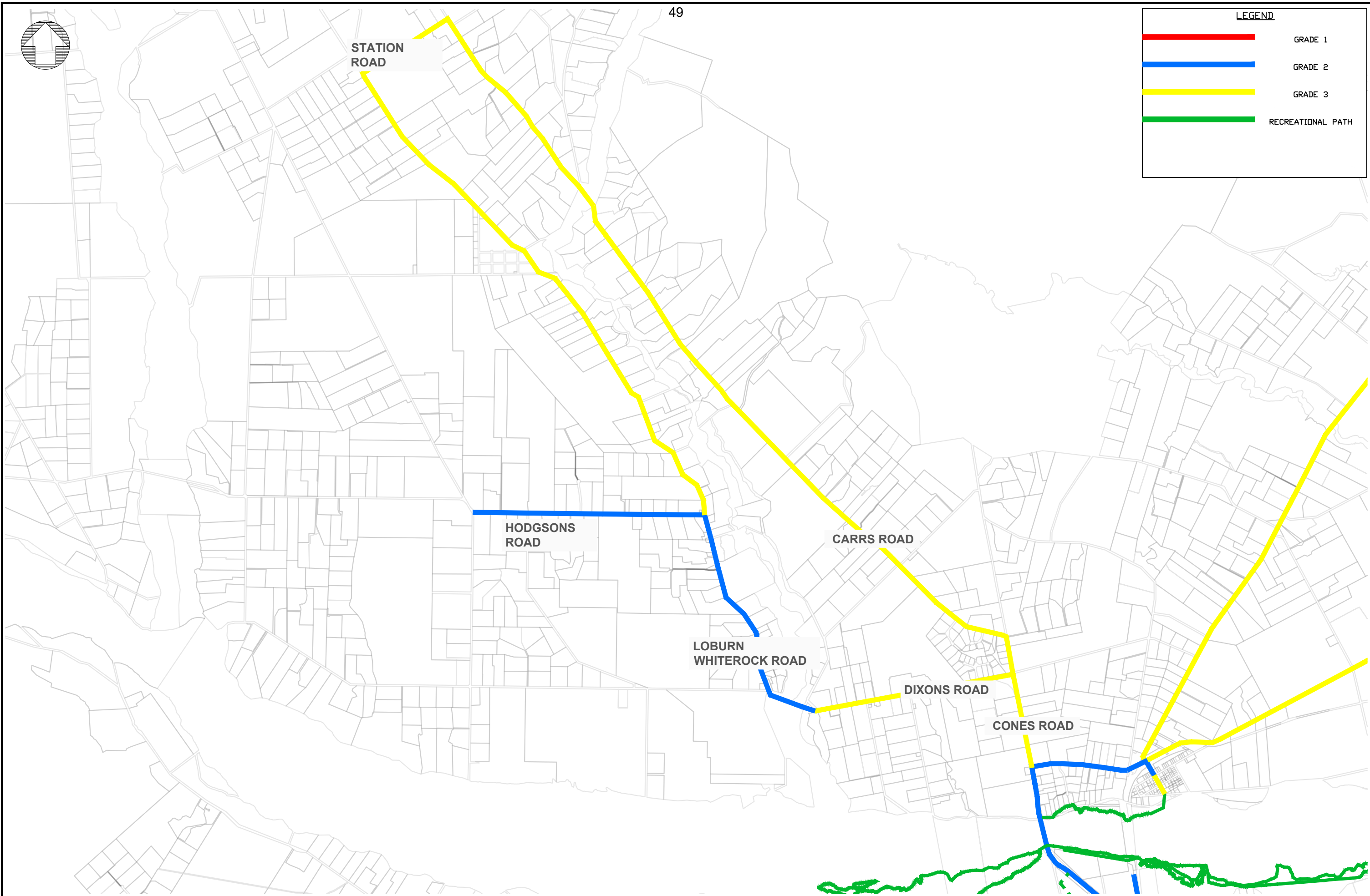
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LEGEND

- GRADE 1
- GRADE 2
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- RECREATIONAL PATH



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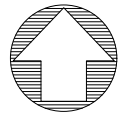
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PROJECT	WALKING AND CYCLING NETWORK PLAN
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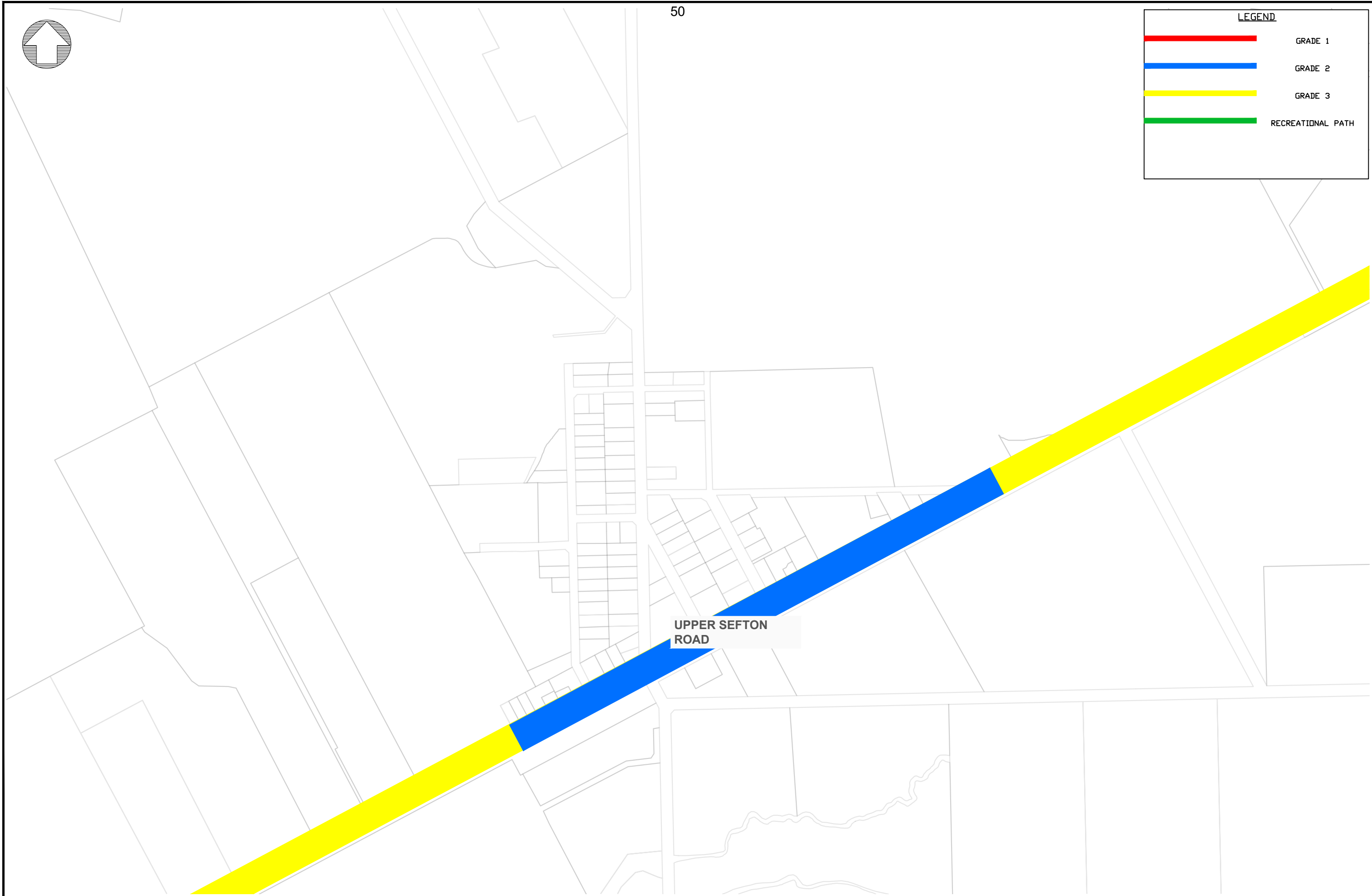
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LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



UPPER SEFTON ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	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

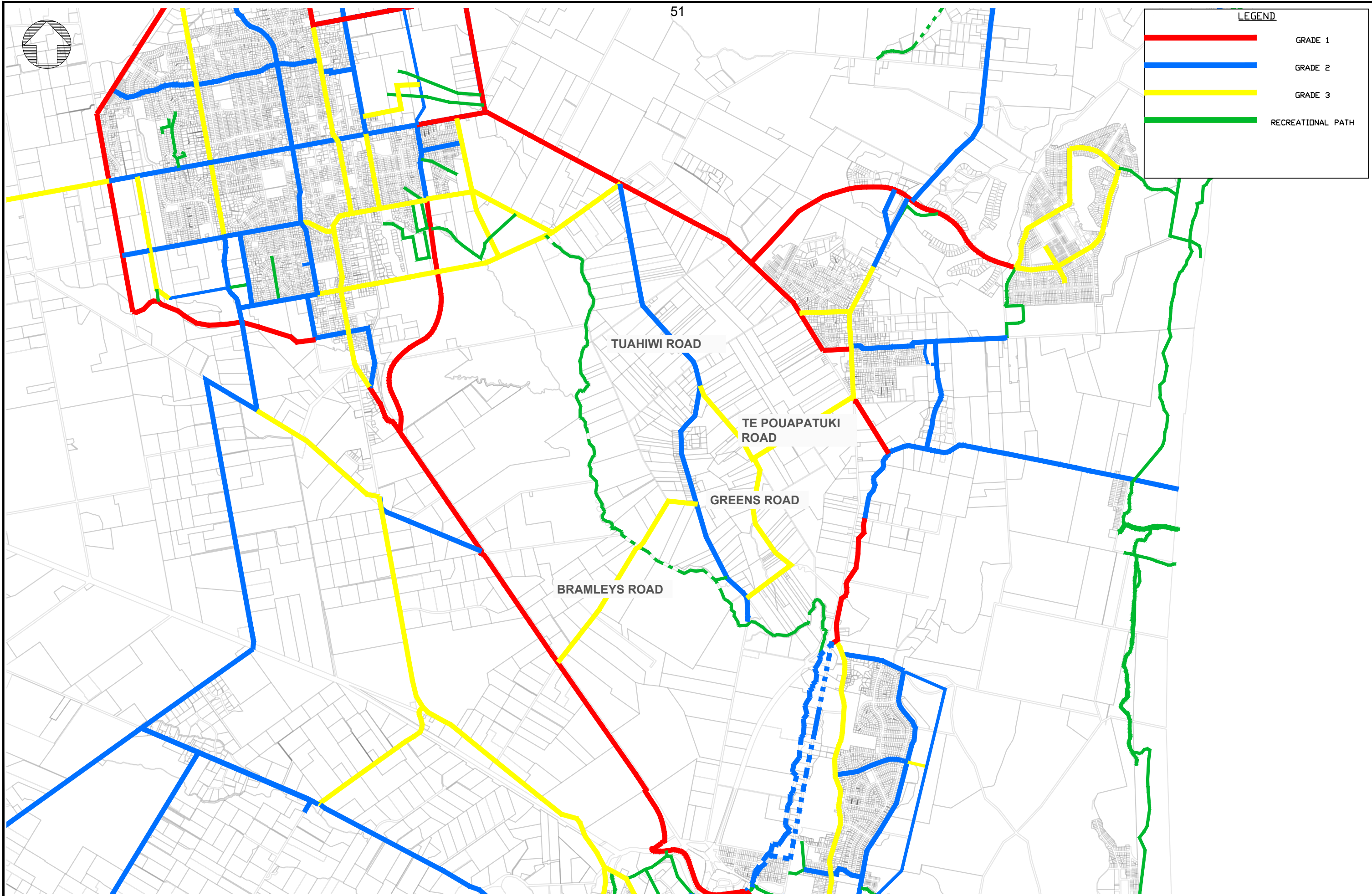
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**SEFTON
(RECOMMENDED NETWORK PLAN)**

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
10	A



LEGEND

- █ GRADE 1
- █ GRADE 2
- █ GRADE 3
- █ RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2022

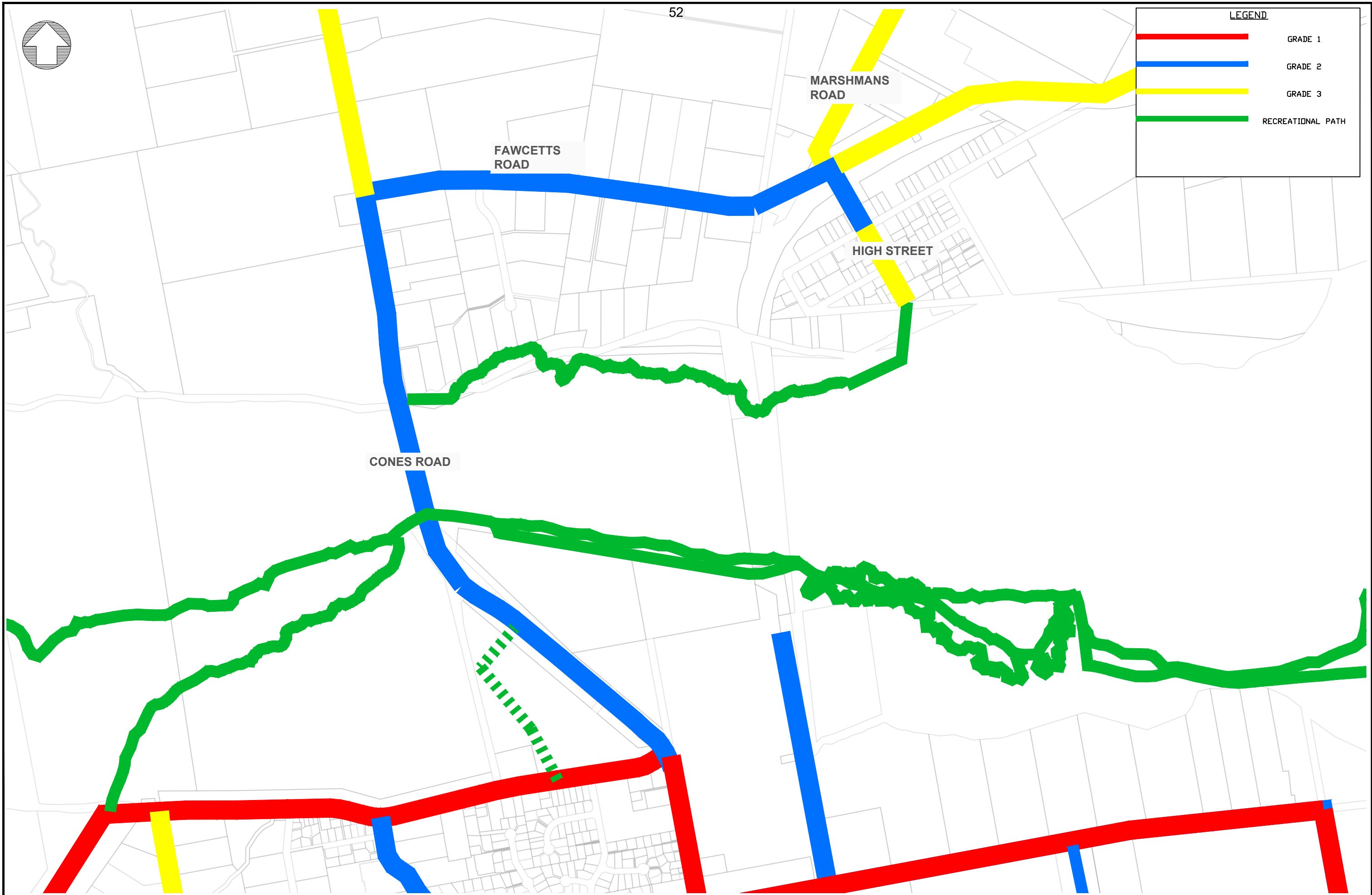
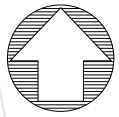
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWĪ (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
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 2022

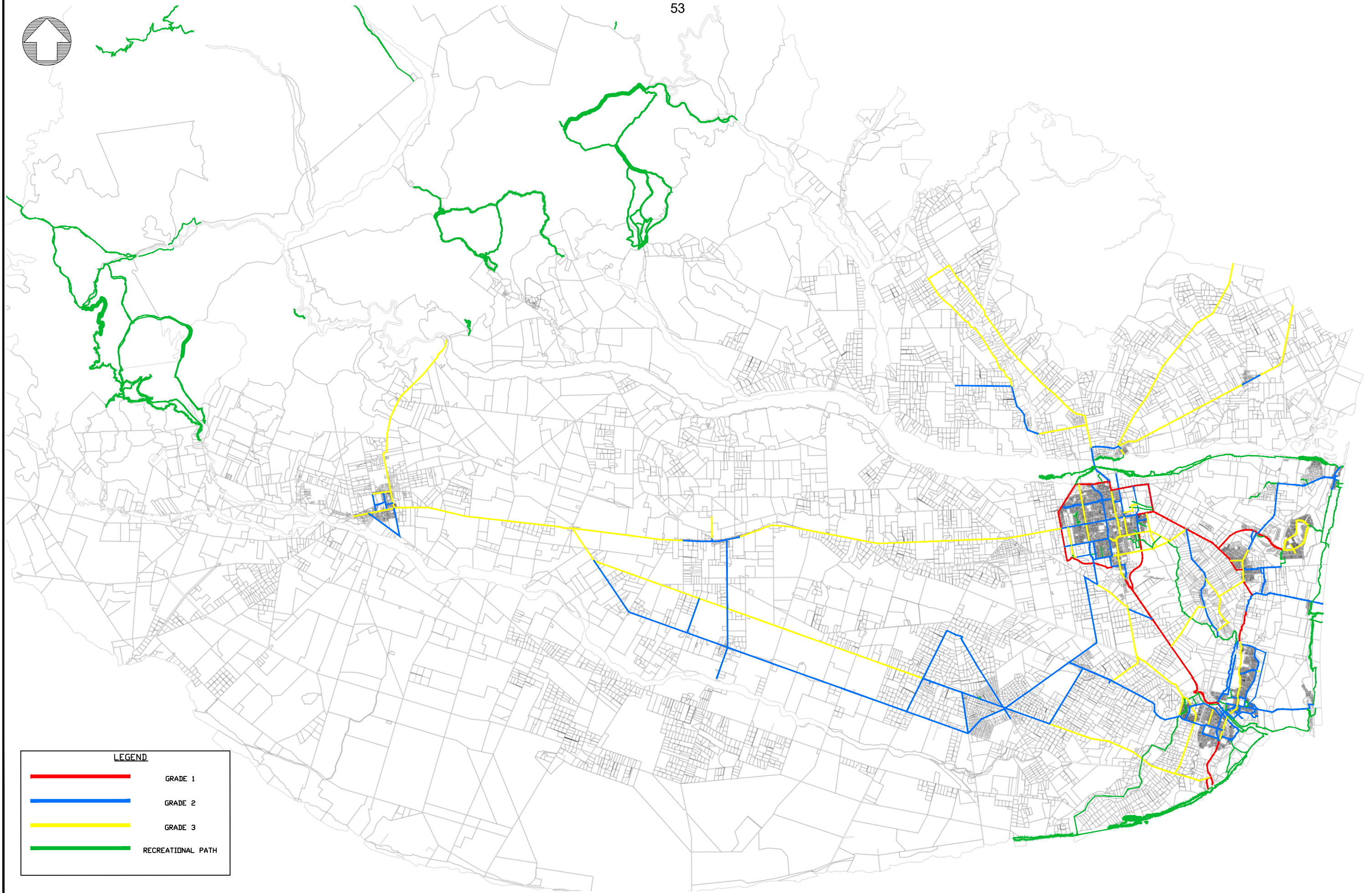
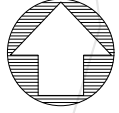
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	ASHLEY (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
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 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	DISTRICT WIDE (RECOMMENDED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4296
SHEET	REVISION
13	A

Print Out No. 2

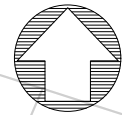
Prioritisation Programme for the Walking and Cycling Network Plan

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

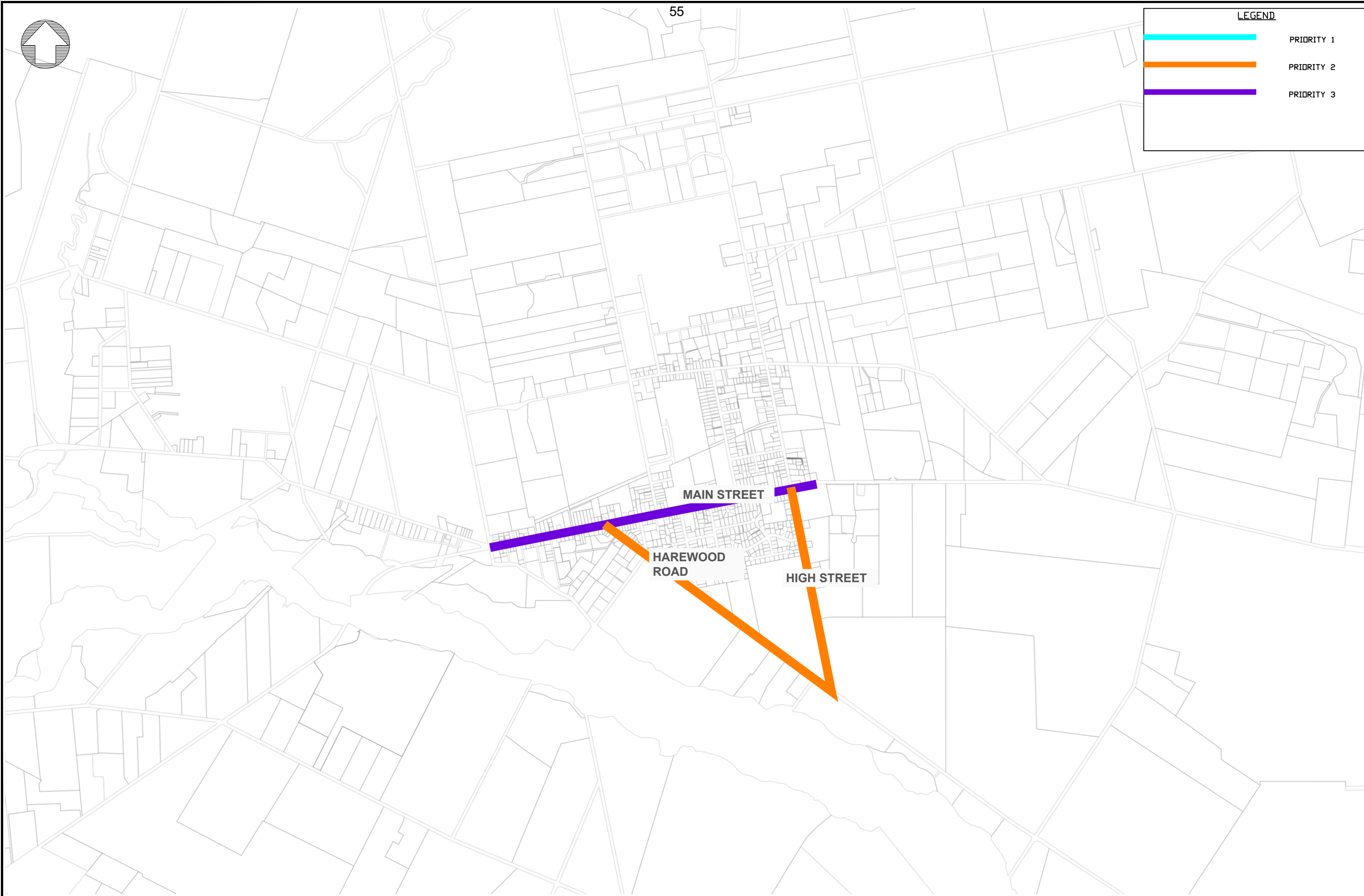
*Based on /m rates for like paths (no detailed estimation has been completed)



55

LEGEND

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARDS	---	---	---	JUL 2022

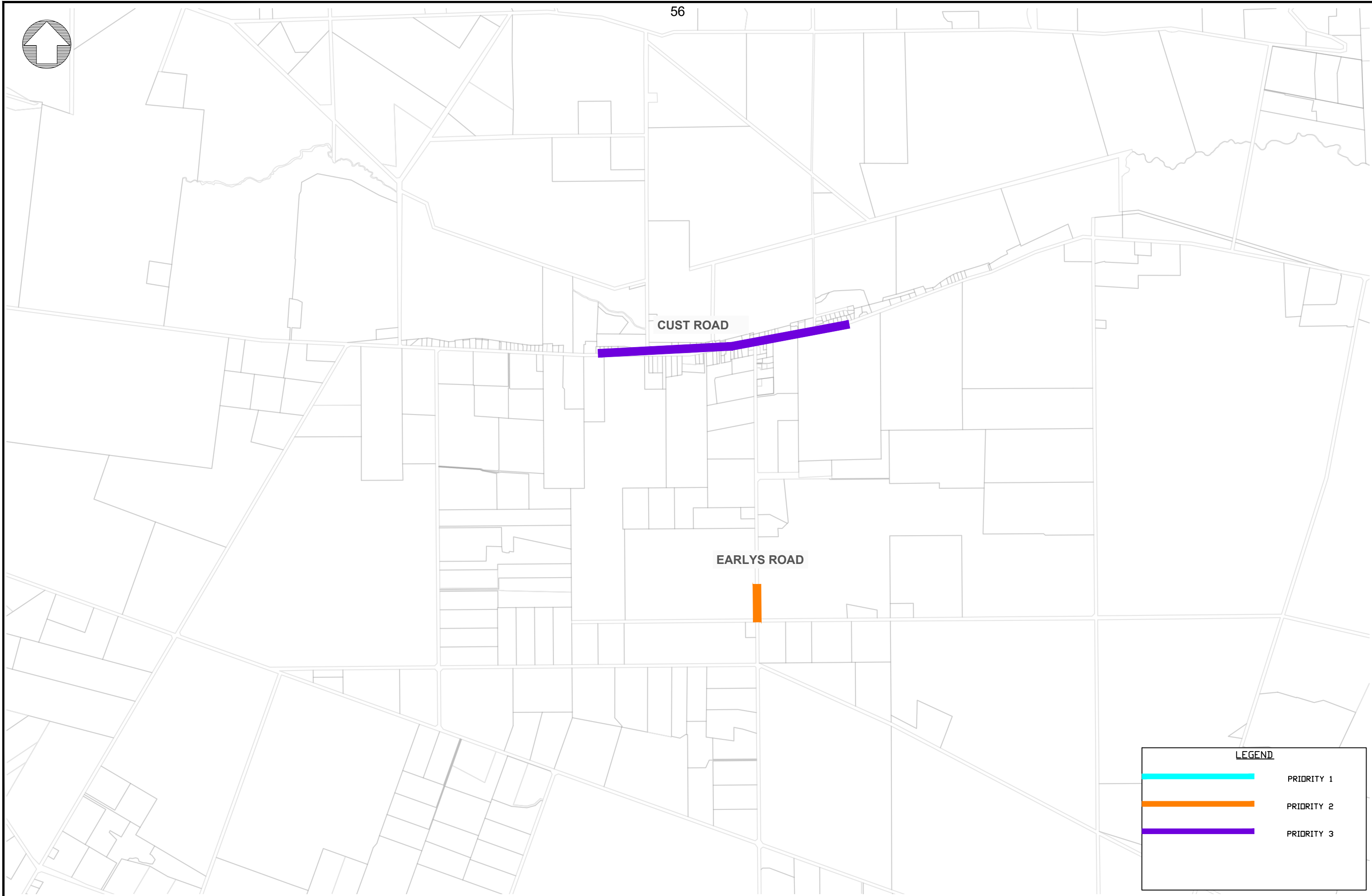
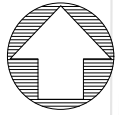
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**OXFORD
(PRIORITISATION PROGRAMME)**

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

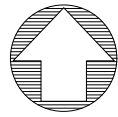
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



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

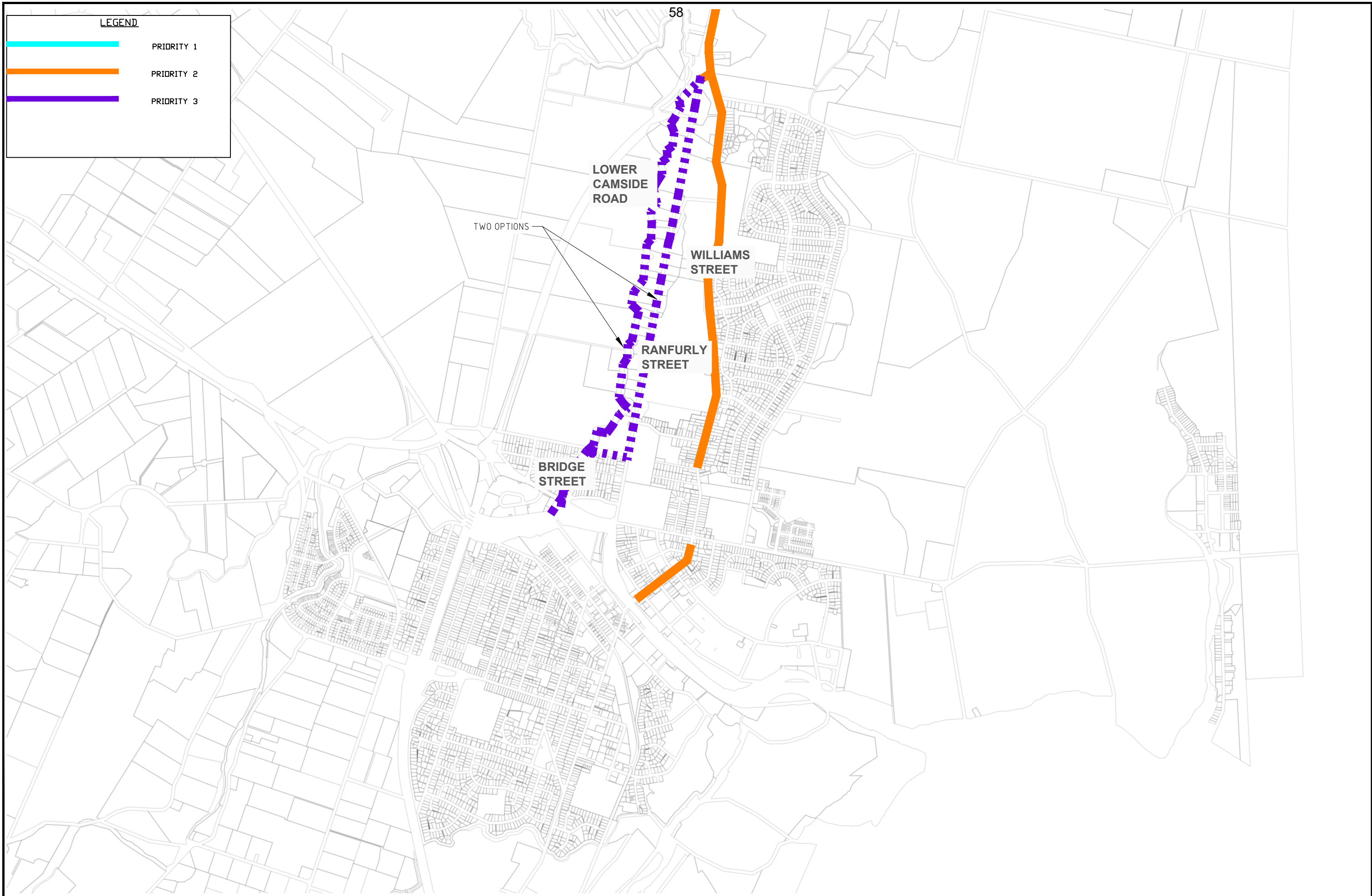
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



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

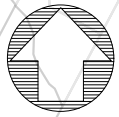
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	KAIAPOI (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
04	A






59

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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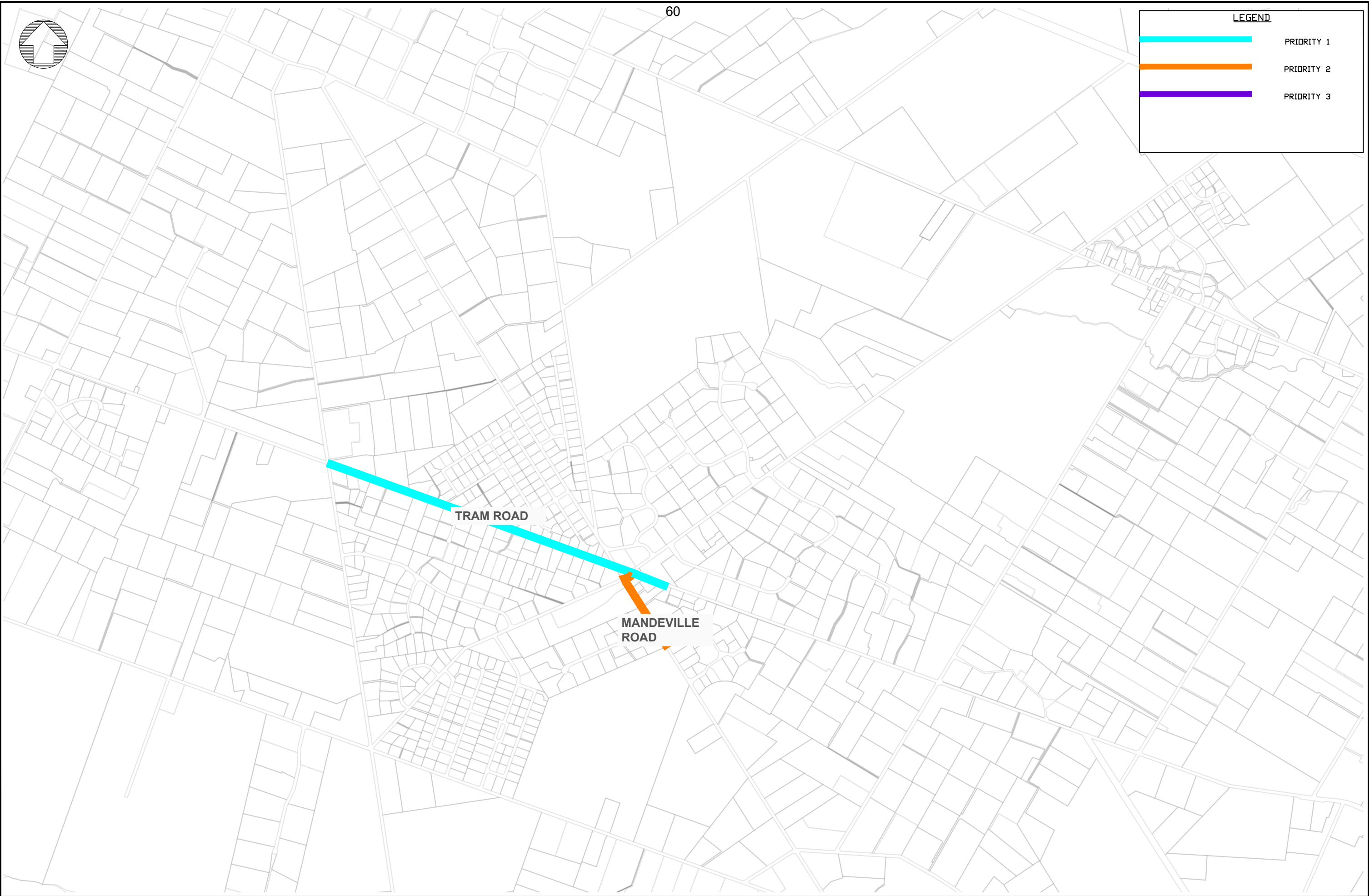
SHEET TITLE	WOODEND/PEGASUS/TUAHIWI (PRIORITISATION PROGRAMME)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4297
SHEET	REVISION
05	A



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

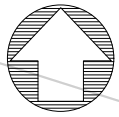
Print Out No.1

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>	



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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 2021

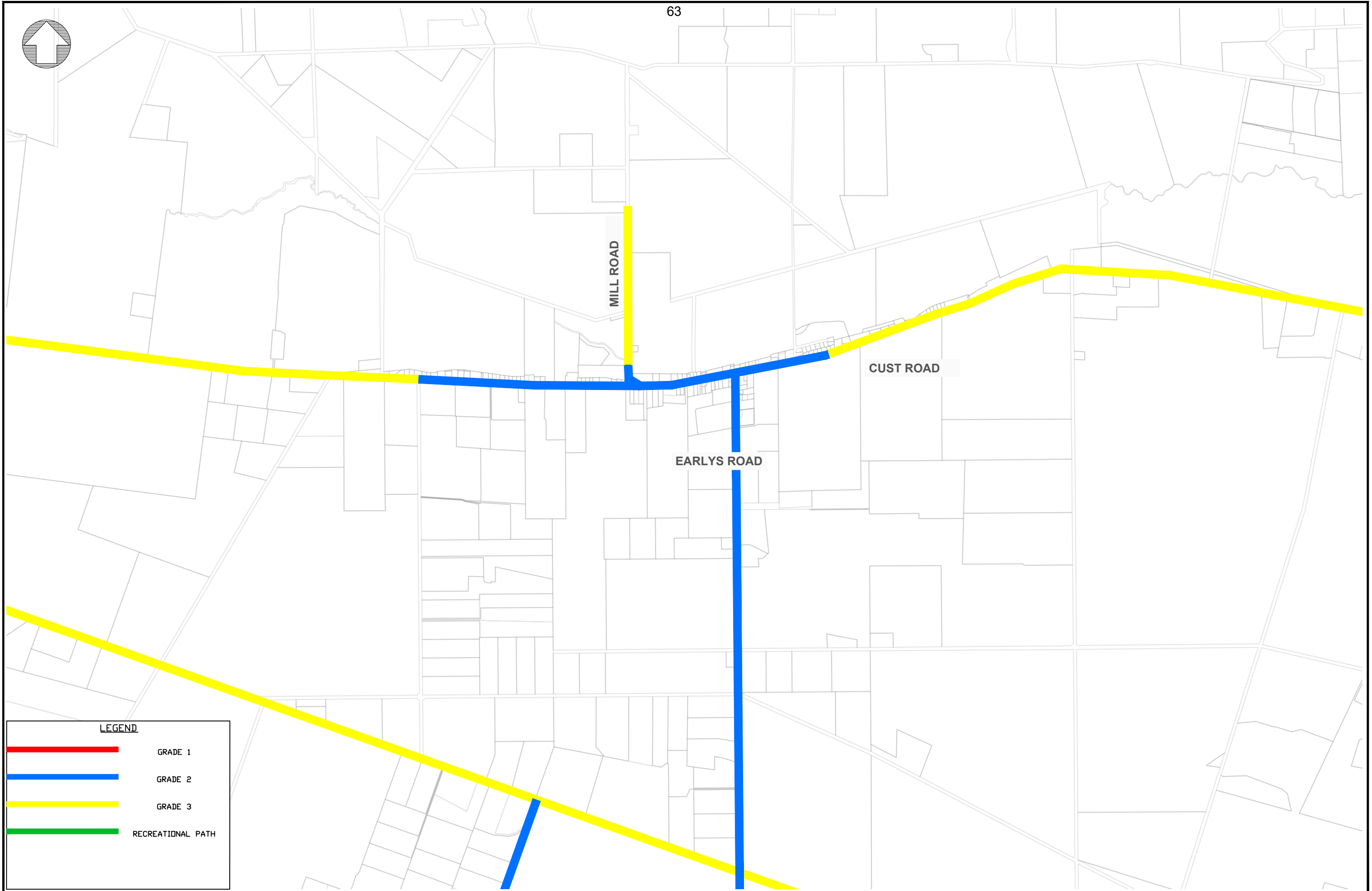
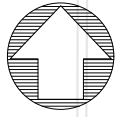
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD (PROPOSED NETWORK PLAN)
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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

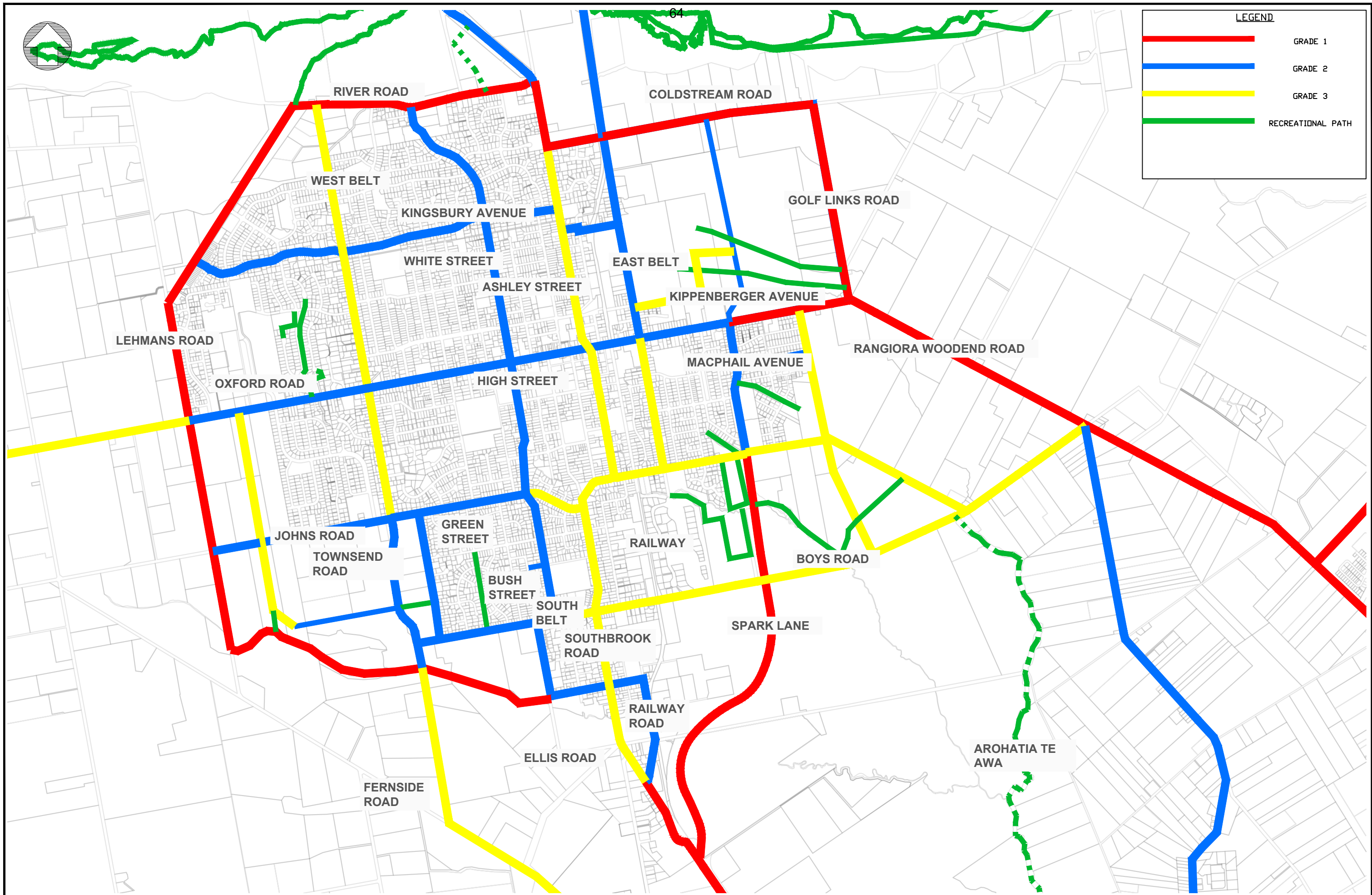
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	CUST (PROPOSED NETWORK PLAN)
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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

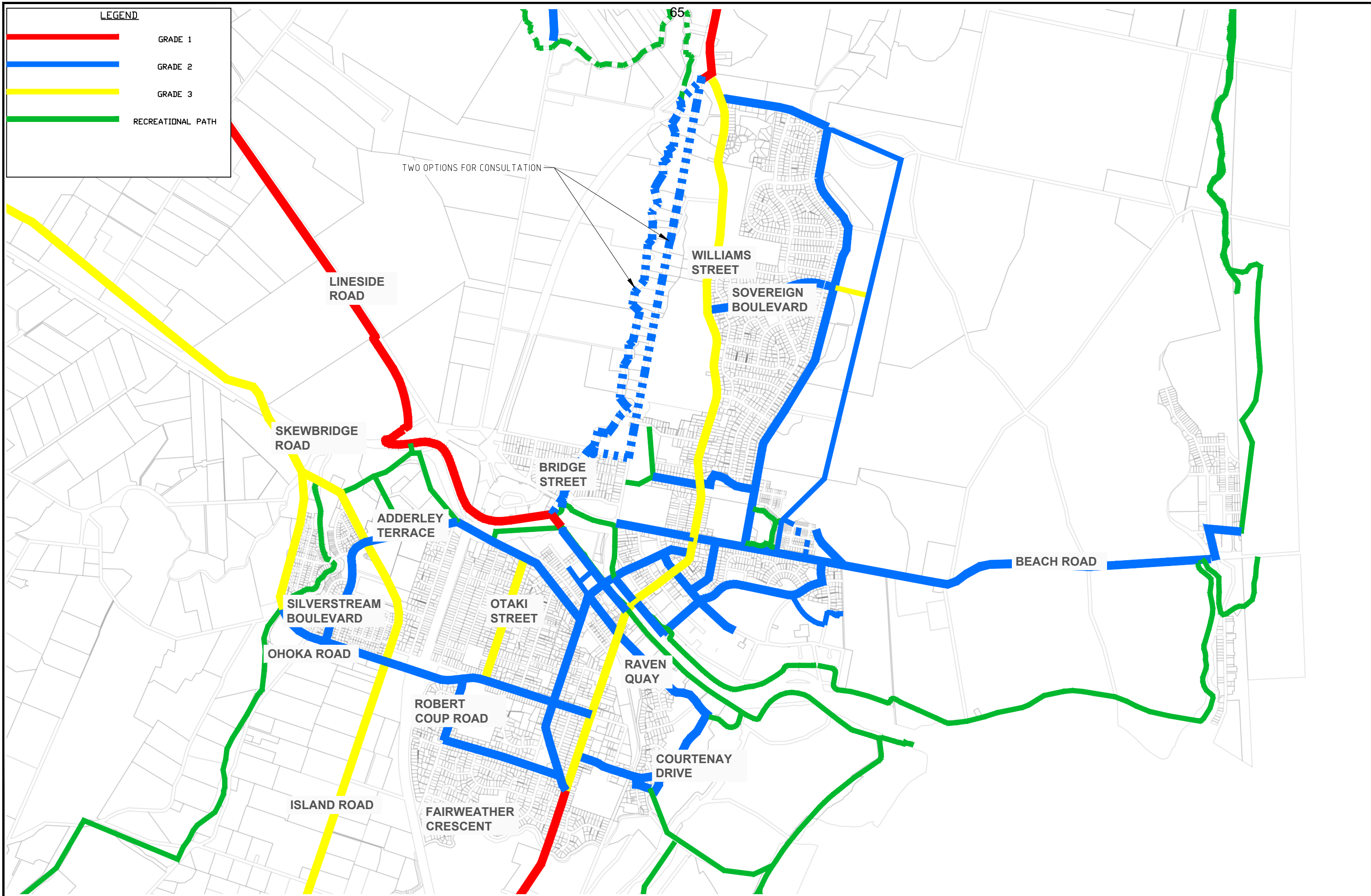
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



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

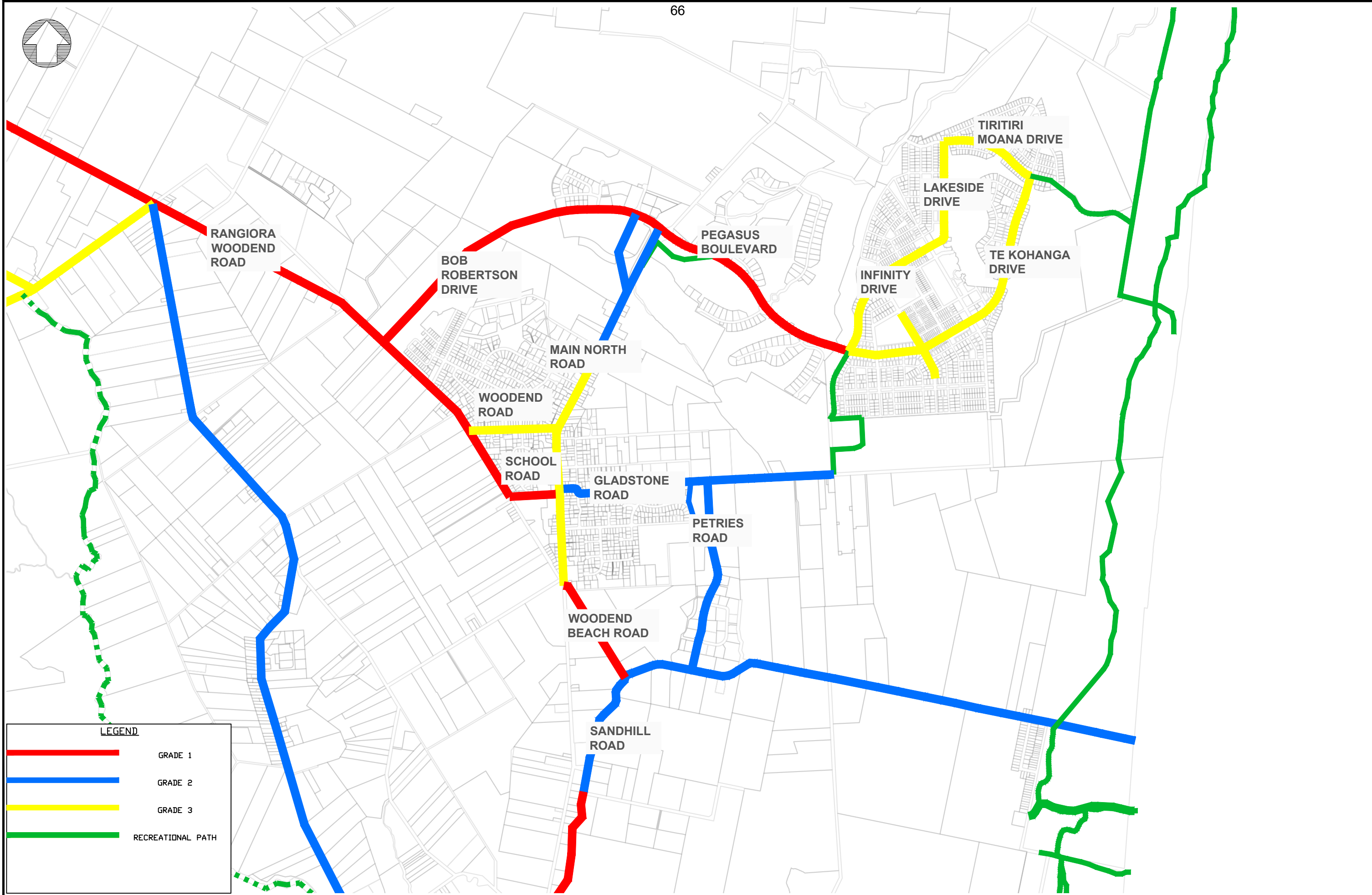
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



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

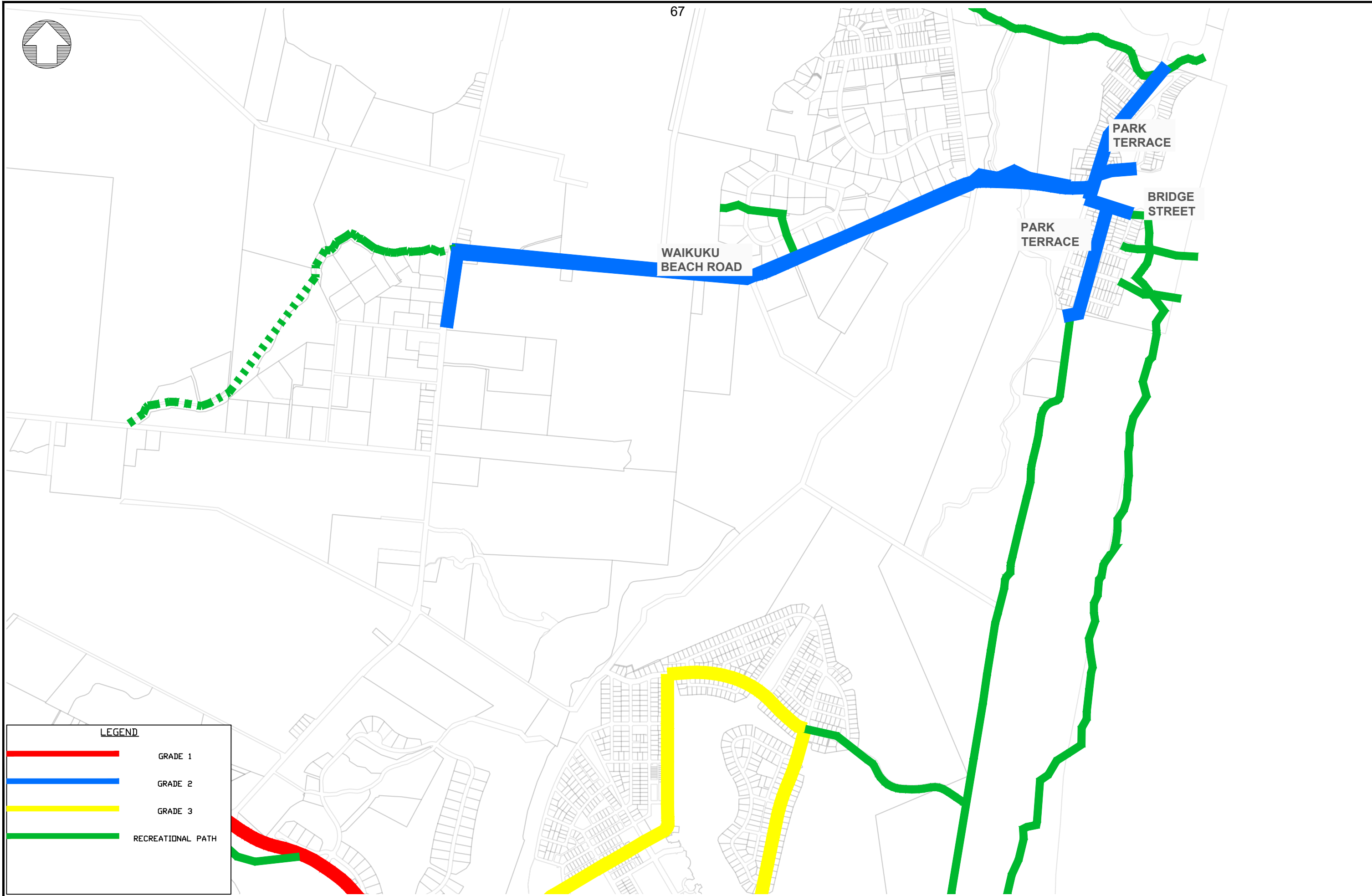
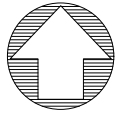
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DESIGNED	SCALE (A3) NOT TO SCALE
DESIGNED CHKD	DATUM ORIGIN
APPROVED	HORIZONTAL NZTM GD2000
	VERTICAL



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



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

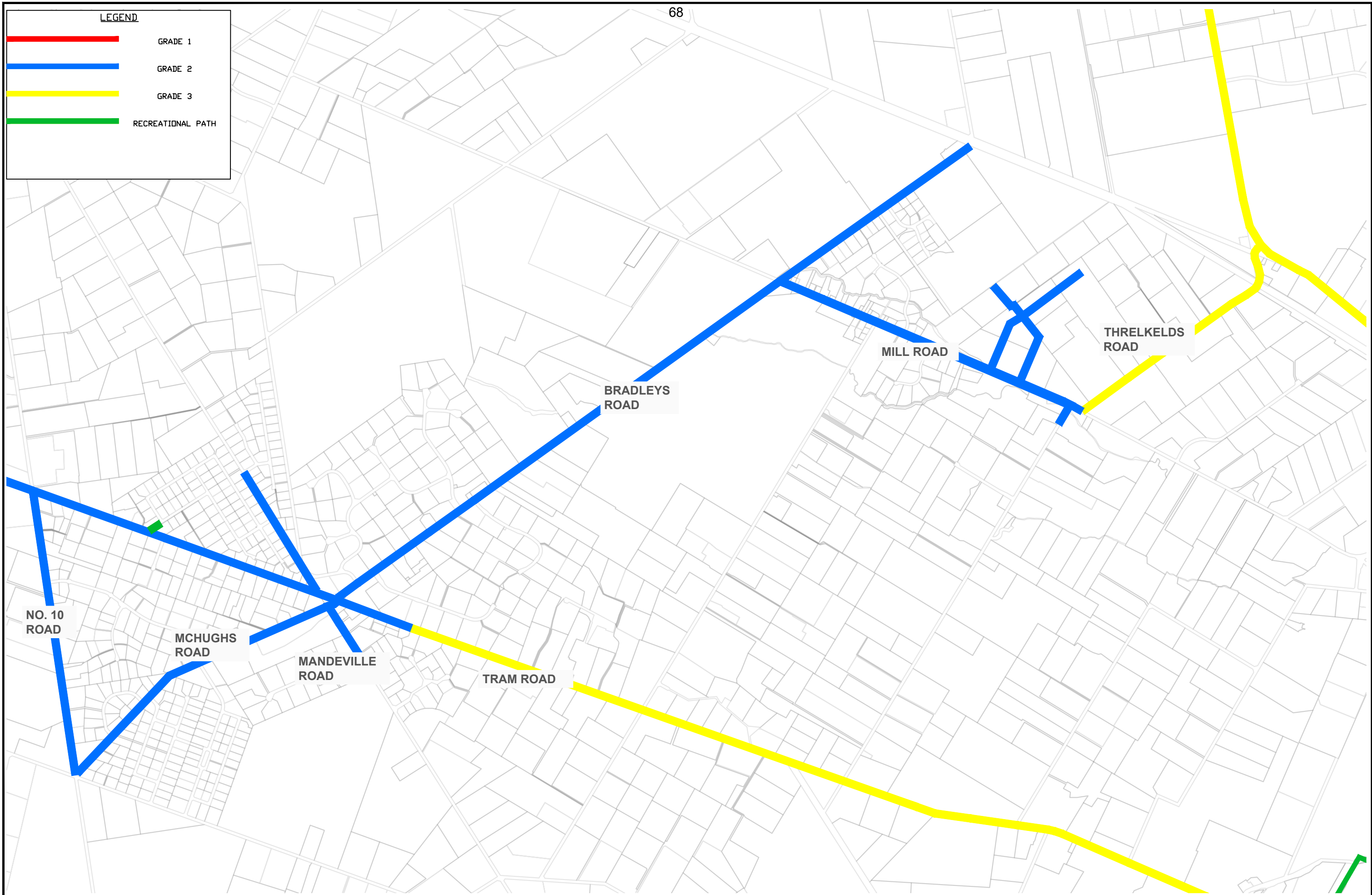
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	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

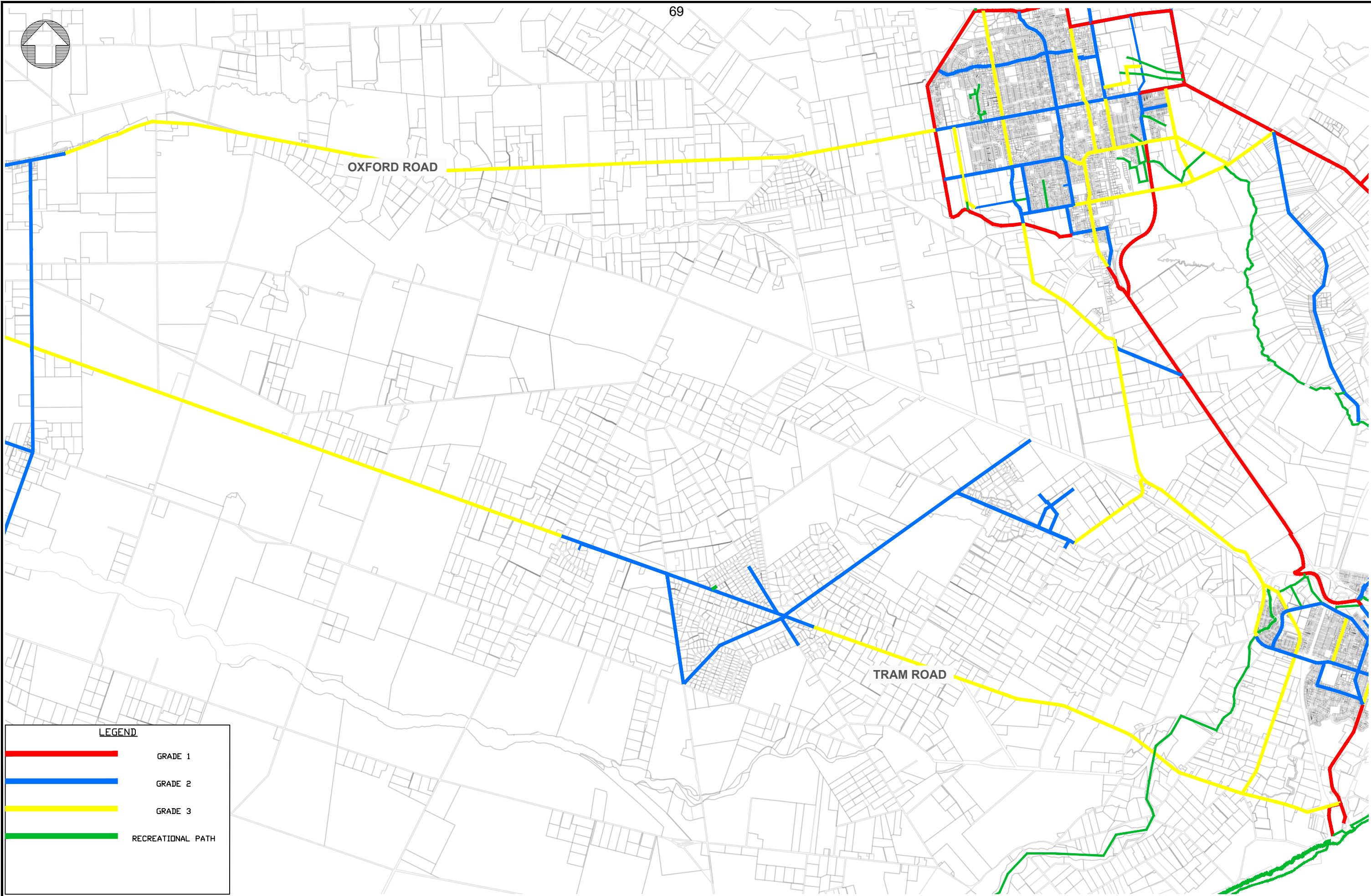
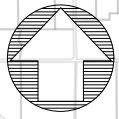
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



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

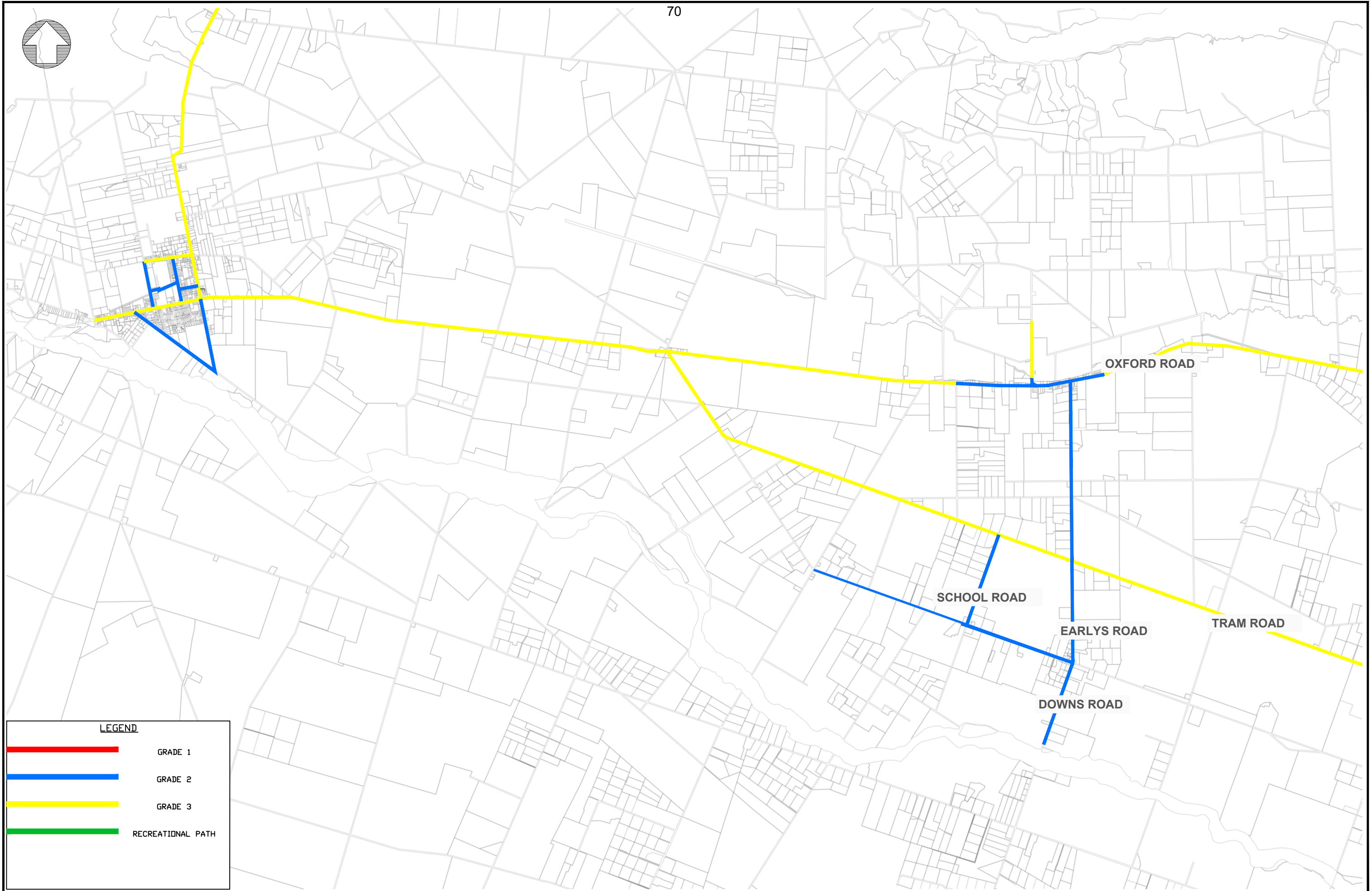
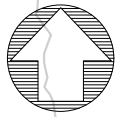
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APPROVED		VERTICAL	



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

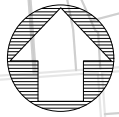
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APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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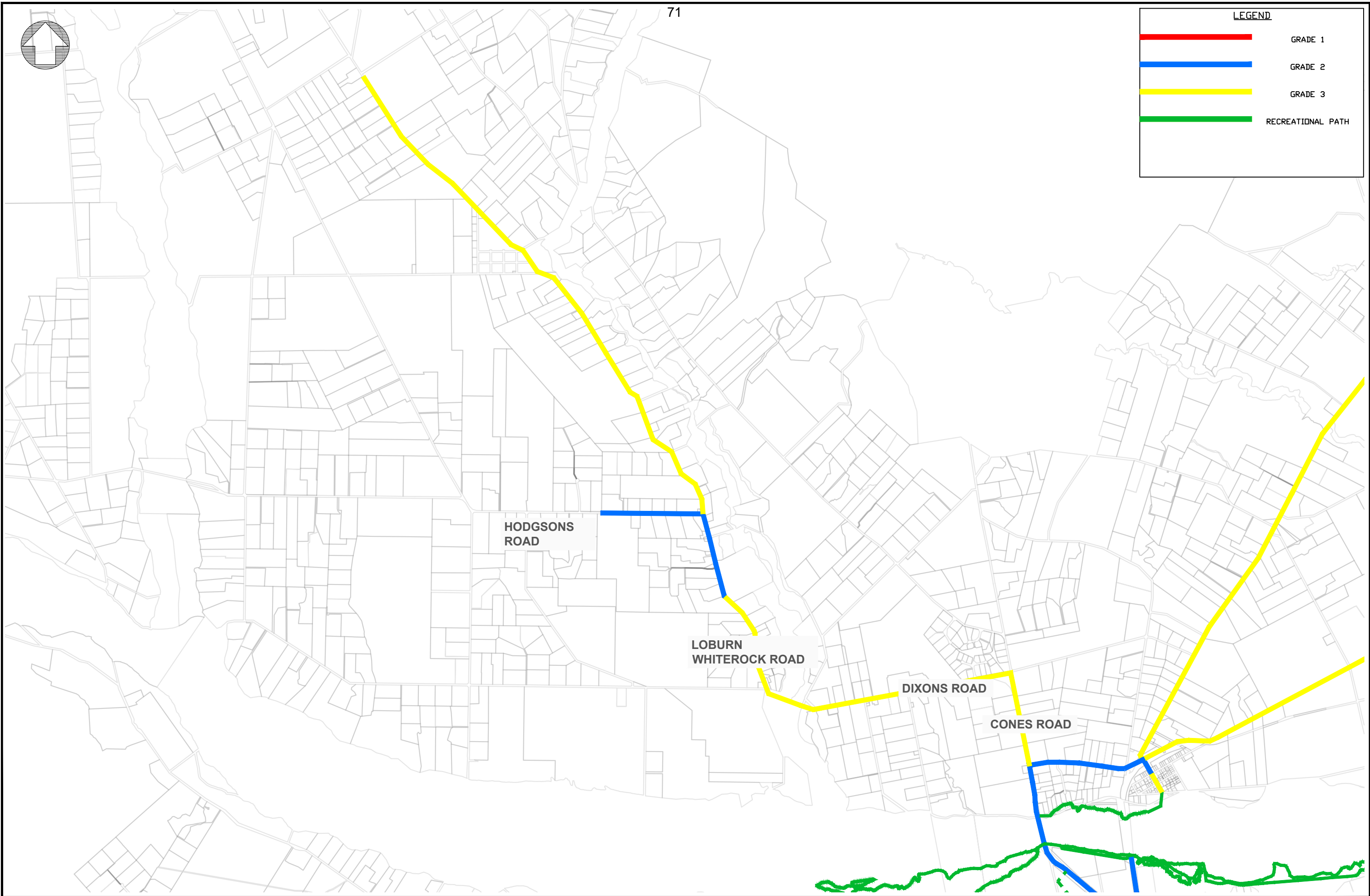
SHEET TITLE	TRAM/OXFORD RD TO OXFORD (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
09	A



LEGEND

- GRADE 1
- GRADE 2
- GRADE 3
- RECREATIONAL PATH



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR COMMUNITY BOARD	AMC	KS	---	JUL 2021

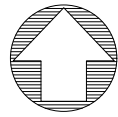
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APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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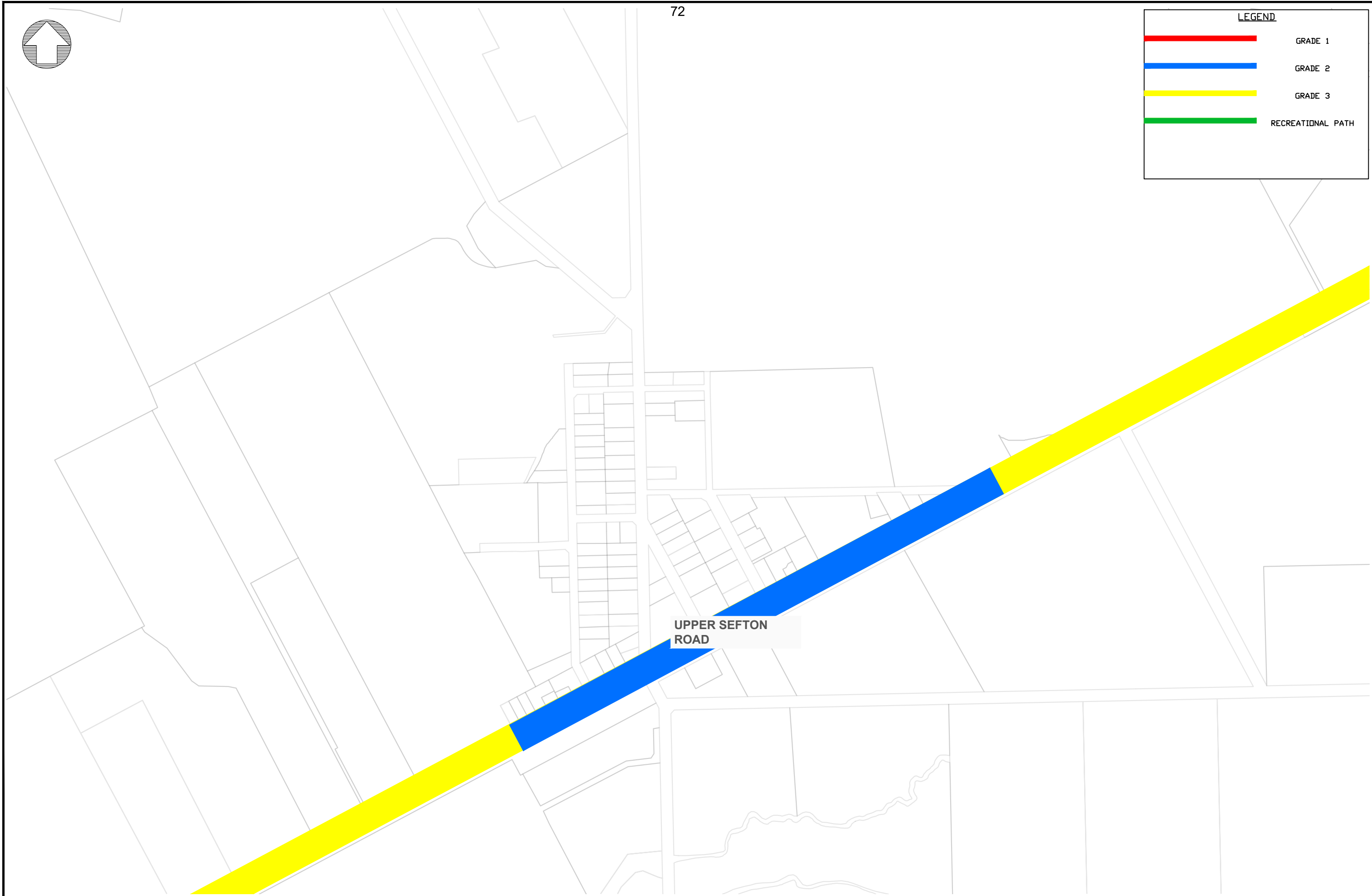
SHEET TITLE	LOBURN (PROPOSED NETWORK PLAN)
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4221
SHEET	REVISION
10	A



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

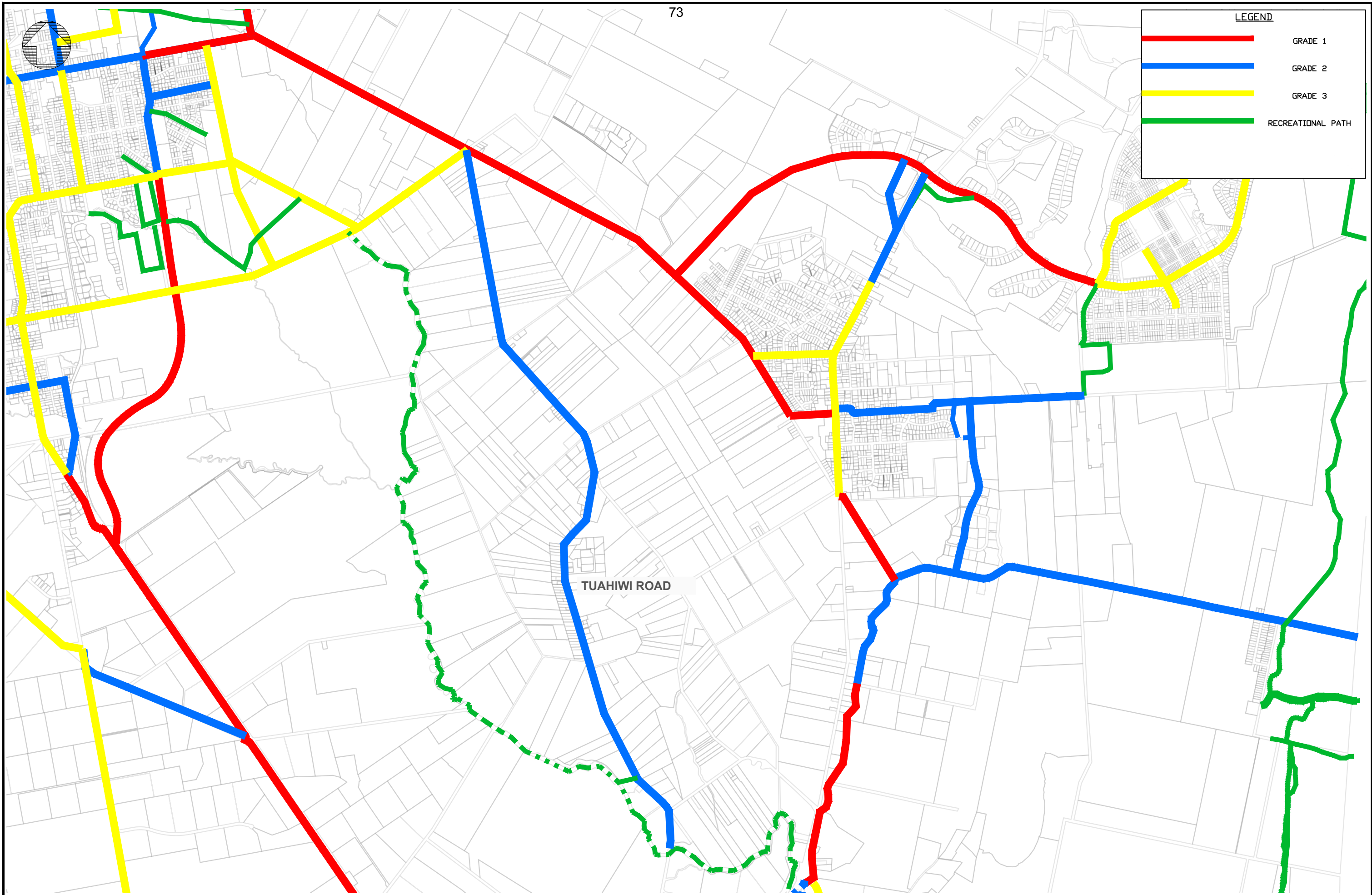
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**SEFTON
(PROPOSED NETWORK PLAN)**

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

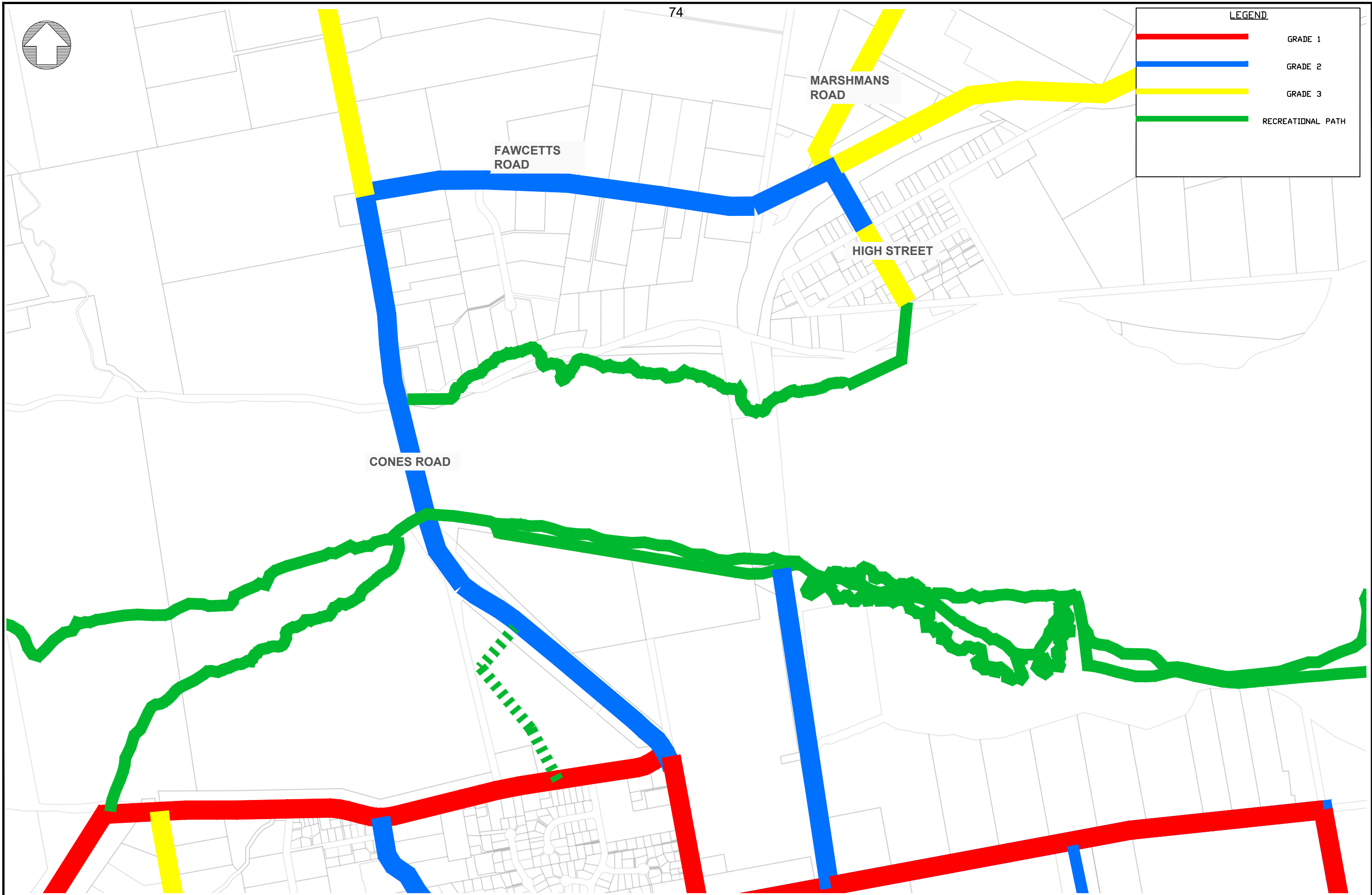
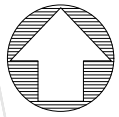
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DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
WALKING AND CYCLING NETWORK PLAN

SHEET TITLE
**TUAHIW
(PROPOSED NETWORK PLAN)**

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

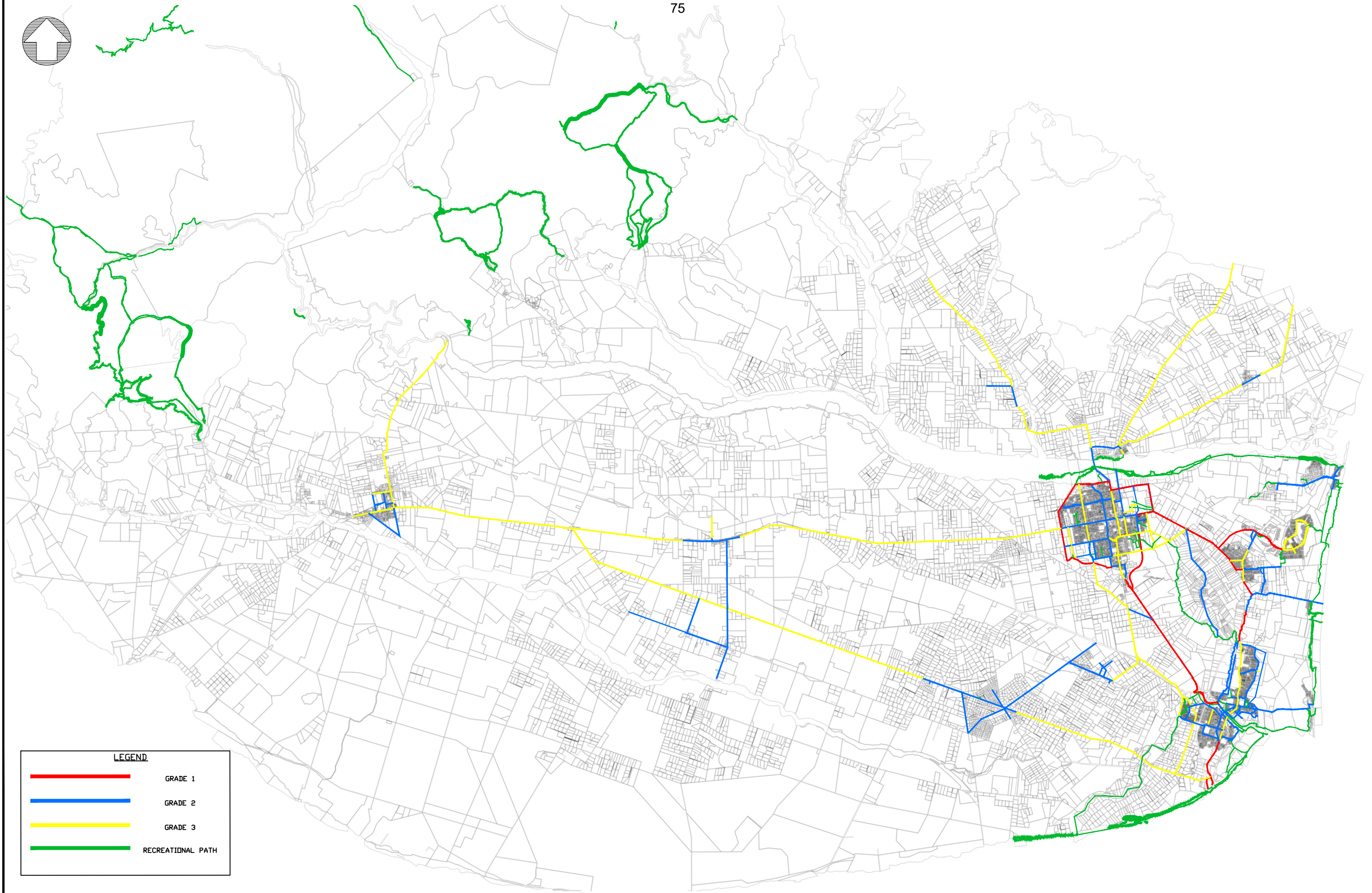
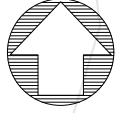
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	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