

Agenda

Rangiora-Ashley Community Board

Wednesday 10 June 2026

7pm

Council Chamber
215 High Street
Rangiora

Members:

Liz McClure (Chairperson)
Jim Gerard QSO (Deputy Chairperson)
Kirstyn Barnett
Robbie Brine
Wendy Doody
Alan Geeves
Jason Goldsworthy
Diana Hawkins
Duncan Lundy
Bruce McLaren
Brent Robinson
Joan Ward

AGENDA CONTENTS – RANGIORA-ASHLEY COMMUNITY BOARD MEETING

<u>Item Number</u>	<u>Item Topic</u>	<u>Page numbers</u>
3	Confirmation of Minutes	
3.1	Minutes of 13 May 2026	10-21
3.3	Workshop Notes of 13 May 2026	22-24
6	Staff Reports	
6.1	Approval of Blake Street Carpark Reconfiguration Plan	25-59
6.2	Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes	60-67
6.3	Request to approve intersection controls on Charles Street, Pentecost Road, Rowse Street, Bush Street, Banks Place, and George Street	68-78
6.4	Proposed Roding Capital Works Programme for 2026 / 27 and Indicative Three-year Programme	79-92
6.5	Rangiora-Ashley Community Board General Landscaping Budget Projects 2026	93-106
10	Members Information Exchange	107-109

AGENDA FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 10 JUNE 2026 AT 7PM.

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS
COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL/COMMUNITY BOARD**

	<u>BUSINESS</u>	PAGES
1. <u>APOLOGIES</u>		
2. <u>CONFLICTS OF INTEREST</u>		
3. <u>CONFIRMATION OF MINUTES</u>		
3.1. <u>Minutes of the Rangiora-Ashley Community Board – 13 May 2026</u>		10-21
<i>RECOMMENDATION</i>		
THAT the Rangiora-Ashley Community Board:		
(a) Confirms , as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 13 May 2026.		
3.2. <u>Matters Arising (From Minutes)</u>		
3.3. <u>Notes of the Rangiora-Ashley Community Board – 13 May 2026</u>		22-24
<i>RECOMMENDATION</i>		
THAT the Rangiora-Ashley Community Board:		
(a) Receives , the circulated notes of the Rangiora-Ashley Community Board meeting, held on 13 May 2026.		
4. <u>DEPUTATIONS AND PRESENTATIONS</u>		
Nil.		
5. <u>ADJOURNED BUSINESS</u>		
Nil.		

6. REPORTS

6.1. Approval of Blake Street Carpark Reconfiguration Plan – Heike Downie (Strategy and Centres Team Leader) and Aaron Kibblewhite (Senior Project Engineer)

25-59

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260520120269.
- (b) **Approves** the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (c) **Notes** the allocation of four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging) and the associated installation of EV charging infrastructure in implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (d) **Notes** that the Rangiora Ashley Community Board has approved the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (e) **Notes** that in December 2013 in the context of the Council approving funding the new North of High Laneway (Hunnibell Lane) and adjacent car parking (at 11 Blake Street) project, the Council supported staff developing a concept plan that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in spaces.
- (f) **Notes** that the Blake Street Carpark Reconfiguration project is a “short term” implementation project committed in the Rangiora Town Centre Parking Management Plan, adopted by Council in 2025.
- (g) **Notes** that the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) creates an additional 47 parking spaces (representing an increase of 28%, from 169 spaces to 216 spaces), which contributes considerably towards the modelled anticipated demand for an additional 60 parks by 2030 to ensure the Rangiora town centre continues to function well, as determined in the adopted Rangiora Town Centre Parking Management Plan.
- (h) **Approves** the installation of EV charging infrastructure at the northwestern location as shown in Attachment i (260521121470) (timing to be confirmed) and allocating four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging).
- (i) **Approves** entering a License to Occupy with a third-party provider (most likely Meridian) for the site shown in Attachment i (260521121470), subject to finalisation of terms consistent with Council’s existing EV charging programme, and subject to confirming timeframes with a third-party provider.
- (j) **Notes** that the inclusion of EV charging infrastructure represents a continued implementation of Council’s existing EV charging programme (approved by Council in 2020) at an additional site and with no financial cost to Council, and that it is consistent with strategic directions for supporting and enabling such amenity committed in the adopted Integrated Transport Strategy and Parking Management Plan.
- (k) **Approves** the establishment of five mobility parking spaces within the Blake Street public carpark, noting this is an increase from four currently available in the public carpark, and noting that the additional existing one on-street mobility park on Blake Street remains as is.
- (l) **Notes** that targeted engagement on a draft Blake Street Carparking Reconfiguration Plan was undertaken over recent months with property owners within the block, with some tenants, as well as with the Waimakariri Access Group, and the Concept Plan has been updated to reflect relevant feedback.

- (m) **Notes** that the high-level indicative engineer's estimate of the project cost to implement the Blake Street Carpark Reconfiguration Plan is approximately \$1,650,000 and that:
 - i. \$1,140,000 is available in the project's budget across 2025/26 and 2026/27 (PJ 101777.000.5135 and PJ 102518.000.5133) - \$400,000 of which is being added through the 2026/27 Annual Plan adoption.
 - ii. it is proposed that other existing and related budgets are utilised to contribute to the cost of this project as recommended in (l) and (m) and detailed in section 7 of this report.
 - iii. if there is any residual budget shortfall following the physical works tender process (when final costs are more certain), staff will prepare appropriate recommendations to Council as part of the tender approval process, if required.
- (n) **Approves** the use of \$80,000 from the Town Centre Carpark (Ashley St) Layout Improvements budget (PJ 102427.000.5135 and 102427.000.5133) which is existing budget that is surplus to that project's costs.
- (o) **Approves** the use of \$295,000 from the Town Centre Upgrades budget (PJ 100359.000.5134) which is the total available and uncommitted in 2025/26 and 2026/27.
- (p) **Notes** that renewal of 108 metres of asbestos cement water main located within the carpark will be included in the physical works at an estimated cost of \$117,000; this component will be funded by the Rangiora Water Main Renewals budget (PJ 100002.000.5104) and is within the allocated budget for 2026/27 of \$837,600.
- (q) **Delegates** authority to the Chief Executive to approve any minor adjustments to the final Blake Street Carpark Reconfiguration Plan (as required) to support the physical works stage.
- (r) **Notes** that physical works associated with implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) are anticipated to commence in September and be completed by the end of November 2026.
- (s) **Notes** that it is anticipated that the demolition of the building at 13 Blake Street occurs in August (with the tender for this closing in late June), following the current tenants (North Canterbury Model Railway Club) vacating the premises by the end of June.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (t) **Approves** the establishment of a 120-minute time restriction (except to mobility parks) to new carparks within the extended Blake Street carpark and at Blake Street, including those spaces to be constructed over 13 Blake Street which will be incorporated into the wider Blake Street carpark area.
- (u) **Notes** that the Blake Street carpark is currently restricted to 120 minutes and experiences amongst the highest parking occupancy at peak times; a 120-minute time restriction is therefore considered appropriate in this prime location to continue to encourage parking turnover, which supports local businesses and makes best use of the land.
- (v) **Notes** that the mobility parking spaces will be unrestricted, which is consistent with current practice.

6.2. **Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes – Shane Binder (Senior Transport Engineer) and Nithin Puthupparambil**

60-67

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260325083463.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** consultation being undertaken on the option of consolidating the crossing locations by removing the two existing pedestrian crossing points at nos. 191 A and 205 King Street and replacing with a new single mid-block pedestrian crossing with build outs.
- (c) **Approves** consultation being undertaken on implementation of P15 time-restricted parking during drop-off and pick-up periods (8:00-9:00am and 2:00-3:00pm) and P120 parking during other times, on two (2) car parking spaces in front of no. 205 King Street.
- (d) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision making on this matter.

6.3. **Request to approve intersection controls on Charles Street, Pentecost Road, Rowse Street, Bush Street, Banks Place, and George Street – Shane Binder (Senior Transport Engineer) and Nithin Puthupparambil**

68-78

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 251201228460.

- (b) **Approves** the following intersection control changes pursuant to section 2 of the Land Transport Rule: Traffic Control Devices 2004, with effect from the date of installation of appropriate signage:

Item	Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
1	George Street	Percival Street	Stop	Give Way
2	Charles Street	King Street	Stop	Give Way
3	Pentecost Road	South Belt	Stop	Give Way
4	Rowse Street	South Belt	Stop	Give Way
5	Bush Street	South Belt	Stop	Give Way
6	Banks Place	South Belt	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roading Committee for information.

6.4. **Proposed Roding Capital Works Programme for 2026 / 27 and Indicative Three-year Programme – Kieran Straw (Civil Projects Team Leader) and Joanne McBride (Roding and Transport Manager)**

79-92

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260508111821.
- (b) **Endorses** the 2026/27 DRAFT Proposed Roding Capital Works Programme (Trim: 260508111836).
- (c) **Endorses** the indicative Roding Capital Works Programme for the 2027/28, 2028/29 and 2029/30 years.
- (d) **Notes** that any feedback on the programme included with this report will be taken by staff at the Board meeting and incorporated into the final report which is proposed to be taken to the Utilities and Roding Committee in July 2026 for approval.

6.5. **Rangiora-Ashley Community Board General Landscaping Budget Projects 2026 – Aria Huang (Landscape Planner) and Grant Stephens (Design and Planning Team Leader)**

93-106

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260522121907.
- (b) **Approves** the allocation of \$3,500 for a seat at the Acacia Ave stormwater management area.
- (c) **Approves** the allocation of \$3,500 and implementation for a seat at the West Belt Tree Reserve near Ballarat Rest home.
- (d) **Approves** the allocation of \$3,500 and implementation for a seat at the Townsend Road stormwater management area.
- (e) **Approves** the allocation of \$3,500 and implementation for a seat at the Northbrook stormwater reserve opposite Koura Reserve.
- (f) **Approves** the allocation of \$13,290 towards seating and approximately 25 metres of footpath extension to connect the existing footpath to the new Kippenberger sculpture area on Kippenberger Avenue.
- (g) **Approves** the relocation of the western Rangiora entrance sign on Oxford Road approximately 300m west to a new location as outlined within this report, with a further report to be presented to the Board for approval of the detailed concept design.
- (h) **Notes** that the Board currently has \$27,290 available within the General Landscaping Budget (101045.000.5224) for allocation during the current 2025/2026 financial year.
- (i) **Notes** that approval of the recommended projects will result in the full allocation of the remaining General Landscaping Budget for the 2025/2026 financial year.
- (j) **Notes** that any uncompleted projects will be carried over into the 2026/2027 financial year as work in progress.

7. **CORRESPONDENCE**

Nil.

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for May 2026

The chairperson will provide a verbal report.

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the verbal report from the Rangiora-Ashley Community Board Chairperson.

9. MATTERS FOR INFORMATION

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 6 May 2026.
- 9.2. Woodend-Sefton Community Board Meeting Minutes 11 May 2026.
- 9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 May 2026.
- 9.4. Keep Rangiora Beautiful Distribution of Funds and to Dissolve – Report to Council Meeting 5 May 2026 – Circulates to Rangiora-Ashley Community Board.
- 9.5. Health, Safety and Wellbeing Report 17 Match to 21 April 2026 – Report to Council Meeting 5 May 2026 – Circulates to all Boards.
- 9.6. Zone Implementation Programme Addendum (ZIPA) Budget Reallocation in 2025/26 – Report to Utilities and Roading Committee Meeting 12 May 2026 – Circulates to all Boards.
- 9.7. Draft Annual Plan 2026-2027 Special Consultative Procedure – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.8. Drainage – Utilities and Roading Department Staff Submission to the Draft 2026/27 Annual Plan – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.9. Water Supply - Utilities and Roading Department Staff Submission to the Draft 2026/27 Annual Plan – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.10. Wastewater – Utilities and Roading Department Staff Submission to the Draft 2026/27 Annual Plan – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.11. Staff Submission to the Annual Plan 2026/27 – Roading Budgets – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.12. Solid Waste– Utilities and Roading Department Staff Submission to the Draft 2026/27 Annual Plan – Report to Council Meeting 26 May 2026 – Circulates to all Boards.
- 9.13. Rangiora Airfield Governance Review 2026 – Report to Council Meeting 26 May 2026 – Circulates to all Boards.

RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.13.

Note:

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*

10. MEMBERS' INFORMATION EXCHANGE

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

Any written information submitted by members is included in the agenda.

11. CONSULTATION PROJECTS

11.1. Stock Movement Bylaw 2026

<https://letstalk.waimakariri.govt.nz/stock-movement-bylaw-2026>

Consultation closes on Friday 12 June 2026.

11.2. Head Start Pathway/Amalgamation

<https://letstalk.waimakariri.govt.nz/head-start-pathway>

Consultation closes on Sunday 5 July 2026.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 31 May 2026: \$7,247.

12.2. General Landscaping Fund

Balance as at 31 May 2026: \$27,290.

13. MEDIA ITEMS

14. QUESTIONS UNDER STANDING ORDERS

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 8 July 2026 in the Council Chamber.

Workshop

- *Speed Limits – Shane Binder (Senior Roading and Transportation Engineer) 30mins*
- *Discretionary Grant Funding Criteria Review – Thea Kunkel (Governance Team Leader) 10mins*
- *Members Forum*

MINUTES OF THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON 13 MAY 2026 AT 7PM.

PRESENT

J Gerard (Deputy Chairperson), R Brine, K Barnett, W Doody, A Geeves, J Goldsworthy, D Hawkins, D Lundy, B McLaren, B Robinson (arrived at 7.22pm) and J Ward.

IN ATTENDANCE

S Hart (General Manager Strategy, Engagement and Economic Development), A Huang (Greenspace Landscape Planner), M Foster (Community Development Facilitator – Arts Strategy Implementation), G Stephens (Design and Planning Team Leader), J McBride (Roading and Transport Manager), T Kunkel (Governance Team Leader) and A Connor (Governance Support Officer).

There was one member of the public present.

1. APOLOGIES

Moved: K Barnett

Seconded: J Gerard

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** and **sustains** an apology for leave of absence from L McClure.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 8 April 2026

Moved: A Geeves

Seconded: D Hawkins

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 8 April 2026.

CARRIED

3.2. Matters Arising (From Minutes)

K Barnett queried when feedback on the Cust Domain Football Review had been received from the Cust Domain Advisory Group. T Kunkel undertook to obtain this information for the Board.

3.3. Notes of the Rangiora-Ashley Community Board – 8 April 2026

Moved: J Gerard

Seconded: W Doody

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the circulated notes of the Rangiora-Ashley Community Board meeting, held on 8 April 2026.

CARRIED

4. DEPUTATIONS AND PRESENTATIONS

Nil.

5. ADJOURNED BUSINESS

Nil.

6. REPORTS

- 6.1. Kippenberger Sculpture Options – A Huang (Greenspace Landscape Planner) and M Foster (Community Development Facilitator – Arts Strategy Implementation)

A Huang spoke to the report, noting that approval was being sought for a preferred concept design for a sculpture to be installed on Kippenberger Avenue, Rangiora, in recognition of Sir Howard Kippenberger. Approval was also sought to revise the previously approved location of the sculpture, as subsequent changes to the site had created an opportunity for a more suitable alternative. A Huang noted that, following Board approval of the project design brief, staff invited expressions of interest from artists, resulting in two submissions. The Waimakariri Public Arts Trust (the Trust) assessed the submissions and indicated a preference for Proposal One by Victoria Dowall, as it most effectively responded to the project brief and recognised Sir Howard Kippenberger's local and national contributions.

In response to a question from A Geeves, A Huang confirmed there would be no cost implications with the revised location.

D Hawkins sought clarification on why vandalism had been highlighted as a concern for Proposal Two but not for Proposal One, noting that vandalism could occur with either design. A Huang agreed that damage and vandalism were risks regardless of the option selected; however, the replacement or repair cost for Proposal Two would be significantly higher than for Proposal One.

In response to a further query from D Hawkins, A Huang confirmed that the budget allocated to the project covered only fabrication and installation of the sculpture and that any long-term maintenance would be funded from a separate budget. G Stephens noted that any damage to Proposal Two would likely require full replacement of the sculpture, resulting in greater work and higher costs. In contrast, for Proposal One, damaged panels could be more easily and cost-effectively replicated or repaired.

W Doody questioned the rationale for selecting one proposal over the other. M Eaton advised that the Trust had recommended Proposal One as the option that best met the design brief. The intention was to honour Sir Kippenberger while also enhancing the town's entrance. The Trust considered Proposal One to be more impactful and more effectively aligned with the intended message.

Following a question from W Doody, G Stephens noted that there might not be a greater risk of vandalism to the proposed sculpture of Sir Kippenberger than to the Charles Upham sculpture in Hurunui. However, the Kippenberger sculpture would be more visible due to the higher traffic volumes on Kippenberger Avenue. Staff were required to assess all potential risks and impacts.

J Gerard observed that Sir Kippenberger was best known for his military service. While he acknowledged that the proposed sculpture should serve as a war memorial, he asked whether the preferred option could better reflect Sir Kippenberger's military persona. G Stephens confirmed that staff could work with the selected artist to adapt the design in accordance with the Board's direction. However, the Board's previous brief was that the project should focus on Sir Kippenberger as a person, not solely on his war achievements.

G Stephens confirmed that the Board acknowledged there was already a war memorial at the Lineside Road entrance and felt that this project should focus on Sir Howard Kippenberger as a person, not only his war achievements.

K Barnett questioned the need for an "acceptance of work" budget. G Stephens clarified that this cost represented the final instalment paid to the artist upon completion of the work.

K Barnett noted that there was a substantial amount of green space around the revised location and asked whether any plans existed for walkways to improve accessibility. A Huang confirmed that, once the artist had been selected, staff would work with them on the final design. She advised that the primary purpose of the area was stormwater management; however, additional pathways or seating could be incorporated if the Board wished, although these elements were not included within the current budget.

D Hawkins asked whether any provision had been made for parking. G Stephens advised that on-street parking was available on Kippenberger Avenue and that it would connect with the recreation network associated with the Bellgrove development. It was noted that large numbers of vehicles stopping at one time were not anticipated.

D Lundy enquired whether consideration had been given to the materials to be used and whether colour could be incorporated. G Stephens responded that, should the Board wish to introduce colour into the design, staff would be able to work with the artist to achieve this.

D Hawkins queried the rationale for recommending a revised location. M Eaton explained that feedback had indicated the original site was too close to the wastewater area and that a location further away was preferred. G Stephens added that when the revised location was identified, it was considered visually preferable because the background was less busy.

Moved: J Ward

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260414095183.
- (b) **Approves** Proposal 1 (Victoria Dowall) to proceed to detailed design, fabrication, and installation.
- (c) **Approves** the revised location for the Kippenberger Sculpture, as shown in Figures 2 and 3 of this report.
- (d) **Notes** that the final decision on the preferred proposal rests with the Rangiora–Ashley Community Board, with the Waimakariri Public Arts Trust (WPAT) acting in an advisory capacity.

- (e) **Notes** that, in accordance with the Project Brief (Expressions of Interest for Artists), the Waimakariri Public Arts Trust (WPAT) has assessed the submissions for artistic merit and supports the concepts presented for the Board's consideration and selection of a preferred option.
- (f) **Notes** that Waimakariri Public Arts Trust (WPAT) have expressed preference for Proposal 1 (Victoria Dowall), which has four panels reflecting the breadth of Kippenberger's contribution to community and country.
- (g) **Notes** that the previously allocated budget of \$30,000 from the Rangiora–Ashley General Landscaping Budget will fund all aspects of the project, including conceptual design, detailed design, fabrication, and installation.
- (h) **Notes** that ongoing maintenance of the selected sculpture will be accommodated within the current parks and reserves maintenance contract, as part of the park furniture category.
- (i) **Notes** that due to the timeframes associated with the process to fabrication, this project may extend beyond the current financial year, and that the budget for uncompleted work will be carried forward into the 2026/27 financial year as a work in progress.

CARRIED

J Ward reported that she had attended an ANZAC Day service in Australia, where a display similar to Proposal 1 was on display, and remarked that it was beautiful. She emphasised that the proposal conveyed the full story of Sir Howard Kippenberger and would encourage people to understand that he was more than a soldier, having made significant contributions to the Waimakariri District.

B McLaren supported the motion, noting that it was the option recommended by the WPAT and that it best met the brief. He observed that the proposal celebrated Sir Howard Kippenberger's war service alongside his wider achievements and contributions. B McLaren believed the revised option would provide better visibility for those travelling towards Woodend. He also acknowledged that incorporating footpaths and seating in the future would be highly beneficial.

K Barnett thanked staff for listening to the Board's brief. She expressed her appreciation for the connection with the community and the storytelling aspect, which highlighted Sir Howard Kippenberger's entire life rather than focusing solely on his wartime achievements. K Barnett, therefore, supported the motion.

In her right of reply, J Ward commented that the staggered orientation of the panels would appear striking against the rolling green backdrop. She noted that this would be a very special sculpture and that she was excited to see it come to fruition.

6.2. **Road Naming – Bellgrove Rangiora Limited** – S Morrow (Rates Officer – Property Specialist)

T Kunkel presented the report and advised that the names proposed for the current stage of the Bellgrove development were inspired by the proximity of the Rangiora Golf Club and by golf-related terminology. The names were provided by the developer and were confirmed to comply with the Waimakariri District Council Naming Policy.

Moved: B McLaren

Seconded: D Hawkins

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260423102580.

- (b) **Approves** the following proposed road names for the new subdivision shown as Roads 9 - 11 on the Subdivision Plan (Trim: 260423102585):
- (i) Road 9. Stableford Road
 - (ii) Road 10. Greenway Street
 - (iii) Road 11. Augusta Drive
- (c) **Notes** that the Rangiora - Ashley Community Board may replace any of the names with a name of their own choice.

CARRIED

B McLaren supported the motion, highlighting the link between the names and the nearby Rangiora Golf Club.

6.3. **Applications to the Rangiora-Ashley Community Board's 2025/26 Discretionary Grant Fund** – T Kunkel (Governance Team Leader)

T Kunkel presented the report and advised that the Rangiora Squash Club had applied to purchase training equipment for new players. The application met the Board's Discretionary Grant Criteria, as a community-based sports organisation submitted it, and the requested funding of \$1,000 was consistent with the specified per-application limit. It was noted that only approximately 50% of participants would be from the Rangiora–Ashley Ward. This was the first time the Club had applied to the Board.

K Barnett questioned what would happen to the Discretionary Grant Fund if it were not allocated in the 2025/26 financial year. S Hart stated he understood that funds would be carried over; however, that was at the Council's discretion.

D Hawkins asked how many squash courts were in the Waimakariri District and whether the Rangiora Squash Club served the whole district. W Doody confirmed there was also a squash court in Oxford.

Moved: K Barnett

Seconded: D Hawkins

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260325083908.
- (b) **Approves** a grant of \$1000 to the Rangiora Squash Club towards the purchase of training equipment for new players.

CARRIED

K Barnett expressed her support for approving the \$1,000 requested, noting that although only 50% of participants were from the Rangiora–Ashley Ward, the Rangiora Squash Club was based in Rangiora and served the wider local community. She observed that, because funding applications must be submitted to the Community Board in the area where the facility was located, the Club would be unlikely to receive funding if it applied to any other Community Board.

B McLaren indicated that he also supported the motion, noting that the Rangiora Squash Club was a long-standing organisation that had not previously applied for funding from the Board.

In addition, D Hawkins supported the motion, stating that it assisted a physical activity that engaged the wider community.

T Kunkel presented the report and advised that Abbeyfield Waimakariri was seeking to establish an Abbeyfield House in Rangiora. They requested funding to host their first major event, an Auction of Promises, proposed for Saturday, 16 May 2026. The application met the Board's Discretionary Grant Criteria, as a not-for-profit organisation submitted it, and the requested amount of \$600 fell within the \$1,000 per application limit.

T Kunkel noted that although the application indicated the funds would be used for event-related costs, including the licence, staging, catering, advertising, and printing, it did not clearly specify the exact purpose of the funds as required under the Board's criteria. Abbeyfield had been advised that the funding could not be used to pay wages or for liquor licensing. They would also be required to submit an accountability form detailing how the funds were used.

K Barnett questioned whether staff were aware that the event had been postponed. T Kunkel confirmed she had been notified; however, the Board could grant the funding, and if the event did not proceed, the funds could be returned.

Moved: J Ward

Seconded: W Doody

- (c) **Approves** a grant of \$600 to the Abbeyfield Waimakariri Inc towards hosting an Auction of Promises to raise funds for its Abbeyfield House in Rangiora.

CARRIED

T Kunkel reported that Rachel's House Trust (the Trust) had applied for funding towards its Big Splash event. The application met the Board's Discretionary Grant Criteria, as a not-for-profit organisation had submitted it, and the requested amount of \$1,000 fell within the specified limit per application. Although the application indicated that the funds would be used for event-related costs, including catering, sound and lighting provision, and event coordination, it did not clearly specify the exact purpose of the funds as required under the Board's criteria.

T Kunkel noted that this was the second year the Trust had applied for funding for the Big Splash event, and that the Board might wish to consider whether the associated costs could be regarded as ongoing or annual operating expenditure for the Trust. Given the iconic nature of the Big Splash event, the Board might also wish to recommend that the Trust apply to the Council for funding through the Annual Plan or Long Term Plan processes in future years.

W Doody asked how many times the Trust had applied to the Board's Discretionary Grant. T Kunkel advised that the Trust had applied in August 2023 and was granted \$435 for entertainers for a music show; in March 2024, for presenters for the Brainwave Trust talk, which was declined; and in June 2025, for \$1,000 towards catering for the Big Splash event.

Moved: K Barnett

Seconded: W Doody

- (d) **Approves** a grant of \$500 to Rachel's House Trust towards hosting the Big Splash event in Rangiora.

CARRIED

K Barnett noted that the Trust received \$1,000 in 2025 for catering at the Big Splash event and emphasised that the Trust should not be reliant on ongoing Discretionary Grant funding to host the event. She stated that granting a reduced amount this year would signal the Board's continued support while also encouraging the organisers to work towards greater financial sustainability rather than becoming dependent on Discretionary Grant funding.

W Doody concurred, stating that the organisers were doing a great job; however, they could not continue to seek funding from the Board year after year.

T Kunkel advised that TimeBank Waimakariri had applied for \$500 to support the printing of promotional flyers for distribution to the wider community to promote their organisation. It was noted that they had also applied to other Boards. The application partially met the Board's criteria, as only approximately 50% of participants would be from the Rangiora–Ashley Ward.

In response to a question from W Doody, T Kunkel confirmed TimeBank Waimakariri had not applied to any other Community Boards for funding.

D Hawkins sought clarity on the membership of TimeBank Waimakariri. T Kunkel noted that no information on the group's membership had been included in the application.

In response to a question from W Doody, T Kunkel confirmed TimeBank Waimakariri had not applied to any other Community Boards for funding.

Moved: W Doody

Seconded:

- (e) **Approves** a grant of \$500 to TimeBank Waimakariri towards printing costs for promotional pamphlets.

LAPSE

In terms of Section 22.9 of the Standing Orders, if a motion lapsed, the status quo would remain.

6.4. **Ratification of the Rangiora-Ashley Community Board's Submissions to the Waimakariri District Council and Environment Canterbury's Draft 2026-27 Annual Plans** – T Kunkel (Governance Team Leader)

T Kunkel presented the report, and there were no questions from elected members.

Moved: J Gerard

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 260415096145.
- (b) **Ratifies** its submission to the Waimakariri District Council draft 2026-27 Annual Plan (Trim Ref: 260414095848).
- (c) **Ratifies** its submission to Environment Canterbury's draft 2026-27 Annual Plan (Trim Ref: 260330086340).
- (d) **Notes** that the Board Chairperson and/or Deputy Chairperson spoke at the Waimakariri District Council Submission Hearings to convey the Board's view in person on Thursday, 7 May 2026.

CARRIED

7. **CORRESPONDENCE**

Nil.

8. **CHAIRPERSON'S REPORT**

8.1. **Chair's Diary for April 2026**

Moved: J Gerard

Seconded: D Hawkins

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the report from the Rangiora-Ashley Community Board Chairperson (Trim: 260504108245).
carried

9. **MATTERS FOR INFORMATION**

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 8 April 2026.
9.2. Woodend-Sefton Community Board Meeting Minutes 13 April 2026.
9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 20 April 2026.
9.4. Approval of the Transportation Procurement Strategy 2026 – Report to Utilities and Rooding Committee Meeting 14 April 2026 – Circulates to all Boards.
9.5. New Zealand Transport Agency Procedural Audit Report March 2026 – Report to Utilities and Rooding Committee Meeting 14 April 2026 – Circulates to all Boards.
9.6. May 2025 Flood Recovery Progress Update and Project Update on Infrastructure Resilience Fund for 2024/2025 and 2025/026 – Report to Utilities and Rooding Committee Meeting 14 April 2026 – Circulates to all Boards.
9.7. Aquatics April Update – Report to Community and Recreation Committee Meeting 21 April 2026 – Circulates to all Boards
9.8. Libraries Update to April 2026 – Report to Community and Recreation Committee Meeting 21 April 2026 – Circulates to all Boards

Moved: D Lundy

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items 9.1 to 9.8.

CARRIED

10. **MEMBERS' INFORMATION EXCHANGE**

R Brine:

- It was reported that the Southern Community Hub had engaged an architect; however, further information on fees was required. A small group had been established to prepare material for funding applications. The Rangiora Bowling Club did not appear to be interested, and the Rangiora Pipe Band remained unsure. It was noted that the group had not secured a grant from MainPower.

B McLaren:

- Attended the Church Street Market.
- Responded to a resident who had contacted her regarding significant runoff into their property following the construction of a new footpath; a service request was lodged.
- Attended the Rangiora Town Hall 100th Anniversary meeting.

- Attended the McPhail Avenue drop-in session, where residents were briefed on the Rangiora Eastern Link.
- Participated in a Local Government New Zealand (LGNZ) Zoom meeting with the National Council.
- Visited the Eco Educate workshop school holiday programme.
- Lodged a service request regarding damage on Lehman's Road.
- Attended an LGNZ Zoom session with Brad Olsen, Informetric Senior Economist.
- Attended a Citizenship Ceremony.
- Attended the Rangiora and Districts Early Records Society monthly public speaker event featuring Jim Gerard.
- Attended several ANZAC Day services across the Waimakariri District.
- Attended the LGNZ Conference in Christchurch.
- Attended the Annual Plan drop-in session in Woodend.
- Attended the Oxford A&P Show.
- Attended the Pegasus Community Centre Steering Group meeting.
- Attended the Kaiapoi South MUBA site visit.
- Attended the Annual Plan drop-in session in Pegasus.
- Served on the panel for the Parking and Traffic Bylaw Hearing.
- Attended the Kaiapoi Museum Committee meeting.
- Attended the Play, Active Recreation and Sport Project Steering Group meeting.
- Attended the Rangiora Players' latest production, Give Us a Sign, where the group expressed their appreciation for the support received from the Board through grants.

A Geeves:

- Attended the Waimakariri Access Group meeting. The Group presented its submission to the Council's Long Term Plan, with a focus on the provision of a Changing Places fully accessible toilet—potentially at Dudley Pool or as part of the Pavilion development, additional mobility parks at the Dudley Park skate park, and a review of pedestrian crossings on High Street, Rangiora, where raised plantings were creating visibility hazards for disabled people and children. They also requested the installation of four pedestrian crossings at the High Street/King Street roundabout and that developers be required to submit plans for an accessibility audit.
- Attended Council workshop with Environment Canterbury on Public Transport Futures.

W Doody:

- Attended the ANZAC Day dawn parade, Cust service and Loburn Domain service. The Cust service was extremely well run, and the Loburn War Memorial was very impressive.
- Met with the Rangiora Bowling Club regarding moving their facility; however, they were not interested.
- Met MacPhail Avenue residents who had concerns regarding the proposed increased traffic volumes in contact with staff.

K Barnett:

- Attended Council workshop with Environment Canterbury on Public Transport Futures. It included only Greater Christchurch; anything past Two Chain Road was not included.
- Congratulated North Canterbury Musicals for their stunning performance of Les Misérables.

J Gerard:

- Attended Rangiora Town Hall's 100th anniversary meeting.
- Spoke to the Rangiora Ladies Group.

- Attended Utilities and Roding Committee meeting regarding speed limits.
- Attended Rangiora Museum meeting.
- Assisted with Meals on Wheels.
- Spoke to the museum group.
- Looked at the Rangiora Bowling Club Building and discussed the possible future.
- Attended the Rangiora ANZAC Day parade. It was superb with the largest turnout he had seen.
- Attended Rangiora Museum meeting. Have assisted them in obtaining two new laptops.

J Ward:

- Attended the LGNZ Conference, which was very interesting and positive.
- Attended the 10th anniversary celebration of the No. 88 Squadron Air Cadet Unit. They had over 60 people aged 13 to 19 sign up for 2026.
- Visited the Rangiora Airfield to look at the seeding of the runway and sealing of the driveway. There was concern regarding the height of the stopbanks, and parts of the airfield were vulnerable to flooding.

J Goldsworthy:

- Held the hearing for the Parking and Traffic Bylaw.
- Noise complaints had overtaken parking complaints for service requests.
- Attended a webinar on Rebuilding Trust in Aotearoa. One in five New Zealanders believed future generations would be better off than the current. Three in four New Zealanders were unwilling or hesitant to trust those outside their families and friends.

B Robinson:

- Attended wreath laying at Rangiora War Memorial for ANZAC Day.
- Attended GreyPower meeting. Raised the potential for a non-dog park being located near the existing dog park on River Road.
- Was approached regarding Environment Canterbury's new tap on tap off bus service, which could be used instead of a gold card. Environment Canterbury would be sending ambassadors to those with gold cards to issue new cards and help with the transition.

D Hawkins:

- Attended Water Race Advisory Group meeting:
 - A Waimakariri Irrigation Ltd (WIL) member was not present and did not leave a report.
 - A member of the public suggested the 'new pond' was due to start construction in May 2026; however, current international events could affect the timing.
 - Another member of the public suggested the new 'raised pond' company did not have the required easements over water races/WIL and other private and.
 - There was also a suggestion that there was considerable opposition to the pond and its potential to affect LIM reports due to potential failure. Opposition to the pond would be considerably mitigated if LIMs were not affected.
 - Council should investigate costs for a replacement culvert in Swannanoa Road and investigate and cost possible preventative maintenance on two sections of piped water race in the Cust township.
 - Council should also investigate the easement matter.
 - Council was also investigating/reviewing the average recurrence interval, which determined LIM notification for all issues.
 - The Council and the community were part of a liaison group to help address communications and concerns associated with the pond.
 - Worried about blockages and potential flooding in Cust.

- Attended the Rangiora Dawn ANZAC Day service as well as the Loburn Domain War Memorial service. Both events were very well attended, and the community offered positive feedback.

D Lundy:

- Attended North Loburn Civil Defence Hub exercise. There was a very good turnout.
- Attended the Cust and Loburn ANZAC Day services.
- Supported the Northern A&P Association regarding improvements to Coldstream Road parking at the Council Annual Plan Hearing.

11. CONSULTATION PROJECTS

11.1. Stock Movement Bylaw 2026

<https://letstalk.waimakariri.govt.nz/stock-movement-bylaw-2026>

Consultation closed on Thursday, 21 May 2026.

11.2. Woodend/Pegasus Area Strategy Review

<https://letstalk.waimakariri.govt.nz/woodend-pegasus-area-strategy-review>

The Board noted the Consultation Projects.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 30 April 2026: \$7,247.

12.2. General Landscaping Fund

Balance as at 30 April 2026: \$29,290.

The Board noted the funding updates.

13. MEDIA ITEMS

Nil.

14. QUESTIONS UNDER STANDING ORDERS

Nil.

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

16. NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board was scheduled for 7pm, Wednesday 10 June 2026 in the Council Chamber.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.14PM.

CONFIRMED

Chairperson

Date

Workshop (Trim: 260513114646)

- *Traffic in Rangiora – Joanne McBride (Roading and Transport Manager)*
- *Members Forum*

NOTES OF THE WORKSHOP OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY, 13 MAY 2026, AT 8.14PM.

PRESENT

J Gerard (Deputy Chairperson), R Brine, K Barnett, W Doody, A Geeves, J Goldsworthy, D Hawkins, D Lundy, B McLaren, B Robinson and J Ward.

APOLOGIES

L McClure.

IN ATTENDANCE

S Hart (General Manager Strategy, Engagement and Economic Development), J McBride (Roading and Transport Manager), T Kunkel (Governance Team Leader) and A Connor (Governance Support Officer).

1. Traffic in Rangiora – J McBride (Roading and Transport Manager).

Presentation: Trim: 260528126281.

Key Points:

- Planning:
 - Transportation Activity Management Plan (TAMP):
 - Must be evidence based.
 - States how the Council plan, deliver, operate and renew the transport network.
 - Manages risk.
 - Outlines activities for short, medium and long term.
 - The TAMP was reviewed and updated on a three yearly cycle in line with the Long Term Plan (LTP) and was endorsed by Council.
 - Must meet NZTA's requirements to receive co-funding. There were two separate streams of co-funding through the NLTP, MOR – Maintenance Operations and Renewals and Local Road Improvements – Capital Improvement Projects.
 - Future Demand:
 - Consideration of the future needs of the district.
 - Studies/investigations informed the improvement programme.
 - Prioritisation of improvements within a corridor.
 - Balance across different areas (e.g. road improvements, walking and cycling etc.).
 - Development or work by others may trigger the need for infrastructure.
 - Currently reviewing future needs ahead of the LTP.
- NLTP Funding:
 - The Governments Government Policy Statement (GPS) set the strategic priorities.
 - Economic growth and productivity.
 - Increased maintenance and resilience.
 - Safety.
 - Value for money.
 - All were equally weighted and important priorities that collectively supported the delivery of a transport system that drove economic growth and productivity.
 - The next draft GPS was expected in May 2026.

- Eligible activities may receive NLTP co-funding up to 51%; however, government funding had become increasingly constrained. In the 202-2027 NLTP period the Council received \$9.2million less than what was bid for MOR. For Capital Projects the Council bid for \$18m and received \$700,000.
- NZTA Requirements:
 - Programme to be based on business case approach.
 - Maintenance and renewals must demonstrate evidence of need, to support any increase in funding.
 - Solutions should achieve value for money.
 - NZTA co-funding categories:
 - Maintenance, operations and renewals (MOR).
 - Low-cost low risk (projects up to \$5m)
 - Projects over \$5m to be identified in the RLTP and follow the business case process.
 - Current and upcoming projects:
 - Southbrook Road (Middlebrook Stream) culvert.
 - West Rangiora route.
 - Tram Road corridor.
 - Rangiora-Woodend corridor including the five cross roads.
 - Rangiora Eastern link and supporting projects.
 - Local road improvements with Woodend Bypass.
 - Fernside/Lineside and Mulcocks/Lineside (in conjunction with NZTA and KiwiRail).
- Specific Questions:
 - Coordination of works:
 - Undertaken wherever possible to do so.
 - Less ability to influence third parties (developers and other service providers).
 - Minimise impacts wherever possible (outside peak hours).
 - Delay works where possible.
 - Parking Strategy:
 - Parking Management Plan was adopted in 2025, and implementation tasks were circulated to the Board.
 - The Blake Street car park reconfiguration was progressing.
 - Staff were currently developing a programme for implementation tasks.
 - A trail of license plate recognition technology was being considered.
 - Speed Limit Strategy:
 - Variable speed limits currently being installed outside schools ready to be implemented once Council approval was given.
 - Staff would then look at any further speed limit changes that had been requested or identified.
 - Road Maintenance Taks:
 - Determination of need was based on road hierarchy, asset age, failure type and safety risk.
 - Staff determined programmes for renewal (e.g. resurfacing) and worked with the contractor to deliver.
 - Quality checks were undertaken and staff worked closely with the contractor to address defects.

- Current Works:
 - Kerb and channel renewal contract was underway and due to finish end of July.
 - Pavement repairs were being undertaken heading into winter.
 - Unsealed road reticulating and drainage works.

Questions/Issues/Feedback:

- *Were there any improvements planned for Townsend Road?*
Yes, a roundabout was planned to improve safety at the Townsend Road intersection.
- It was determined that if a project was identified as a high priority and required completion, the Council would need to decide whether to advance the project to the design stage despite funding being unknown or unsecured. In such cases, the Council considered whether to proceed without co-funding.
- *Was reducing High Street, Rangiora to 30km/h through the town centre a consideration?*
Staff would be discussing the matter at a later workshop with the Board.
- *In relation to the setting of speed limits, clarification was sought regarding the applicable rule.*
It was explained that the Government had released a Setting of Speed Limits Rule, which outlined how, when, and where different speed limits could be implemented.
- *Who was responsible for overhanging branches on roadways?*
The Council's Greenspace Team was responsible for the management of street trees within urban areas. Vegetation located within rural areas was managed by the Roding Team; however, if the vegetation originated from private property, a separate process was required.

THERE BEING NO FURTHER BUSINESS, THE WORKSHOP CONCLUDED AT 9.12PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BAC-03-100 / 260520120269


REPORT TO: RANGIORA ASHLEY COMMUNITY BOARD


DATE OF MEETING: 10 June 2026

AUTHOR(S): Heike Downie, Strategy and Centres Team Leader
Aaron Kibblewhite, Senior Project Engineer – on behalf of the Project Control Group

SUBJECT: Approval of Blake Street Carpark Reconfiguration Plan

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report seeks the Rangiora Ashley Community Board's approval of the Blake Street Carpark Reconfiguration Plan (the Plan) (Attachment i, 260521121470). As part of this approval, staff are seeking the Rangiora Ashley Community Board's recommendation that the Utilities and Roading Committee approves funding to meet the costs of construction for this project as well as matters relating to the establishment of special parking (EV charging and mobility). This report also seeks that the Community Board recommends that the District Planning and Regulation Committee approves associated parking time-restrictions, as outlined in this report.
- 1.2. This report follows the confirmation of the Blake Street Carpark Reconfiguration project as a 'short term action' through the adoption of the Rangiora Town Centre Parking Management Plan in 2025. Since then, staff have considered and confirmed objectives and opportunities for the site, developed a draft concept plan, workshopped this with the Rangiora Ashley Community Board and the Utilities and Roading Committee for feedback in February and March this year (respectively), and shared it with the Waimakariri Access Group and property owners within the block for feedback. The Plan has been updated to reflect feedback as appropriate.
- 1.3. The Plan achieves a total net gain of 47 parking spaces within the off-street Blake Street carpark and along Blake Street (which is an increase of 28%, from 169 spaces to 216 spaces), which provides a sizable contribution towards meeting the modelled demand of an additional 60 spaces by 2030 to ensure the Premium Onstreet and Core Areas in the Rangiora town centre continue to function well. In addition to achieving a considerable net gain in parking supply, the Plan also significantly enhances the amenity, pedestrian connectivity and functionality of this core town centre area. It thereby meets the objectives identified for the site and discussed with the Community Board in February, and the Utilities and Roading Committee in March.
- 1.4. A renewal of an asbestos cement water main within the carpark area will also be undertaken in order to avoid disturbing the new carpark in the coming years. The main has a renewal window of 2021 – 2029. Therefore, it is prudent to replace it as part of these works.
- 1.5. Subject to the Community Board's approval of the Plan and the Utilities and Roading Committee's approval of budget to meet the cost, it is anticipated that construction will be undertaken in a staged manner commencing in September this year and completed by end of November. This timing avoids the pre-Christmas retail period and therefore avoids causing accessibility, parking and noise-related concerns for town centre businesses and visitors. Construction timing however will be confirmed once there is more certainty around timing of other projects in the area and how these works best fit around them to minimise the overall disruption.

- 1.6. This project is overseen by the Blake Street Carpark Reconfiguration Project Control Group which includes staff representation from Council's Strategy & Business Unit, Roading Unit, Greenspace, Project Delivery Unit, and Property; this report has been written on behalf of this Group.

Attachments:

- i. Blake Street Carpark Reconfiguration Plan (260521121470)
- ii. Blake Street Carpark Reconfiguration Project Workshop Presentation to Rangiora Ashley Community Board February 2026 (260204020452)

2. **RECOMMENDATION**

THAT the Rangiora-Ahsley Community Board:

- (a) **Receives** Report No. 260520120269.
- (b) **Approves** the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (c) **Notes** the allocation of four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging) and the associated installation of EV charging infrastructure in implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (d) **Notes** that the Rangiora Ashley Community Board has approved the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470).
- (e) **Notes** that in December 2013 in the context of the Council approving funding the new North of High Laneway (Hunnibell Lane) and adjacent car parking (at 11 Blake Street) project, the Council supported staff developing a concept plan that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in spaces.
- (f) **Notes** that the Blake Street Carpark Reconfiguration project is a "short term" implementation project committed in the Rangiora Town Centre Parking Management Plan, adopted by Council in 2025.
- (g) **Notes** that the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) creates an additional 47 parking spaces (representing an increase of 28%, from 169 spaces to 216 spaces), which contributes considerably towards the modelled anticipated demand for an additional 60 parks by 2030 to ensure the Rangiora town centre continues to function well, as determined in the adopted Rangiora Town Centre Parking Management Plan.
- (h) **Approves** the installation of EV charging infrastructure at the northwestern location as shown in Attachment i (260521121470) (timing to be confirmed) and allocating four of the new spaces for mixed-use EV charging (allowing flexibility for both EV users and general parking when not actively charging).
- (i) **Approves** entering a License to Occupy with a third-party provider (most likely Meridian) for the site shown in Attachment i (260521121470), subject to finalisation of terms consistent with Council's existing EV charging programme, and subject to confirming timeframes with a third-party provider.
- (j) **Notes** that the inclusion of EV charging infrastructure represents a continued implementation of Council's existing EV charging programme (approved by Council in 2020) at an additional site and with no financial cost to Council, and that it is consistent with strategic directions for supporting and enabling such amenity committed in the adopted Integrated Transport Strategy and Parking Management Plan.

- (k) **Approves** the establishment of five mobility parking spaces within the Blake Street public carpark, noting this is an increase from four currently available in the public carpark, and noting that the additional existing one on-street mobility park on Blake Street remains as is.
- (l) **Notes** that targeted engagement on a draft Blake Street Carparking Reconfiguration Plan was undertaken over recent months with property owners within the block, with some tenants, as well as with the Waimakariri Access Group, and the Concept Plan has been updated to reflect relevant feedback.
- (m) **Notes** that the high-level indicative engineer's estimate of the project cost to implement the Blake Street Carpark Reconfiguration Plan is approximately \$1,650,000 and that:
- i. \$1,140,000 is available in the project's budget across 2025/26 and 2026/27 (PJ 101777.000.5135 and PJ 102518.000.5133) - \$400,000 of which is being added through the 2026/27 Annual Plan adoption.
 - ii. it is proposed that other existing and related budgets are utilised to contribute to the cost of this project as recommended in (l) and (m) and detailed in section 7 of this report.
 - iii. if there is any residual budget shortfall following the physical works tender process (when final costs are more certain), staff will prepare appropriate recommendations to Council as part of the tender approval process, if required.
- (n) **Approves** the use of \$80,000 from the Town Centre Carpark (Ashley St) Layout Improvements budget (PJ 102427.000.5135 and 102427.000.5133) which is existing budget that is surplus to that project's costs.
- (o) **Approves** the use of \$295,000 from the Town Centre Upgrades budget (PJ 100359.000.5134) which is the total available and uncommitted in 2025/26 and 2026/27.
- (p) **Notes** that renewal of 108 metres of asbestos cement water main located within the carpark will be included in the physical works at an estimated cost of \$117,000; this component will be funded by the Rangiora Water Main Renewals budget (PJ 100002.000.5104) and is within the allocated budget for 2026/27 of \$837,600.
- (q) **Delegates** authority to the Chief Executive to approve any minor adjustments to the final Blake Street Carpark Reconfiguration Plan (as required) to support the physical works stage.
- (r) **Notes** that physical works associated with implementing the Blake Street Carpark Reconfiguration Plan (Trim: 260521121470) are anticipated to commence in September and be completed by the end of November 2026.
- (s) **Notes** that it is anticipated that the demolition of the building at 13 Blake Street occurs in August (with the tender for this closing in late June), following the current tenants (North Canterbury Model Railway Club) vacating the premises by the end of June.

AND

THAT the Rangiora-Ashley Community Board recommends:

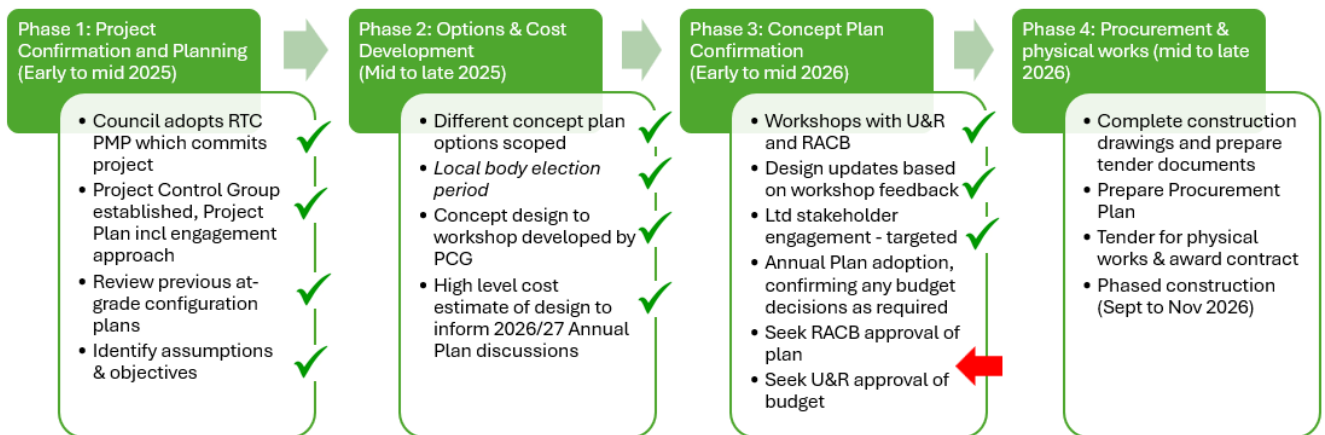
THAT the District Planning and Regulation Committee:

- (t) **Approves** the establishment of a 120-minute time restriction (except to mobility parks) to new carparks within the extended Blake Street carpark and at Blake Street, including those spaces to be constructed over 13 Blake Street which will be incorporated into the wider Blake Street carpark area.
- (u) **Notes** that the Blake Street carpark is currently restricted to 120 minutes and experiences amongst the highest parking occupancy at peak times; a 120-minute time restriction is therefore considered appropriate in this prime location to continue to encourage parking turnover, which supports local businesses and makes best use of the land.
- (v) **Notes** that the mobility parking spaces will be unrestricted, which is consistent with current practice.

3. **BACKGROUND**

- 3.1. Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services. The Rangiora town centre is the focal point for the wider District, as well as the primary centre for shopping and services for more than 60% of the District's population. Its catchment population reaches outside of the District and is set to continue to grow; the town centre needs to adapt in order to continue to meet the needs of the community, particularly as substantial increases in floorspace for retail, business and community services are accommodated.
- 3.2. The 'North of High' block of land in the heart of Rangiora, bounded by High Street, Durham Street, Blake Street and Good Street has a long strategic history of planned improvements (see details in Attachment ii, 260204020452). In summary, the vision to develop the block through enhanced pedestrian connections, additional buildings housing retail and hospitality activities, and a reconfigured public carparking asset has been identified over several strategic documents adopted by Council over the last fifteen years, starting with the 2010 Rangiora Town Centre Strategy. A later North of High Redevelopment Plan formulated under the then Land Use Recovery Plan (LURP) and later re-confirmed through the 2020 updated Rangiora Town Centre Strategy saw the vision for a mixed-use retail and carparking building. The 2021-31 Long Term Plan subsequently included budget for North of High and town centre parking projects. This has included budget for an at-grade reconfiguration of the public carpark in the first instance, the progression of which was then later delayed until such a time that the future of a potential parking building was more firmly determined. Over the last several years, Council has strategically acquired a number of sites within the North of High block, including 11, 13 and 15 Blake Street, in order to secure an at-scale land holding that would unlock and support eventual public works, development and parking opportunities.
- 3.3. In 2024, Council adopted its first Integrated Transport Strategy, which among several 'Key Moves', identified the important role that appropriate parking in the town centres continues to play in the local context (needing to meet the needs of both the urban and rural parts of the District), and directed the development of a Parking Management Plan.
- 3.4. The Rangiora Town Centre Parking Management Plan was adopted by Council in 2025. This Plan, informed by parking data, parking demand and supply modelling, stakeholder engagement, and technical advice, confirmed a programme approach for managing and meeting parking demand in an appropriate manner as the District's population and town centre offering grows over the next 15 years. Through this Plan, Council committed to several actions which collectively seek to optimise existing assets, manage parking demand, and increase parking supply. Reconfiguring the off-street Blake Street carpark to create more spaces is a short-term implementation project identified in this Plan, and Council has shown a strong commitment to its implementation. An additional at-scale infrastructure investment, such as a central parking building (or an all-day parking site at the periphery of the centre) is a long-term action identified in the Parking Management Plan, modelled to be likely triggered by parking occupancy rates by 2040. To that end, it is timely and appropriate to reconfigure the Blake Street carpark area in the short term, which also continues to protect the long-term opportunity for a built development onsite, should that be a future decision of Council's.
- 3.5. The Rangiora Town Centre Parking Management Plan confirms a target parking occupancy range at peak times of 70 to 85% as appropriate in the Rangiora town centre context. This strikes a suitable balance between providing adequate access to the town centre and thus not frustrating drivers and increasing traffic circulation as visitors seek a park, and good use of prime town centre land. The peak parking period in the Rangiora town centre on a typical weekday is between approximately 10:30am and 12:30pm, where parking surveys show that the Blake Street carpark, which currently provides 169 spaces including those along Blake Street, is experiencing high occupancy – Council's own regular occupancy counts show that on average, the Blake Street carpark has experienced 90% occupancy over 2025. In order to meet demand and remain within the target occupancy range, the Parking Management Plan concluded that an additional 60 spaces are required by 2030 to ensure the Premium Onstreet and Core Areas (being High Street and immediate surrounding blocks) continue to function well.

- 3.6. This project is overseen by the Blake Street Carpark Reconfiguration Project Control Group which includes staff representation from Council's Strategy & Business Unit, Roading Unit, Greenspace, Project Delivery Unit, and Property; this report has been written on behalf of this Group. The following figure outlines the project approach that is being undertaken, whereby, subject to the Community Board's approval of the Plan and the Utilities & Roading Committee's approval of the budget as necessary, Phase 3 is complete.



- 3.7. It is anticipated that construction will be undertaken in a staged manner commencing in September this year and completed by end of November. This timing avoids the pre-Christmas retail period and therefore avoids causing accessibility, parking and noise-related concerns for local businesses and town centre visitors. This timing will be confirmed depending on how it fits with other projects in the near vicinity in order to minimise the impacts on businesses and visitors. Ample communications with adjacent businesses, landowners and the wider community leading up to physical works will ensure the community and key stakeholders are kept informed and have ample time to make necessary alternative arrangements (e.g. planning their trips and town centre parking) as required.
- 3.8. As referenced above, Council strategically acquired the property at 13 Blake Street some years ago and has been leasing it to the North Canterbury Model Railway Club on a month-by-month basis, with the intention of eventually demolishing the building to enable additional parking or at-scale development. The Club is vacating the premises by the end of June, and it is intended that demolition of the building occurs in August – the tender for this is currently out to the market. This demolition is necessary to enable the carpark reconfiguration to proceed.

4. **KEY ISSUES**

- 4.1. Despite a key project driver being the provision of additional parking to meet demand as committed through the Parking Management Plan, what makes a good town centre is not just about parking and good access. It is also about inviting outdoor settings that incorporate the character and quality of the town, attractive and inviting ground floor uses in buildings, strong pedestrian environments that encourage walking and spending time in public spaces, opportunities for public art and landscaping, and a wide range of facilities, activities and services that bring people together and add vibrancy.
- 4.2. To that end, key objectives that have underpinned the development of the Plan have include:
- Functional layout maximising Council's land holding and creating 'good' net gain of spaces
 - Clear, safe and attractive pedestrian connections through the carpark and to laneways
 - Retention of trees and additional landscaping to soften the space and add interest
 - Potential for new pedestrian spaces to maximise appeal of the laneways, build on their success and create vibrancy
 - Protection of the long-term opportunity for built development
 - Support for other modes through infrastructure, such cycle stands and EV charging
 - Special parking needs are met, such as mobility spaces and loading zones

- 4.3. The Plan achieves a total of 47 additional parking spaces within the Blake Street carpark area and along Blake Street, which contributes significantly towards the modelled additional 60 spaces required by 2030 as confirmed by the Parking Management Plan. The current provision of spaces in the Blake Street carpark area and along Blake Street is 169 – the new provision upon completion will be 216 spaces (a 28% increase in spaces). The Plan's key features, as shown Attachment i (260521121470), are:
- Demolition of the existing Council-owned building at 13 Blake Street – this has been leased to the North Canterbury Model Railway Club for several years on a month-by-month basis and the Club will be vacating the building by end of June
 - Creation of a new accessway into the public carpark and the private properties at 202, 206 and 210 High Street to honour the existing right of way easement property obligations
 - A total of 216 parking spaces (47 more than currently provided), which measure 2.6m wide (which is the same as the current configuration) and 5.0m long, with three aisles at 6.6m in width – these measurements exceed the relevant NZ Standards and align with the District Plan. Adequate turning movements for large rigid trucks have been modelled to ensure safe and sufficient functionality.
 - Raised pedestrian paths through the carpark in line with the existing Hunnibell and Conway Lane to provide continuity, legibility and enhanced pedestrian safety
 - Retention of the existing large trees within the carpark, with additional new trees and landscaping to soften the space, add interest and visual relief, and provide shading
 - Retention of the existing street trees along Blake Street and extension of this landscaping treatment along the south of Blake Street to the west
 - Five mobility parks within the off-street carpark, creating one additional park (from the current four), noting the single mobility carpark at Blake Street will also be retained
 - Relocated loading zone to the southeast of the carparking area to support businesses
 - A new pedestrian space at the south of the carparking area that connects and builds on the success of the laneways, featuring:
 - A wide area with varied paving to break up and organise the space
 - Planting areas and pots, as well as raised planters with seats to soften the space, provide seating opportunities and add interest
 - An area for the northern existing hospitality tenants to activate through spill out activity / outdoor dining / seating
 - An urban play element to activate the space
 - Timber bench seats complimenting those in Good Street Lane
 - A covered bike stand area to provide amenity and support active modes
 - A parking layout that offers the opportunity for alternative uses of the space from time-to-time, such as for local events
 - Provision for up to four mixed-use EV charging spaces, supporting such infrastructure whilst allowing flexibility for both EV users and general parking when not actively in use for charging
 - Replacement of an asbestos cement water main which is within its renewal window, in order to avoid future disturbance of the new carpark.
- 4.4. A draft Plan was shared and workshopped with the Rangiora Ashley Community in February 2026. In general, Community Board members supported the draft Plan and in particular, the added amenity value created through the new proposed pedestrian space connecting the laneways. Members of the Utilities and Roading Committee were similarly supportive of the draft Plan when workshopped with the Committee in March. The Committee sought clarification concerning the dimensions of the parking spaces, the ability to park caravans, and the ability to manoeuvre appropriately and safely through the area. As listed in 4.3, the parking spaces dimensions exceed the relevant NZ Standards and align with the District Plan – the widths are the same as those currently in place, and aisles are sufficiently wide to enable safe movement. Oversized vehicles such as caravans or cars with trailers have the ability to utilise the centre spaces and occupy two spaces to accommodate their size.
- 4.5. A draft Plan was discussed with the Waimakariri Access Group in February, and some minor amendments were subsequently made that addressed feedback received. Following Community Board and Committee engagement, a draft Plan was also shared with all property owners in the block bounded by High Street, Durham Street, Blake Street and Good Street – owners were also invited to share the draft Plan with their tenants for feedback. Generally, those who responded to staff either supported the Plan, asked some clarification questions, or didn't specifically share an opinion.

- 4.6. As noted in 4.3, the Plan includes provision of up to four mixed-use EV charging spaces, supporting such infrastructure whilst allowing flexibility for both EV users and general parking when not actively in use for charging. The Council approved the establishment of EV charging infrastructure on Council land in 2020, including the use of third-party providers such as Meridian Energy under standard licence arrangements. EV charging facilities are already provided on other Council owned land across the District, where Meridian has funded the infrastructure, including upgrades, maintenance and insurance, and operates the chargers on commercial terms. Council's role is limited to providing land access through a License to Occupy, and does not extend to carrying any responsibility relating to the infrastructure, maintenance, insurance or liability. Enabling EV charging infrastructure at this site represents the continued implementation of Council's existing programme at an additional location, using the same delivery model and standard Licence to Occupy framework. It does not introduce any new policy direction, land use change, or financial commitment for Council.
- 4.7. The inclusion of EV charging infrastructure within the Blake Street carpark (subject to confirmation including relevant timing with the third-party provider) represents a positive enhancement to the local transport network and public amenity. It supports the continued growth of EV usage within the District and provides a convenient, centrally located charging option as part of a revitalised public facility. It also ensures the site is future focused and aligns with Council's broader sustainability objectives articulated in various strategic documents, including the Integrated Transport Strategy, the Parking Management Plan and Council's climate change and sustainability related work programme.

5. **OPTIONS**

- 5.1. The following options are available to the Rangiora Ashley Community Board:
- 5.2. Option 1: Approve the Blake Street Carpark Reconfiguration Plan and make associated recommendations to the Utilities & Roading Committee and District Planning and Regulation Committee

This option would see the timely progression of the project and recognise that the Plan (Attachment i, 260521121470) meets wider objectives for enhancing the town centre and has been developed with input from the Community Board, Utilities and Roading Committee, Access Group and adjacent property owners. Approving the Plan at this time allows physical works to occur between September and November 2026, ensuring that the works avoid the pre-Christmas prime retail trade period, and therefore avoid causing accessibility, parking and noise-related concerns for town centre businesses and visitors. It is also planned that construction timing will avoid the timing of other projects in the area in order to minimise overall disruption. Completing the Blake Street carpark reconfiguration ahead of summer is considered advantageous as it generates considerable additional parking opportunities in close proximity of High Street ahead of the pre-Christmas retail period and at a time when access to some on-street prime spaces in the town centre will likely be temporary compromised during other imminently following construction works in the vicinity.

This is the recommended option.

- 5.3. Option 2: Request amendments to the Blake Street Carpark Reconfiguration Plan and request that staff bring back to the Community Board an updated Plan for consideration

This option would see staff amending the Plan to reflect any requested changes the Community Board may have. Requested changes would need to be fully assessed for feasibility and an updated Plan would be reported back to the Community Board at a later date for consideration and approval. This option would lose the opportunity to time construction this year, which would compromise the benefits outlined under Option 1.

- 5.4. Option 3: Request the project is not progressed altogether

This option would mean that the Community Board is not in favour of progressing the project at all. This option would be inconsistent with existing commitments made to reconfigure the Blake Street carpark area, would fail to contribute towards meeting parking demand and adding significant amenity in this prime central precinct, and would not appropriately respond to the community's support for the project, as evidenced in previous public consultations and engagement processes.

5.5. The Management Team has reviewed this report and supports the recommendations.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. Targeted stakeholder engagement was undertaken through the Plan development phase, including with the Waimakariri Access Group and all property owners within the block bounded by High Street, Durham Street, Blake Street and Good Street. Landowners were invited to share the Plan with their tenants, and some views were shared. Where appropriate, amendments were made to the Plan to reflect feedback.

6.3. The outcome of additional central car parking spaces in an area that experiences among the highest parking occupancy in Rangiora is likely to be significantly supported by groups, organisation and the wider community. In addition to more parking spaces, high quality pedestrian spaces and more attractive and functional access to the area will be of wider community benefit. Implementation of the Plan will enhance the vibrancy of the Rangiora town centre, which has positive flow on effects to the resident, visitor and business community. The Rangiora Town Centre Strategies (2010 and 2020), the North of High Redevelopment Plan, and the Rangiora Town Centre Parking Management Plan provided significant opportunities for public engagement, and the concept of a reconfigured and enhanced Blake Street carpark has enjoyed strong community support.

Implications for Community Wellbeing

6.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report, particularly in relation to the enhanced pedestrian connectivity (including pedestrian safety), functionality and manoeuvrability of a reconfigured Blake Street carpark. The water main renewal also provides increased resilience to the community drinking water supply network.

Community Outcomes and Strategic Priorities

6.5. The Council's Community Outcomes are relevant to the recommendations in this report, particularly:

- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- Businesses in the District are diverse, adaptable and growing
- Transport is accessible, convenient, reliable and sustainable
- The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated
- There is a safe environment for all

6.6. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report, particularly:

- Enhance community wellbeing, safety, inclusivity and connectedness.
- Advance an integrated and accessible transport network
- Enable economic development and sustainable growth

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

7.1. The high-level indicative engineer's estimate of the project cost to implement the Blake Street Carpark Reconfiguration Plan is approximately \$1,650,000 (which includes a 20% contingency). The total Blake Street Carpark Extension budget (PJ 101777.000.5135 and PJ 102518.000.5133) is \$1,140,000 (\$400,000 of which is being added via the 2026/27 Annual Plan adoption). It is noted that the final construction costs are unknown at this stage but will become more certain through the tender evaluation process in due course.

- 7.2. This report recommends that the Rangiora Ashley Community Board recommends that the Utilities and Roading Committee approves some other existing available budget to contribute to meeting the costs of this project.
- 7.3. The following table outlines the existing project budget available for this project (for which no decisions are sought) and provides details relating to the recommended other budgets to be re-allocated towards the Blake Street carpark reconfiguration project. Because recommended re-allocation involves only existing available budgets, which are included in the Annual Plan / Long Term Plan, there are no implications on rates.

Budget	Amount available	Recommended to be used for project	Decision sought through report	Remaining in budget after project
Blake St Carpark Extension: 101777.000.5135 102518.000.5133	\$50,000 in 2025/26 \$1,090,000* in 2026/27 <u>Total: \$1,140,000</u>	\$1,140,000	N/A, budget already available / assigned to this project	\$0
Town Centre Carpark (Ashley St) Layout: 102427.000.5135 102427.000.5133	\$80,000 in 2025/26 (being surplus to that project)	\$80,000	Recommend that U&R approve re-allocating this to this project	\$0
Town Centre Upgrades: 100359.000.5134	\$50,000 in 2025/26 \$245,000** in 2026/27 <u>Total: \$295,000</u> Then \$300,000 every 3yrs from 2027/28	\$295,000	Recommend that U&R approve use of \$295,000 available budget	\$300,000 every three years from 2027/28
Total		\$1,515,000		

* \$400,000 of this will be added through the 2026/27 Annual Plan adoption

** this being the uncommitted budget available, with \$20,000 committed to another project in 2026/27 (subject to Council approval on 2 June)

- 7.4. There is currently an indicative budget shortfall of \$135,000, compared to the high-level engineer's estimate (which also includes a 20% contingency) – this shortfall could likely reduce following the physical works tender process, as has been the case for similar projects. If there is any residual budget shortfall, once final costs are more certain following the tender process, staff will prepare appropriate recommendations to Council as part of the tender approval process.

Community Resilience and Sustainability

- 7.5. The recommendations in this report do have sustainability and/or climate change impacts. Construction works to implement the Blake Street Carpark Reconfiguration project will create emissions, stemming from manufacturing materials and operating heavy machinery. Providing additional carparks in the town centre also supports the continued use of private vehicles, which generate emissions. However, the Plan also provides appropriate infrastructure that supports alternative and active modes, including pedestrian connections, cycle parking and space for EV charging – these provide mode choices.

Risk Management

- 7.6. There are no risks arising from the adoption/implementation of the recommendations in this report. Not approving the Blake Street Carpark Reconfiguration Plan carries the risk of compromised accountability to the wider community, which, through various previous engagement processes, has supported this project.

Health and Safety

- 7.7. There are no health and safety risks arising from the adoption/ implementation of the recommendations in this report. The Plan has been designed with consideration of health and safety requirements, including accessibility.

- 7.8. The proposed design is completed to meet District Plan requirements to ensure adequate manoeuvring space for vehicles. Contractors engaged for the works will be required to be SiteWise registered and complete a Site Specific Safety Plan prior to commencing works on site.

8. CONTEXT

Consistency with Policy

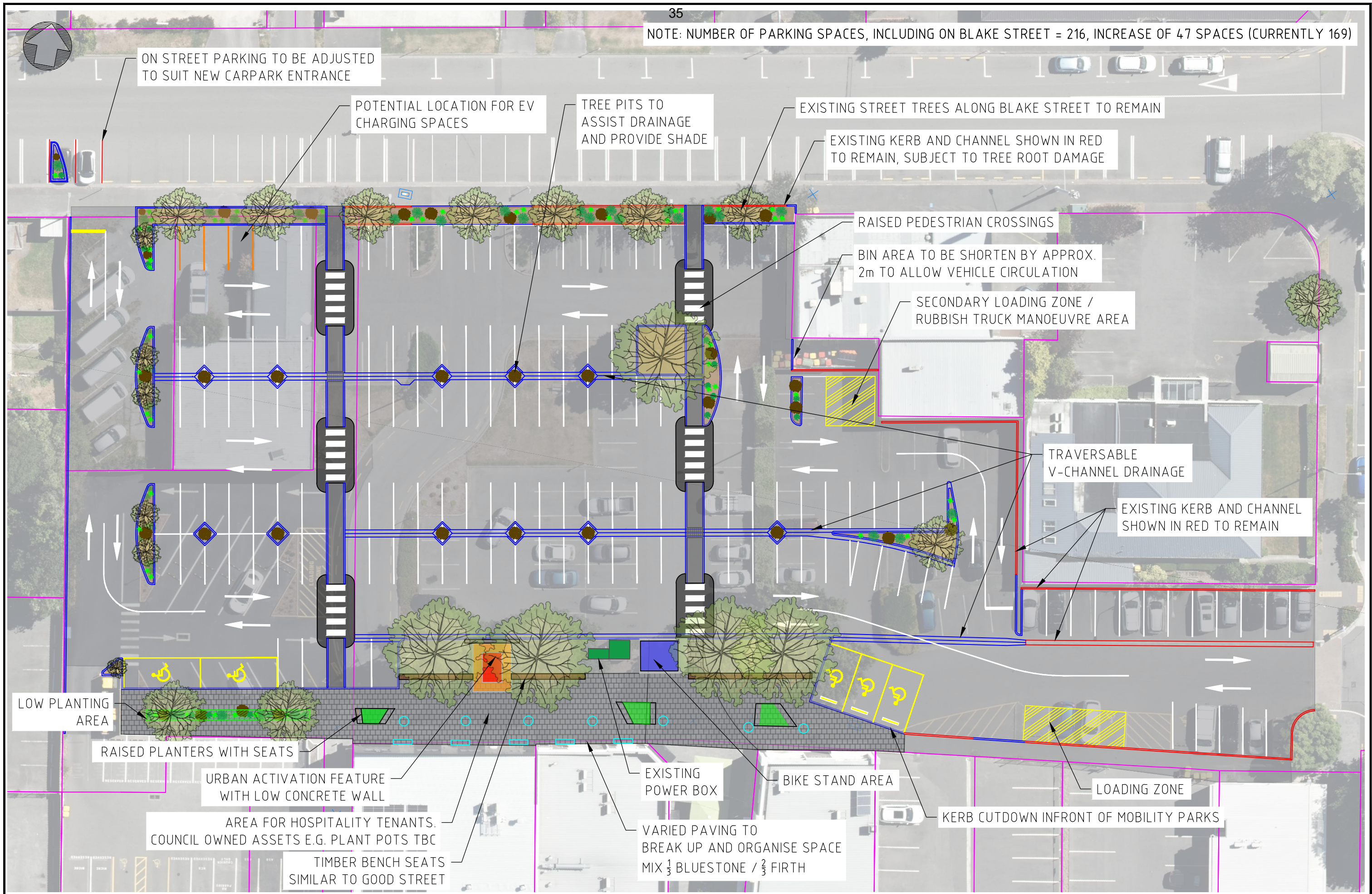
- 8.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

- 8.2. Local Government Act 2002

Authorising Delegations

- 8.3. The Community Board has the delegated authority to approve proposed developments or activities (concept plans) within existing budgets.
- 8.4. The Utilities and Roading Committee has the authority to re-allocate funding already approved by the Council as part of the Annual Plan process, for the committee's activities provided that the re-allocation of funds does not increase the total expenditure within any targeted rate cost centre or within a significant activity of Council. The Utilities and Roading Committee also has the authority to approve work programmes for works that the Council has budgeted a general level of expenditure for. The Utilities and Roading Committee is responsible for roading and transportation (including road safety, multimodal transportation and traffic control) and thus, the approval of special parking (e.g. mobility, EV charging).
- 8.5. The District Planning and Regulation Committee is responsible for parking enforcement.
- 8.6. The tender for physical works in due course (subject to the decisions relating to this report) will be approved by Council, subject to a separate report, as the physical works costs will exceed those of staff budget holding authority.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	DM	KS	---	29/07/2025
B	REVISIONS IMPLEMENTED AS PER WAG	AK	KS	---	05/03/2026
B.1	CHANGES IN PROGRESS FOR CONSULTATION	AK	---	---	21/05/2026

SURVEYED	GP	24/07/2025	PROJECT No	PD002239
DRAWN	DM	23/01/2026	CON No	NA
DRAWING CHKD	KS	---/2025	SCALE (A3)	NA
DESIGNED	DM	09/07/2025	DATUM ORIGIN	
DESIGNED CHKD	KS	---/2025	HORIZONTAL	NZTM GD2000
APPROVED	---	---/2025	VERTICAL	NZVD 2016



PROJECT	BLAKE STREET CAR PARK
---------	-----------------------

SHEET TITLE	SCHEME DESIGN CURRENT DRAFT PLAN
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4627
SHEET	REVISION
01	B.1

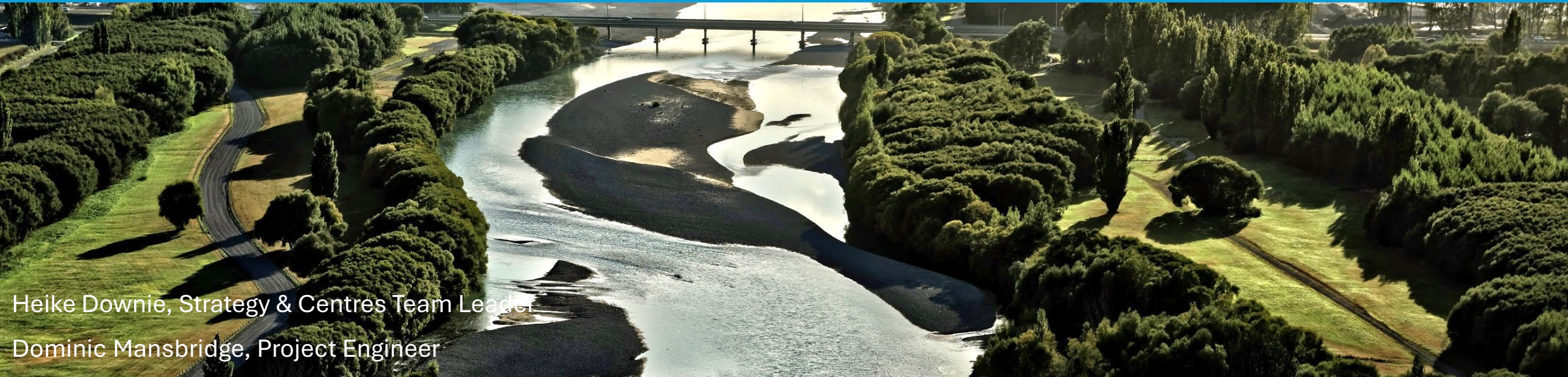


Blake Street Carpark Reconfiguration Project

Workshop with Rangiora Ashley Community Board

260204020452

11 Feb 2026



Heike Downie, Strategy & Centres Team Leader
Dominic Mansbridge, Project Engineer

1. Background

- Council has committed to at-grade reconfiguration of off-street Blake St carpark
- Among highest demand public carpark
- Council has purchased properties over years to provide contiguous site opportunity
- Budget included in Long Term Plan / Annual Plan for reconfiguration
- Parking Management Plan implementation project
- Draft concept to share with Board for feedback



Purpose

1. Background
2. Our proposed approach
3. Rangiora town centre's big picture
4. The long, strategic story to here
5. Parking demand and supply
6. Objectives for site
7. Draft concept for discussion
8. Next steps

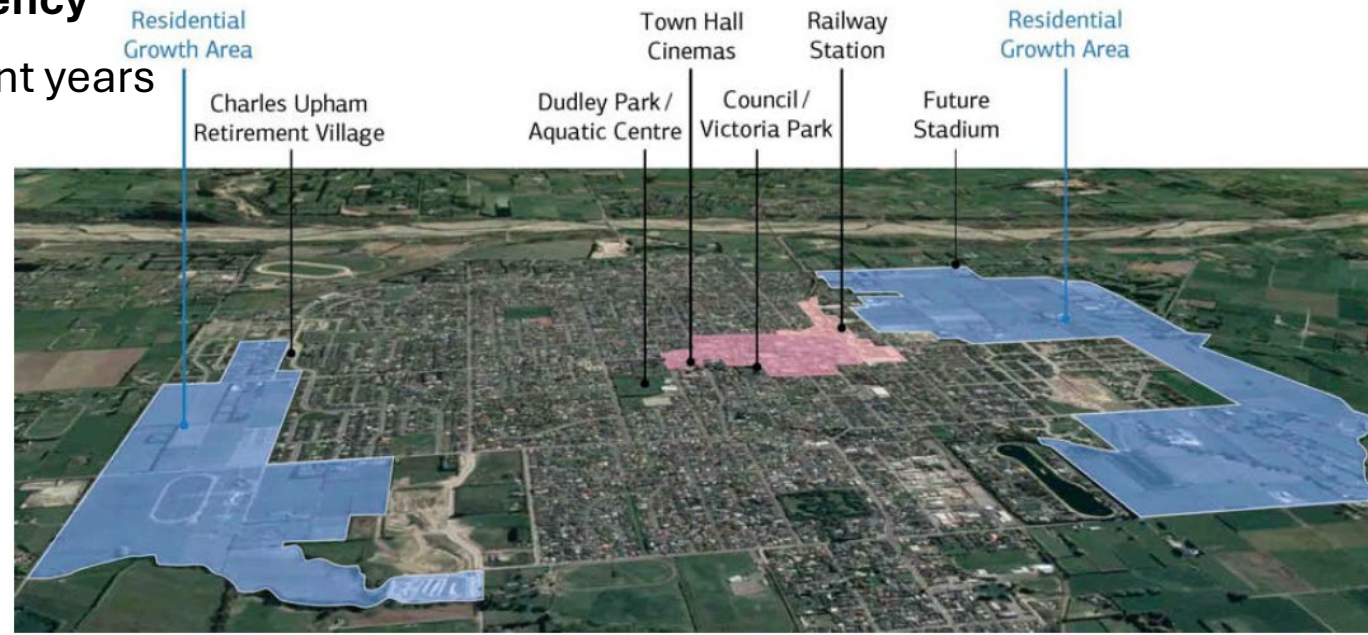


2. Our proposed approach



3. Rangiora town centre's big picture

- Significant role in District: **primary centre** for shopping and services by more than 60% - catchment to continue to increase
- Rangiora pop to reach more than **26,600 by 2053**, dwelling to 11,300
- Centre needs to accommodate **substantial increase** in retail, business, community services
- **Key Activity Centre** - focal point employment, community activities, transport network, suitable for intensive mixed-use development
- Sub-regionally, Rangiora exemplar in **self-sufficiency**
- Significant public and private **investment** in recent years



3. Rangiora town centre's big picture

What makes a good town centre?

- Not just a place to shop, but **many functions**
- Amenity value, visual quality, coherence of urban environment provide **economic & social benefits**
- **Inviting** outdoor setting and public spaces with character
- Attractive and inviting **ground floor uses**
- Good parking and **accessibility**, including public transport, cycling etc
- Great ped environment to **encourage walking** along stores, shop, linger
- Opportunities for **public art**
- Wide range of facilities, activities and services that **bring people together** and add vitality and vibrancy

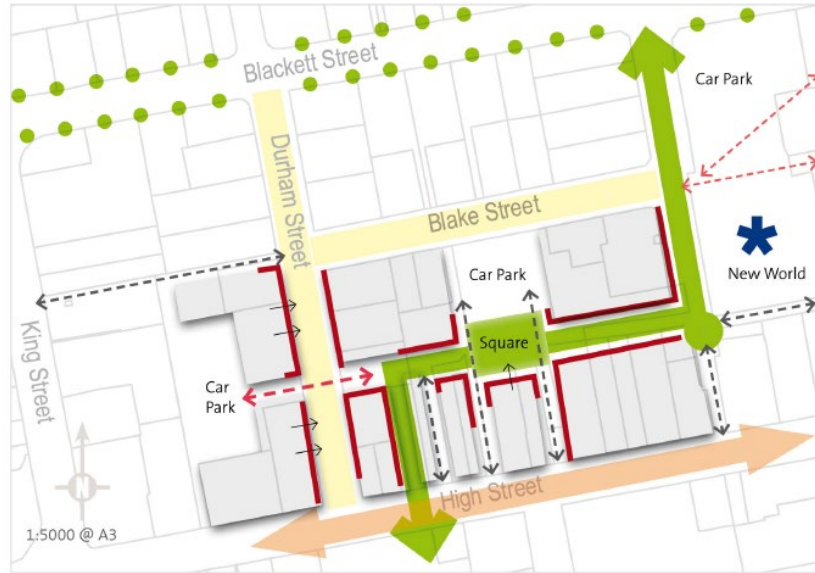


4. The long, strategic story to here

- Plans for this area have been critical part of Council's RTC strategic planning for many years....



• 2010 Rangiora Town Centre Strategy



Key

	Existing parks / open spaces		Boulevard planting		Improve existing pedestrian / cycle links
	New public / urban square		Streetscape improvements		Possible new pedestrian / cycle links
	Blocks		Local destinations		Green corridor to parks / open spaces
	Active ground floor uses				High Street



RTC
RANGIORA TOWN CENTRE
2020

RANGIORA TOWN CENTRE STRATEGY

Prepared by Policy & Strategy Team
September 2010



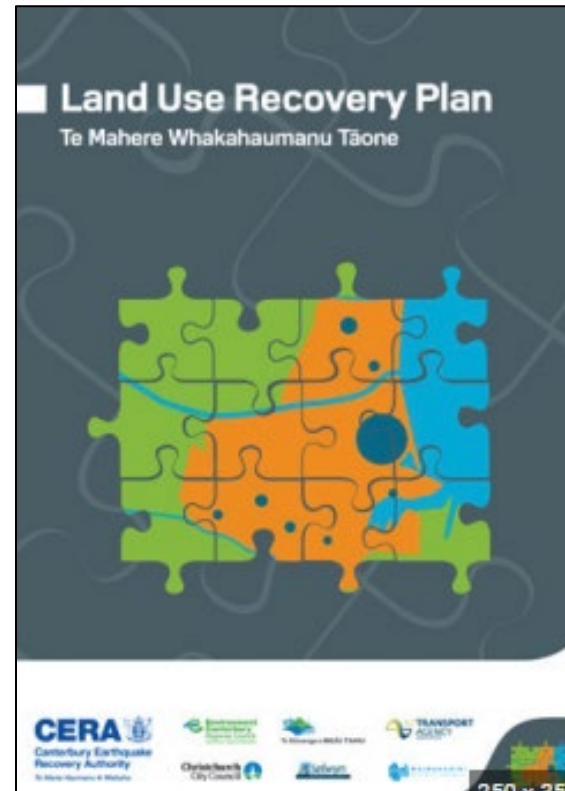
- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes



- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners



- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan

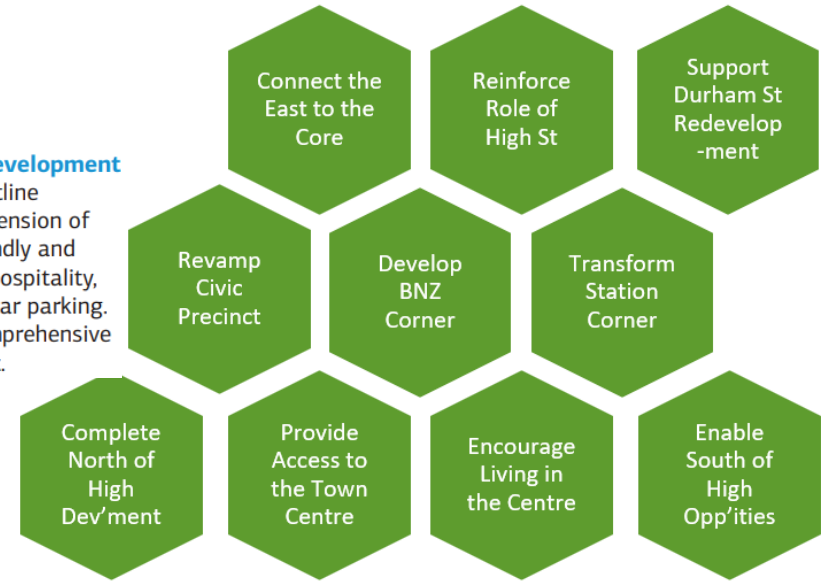


- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan

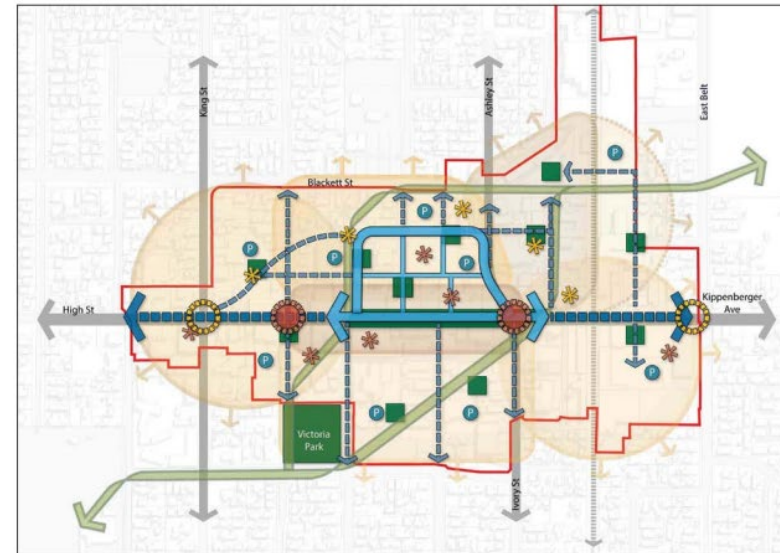


- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review

5. Complete the North of High Development in line with the Rangiora Central Outline Development Plan. This sees the extension of the laneways concept to create friendly and vibrant public places, supported by hospitality, new retail opportunities and public car parking. There are also opportunities for comprehensive redevelopment north of Blake Street.



Pulling the Key Concepts Together - Overall Master Concept



- Business Zoned Land
- Core Retail Connections
- Secondary Retail/ Pedestrian Connections
- Core Character Links
- Parking
- Existing Anchors
- Future Anchors
- Character Areas
- Public Open Spaces
- Future Gateways
- Existing Gateways

- Master Concept:**
- A conceptual 'green ribbon network' (core character links) that enables new pedestrian gateways and connections, a change in the shape and focus of the Centre and an opportunity to draw the rural character of the wider District into the Centre.
 - A focus on the core Town Centre including core retail connections to create an intensity of uses to support its growth.
 - Ensure development occurs in the optimal location (particularly along core and secondary retail connections) and the longer term vision for a compact Town Centre.
 - Strengthen the uniqueness of the Town Centre through development of different character areas.
 - Provide order and structure to the Town Centre through legible gateways, connections between key anchors, parking clusters in key peripheral locations and flexibility for growth.
 - Create attractive, safe and distinctive public open spaces and key people attractions.

- 
- **2010** Rangiora Town Centre Strategy
 - **2011/12** Canterbury earthquakes
 - **2012-13** Meetings with property owners
 - **2013** Land Use Recovery Plan
 - **2014** North of High Street Redevelopment Plan
 - **2020** Rangiora Town Centre Strategy review
 - **2021** 2021-31 LTP included considerable funding for NoH and town centre parking projects

- 
- **2010** Rangiora Town Centre Strategy
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 - **2013** Land Use Recovery Plan
 - **2014** North of High Street Redevelopment Plan
 - **2020** Rangiora Town Centre Strategy review
 - **2021** 2021-31 LTP included considerable funding for NoH and town centre parking projects
 - **2023** Funding for at-grade reconfiguration moved out, mandate to develop Integrated Transport Strategy

- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review
- **2021** 2021-31 LTP included considerable funding for centre parking projects – kept in APs & LTPs since
- **2023** Funding for at-grade reconfiguration move forward to develop Integrated Transport Strategy
- **2024** Integrated Transport Strategy adopted – parking impt role

MOVING FORWARD:
WAIMAKARIRI INTEGRATED
TRANSPORT STRATEGY 2035+

>>>



- **2010** Rangiora Town Centre Strategy
- **2011/12** Canterbury earthquakes
- **2012-13** Meetings with property owners
- **2013** Land Use Recovery Plan
- **2014** North of High Street Redevelopment Plan
- **2020** Rangiora Town Centre Strategy review
- **2021** 2021-31 LTP included considerable funding for centre parking projects – kept in APs & LTPs since
- **2023** Funding for at-grade reconfiguration moved to development Integrated Transport Strategy
- **2024** Integrated Transport Strategy adopted – parking imp't role
- **2025** Rangiora Parking Management Plan adopted – committed Blake St carpark reconfiguration in the short term



Rangiora Town Centre Parking Management Plan

June 2025

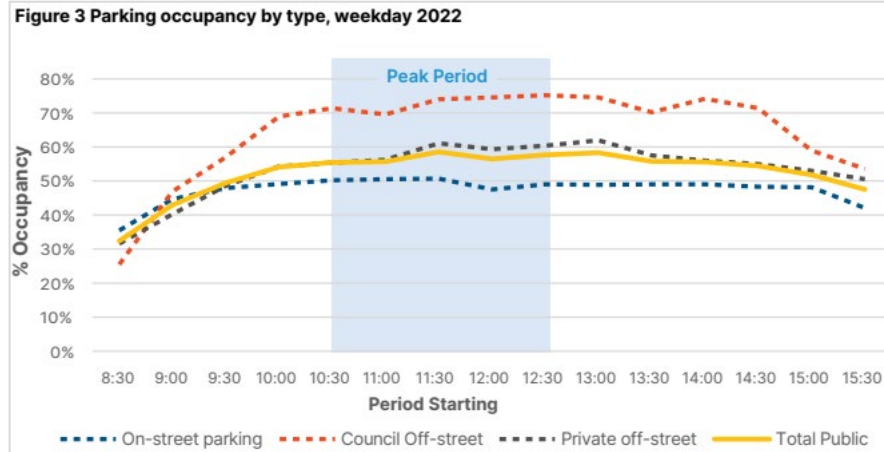


WAIMAKARIRI
DISTRICT COUNCIL



waimakariri.govt.nz

5. Parking demand & supply



5. Parking demand & supply

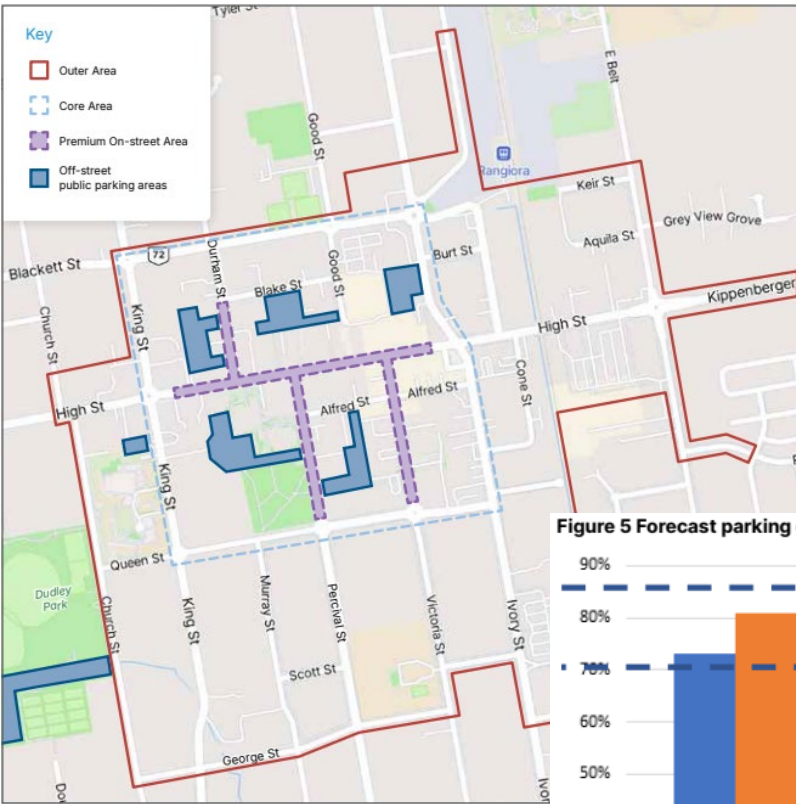
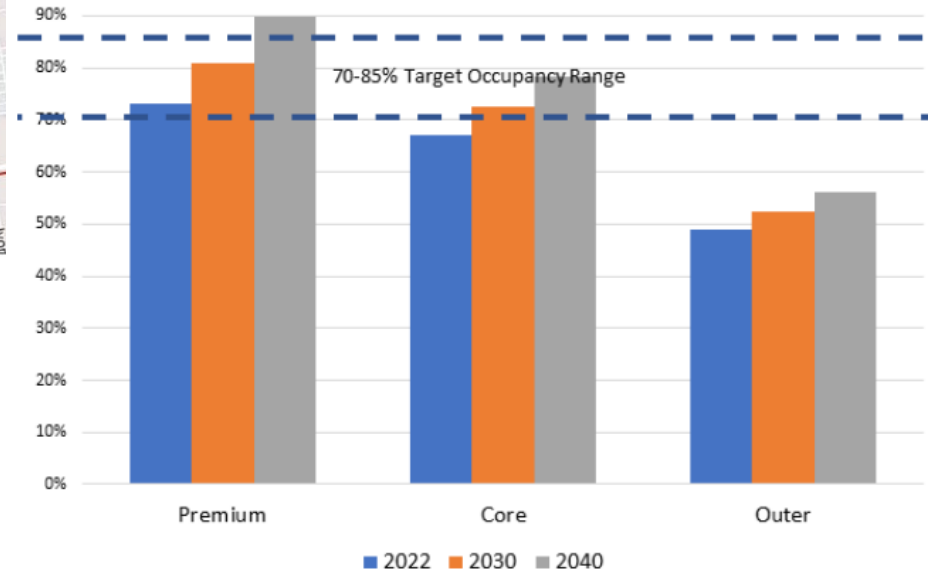


Figure 5 Forecast parking occupancy compared to target range



Optimise existing assets

- Refine time restrictions.
- Improve wayfinding.
- Improve parking enforcement.
- Extend time restrictions.
- Investigate opportunities to convert on-street parallel parking to angle parking.
- Review parking for special uses.
- Trial parking technology.
- Maintain agreements to provide public parking on private land.

Manage parking demand

- Investigate introducing graduated priced parking.

Increase parking supply

- Reconfigure off-street car park between Blake and High Streets
- Acquire another central site for more parking in medium term.
- Add another parking facility in long term.
- Assess on-site parking requirements for future major developments.

5. Parking demand & supply

So...

- Car parking plays key role in retail success of centre
 - North of High precinct is strategic within town centre – key to deepening town centre core and extend character and quality
 - Council commitment and budget to reconfigure (and enhance) Blake Street carpark – high demand & key location to support anchors, wider retail and pedestrian circuit
- ✓ Vibrant, attractive, pedestrian friendly, intensified centre supported by good parking



6. Objectives for site

- Functional layout maximising Council's land holding and creating 'good' net gain of parking spaces to meet demand (PMP)
- Clear, safe and attractive pedestrian connections through carpark and to laneways
- Retention of trees + additional landscaping to soften and add interest
- Potential for new pedestrian spaces to maximise appeal of laneways
- Protection of long-term opportunity for built development
- Support for other modes through infrastructure, e.g. cycle stands
- Special parking needs are met: mobility, loading

Have we missed anything?



7. Draft concept for discussion

NOTE: NUMBER OF PARKING SPACES, INCLUDING ON BLAKE STREET: 220, INCREASE OF 51 SPACES (CURRENTLY 169)

58

TWO PARKS TO BE REMOVED TO ALLOW FOR NEW ENTRANCE LOCATION. FOUR PARKS ADDED ON BLAKE STREET WHERE EXISTING ENTRANCE IS TO BE REMOVED

EXISTING STREET TREES ALONG BLAKE STREET TO REMAIN

POTENTIAL LOCATION FOR EV CHARGING SPACES (2-4)

EXISTING KERB AND CHANNEL SHOWN IN RED TO REMAIN, SUBJECT TO TREE ROOT DAMAGE

DRAINAGE SLOTS CUT INTO KERB TO DIRECT WATER INTO EXISTING GARDENS

KERB TO SEPARATE PARKING BAYS FROM FOOTPATHS

BIN AREA TO BE SHORTEN BY APPROX. 2m TO ALLOW VEHICLE CIRCULATION

RAISED PEDESTRIAN CROSSINGS

V CHANNEL DIRECTING WATER INTO GARDENS

EXISTING KERB AND CHANNEL SHOWN IN RED TO REMAIN

LOW CONCRETE WALL

URBAN ACTIVATION ELEMENT

LIME CHIP SURFACE

PAINT POWER BOX & LARGER GARDEN

TIMBER BENCH SEATS AS PER GOOD STREET

2 x MOBILITY PARKS 5m (d) x 3.5m (w)

RAISED PLANTERS WITH SEATS

PLANTING AREA

3 x MOBILITY PARKS 6m (d) x 3.5m (w)

LOADING ZONE

AREA FOR HOSPITALITY TENANTS

PLANTED POTS AND PLANTERS

COVERED BIKE STAND AREA

VARIED PAVING TO BREAK UP AND ORGANISE SPACE
MIX 1/3 BLUESTONE / 2/3 FIRTH

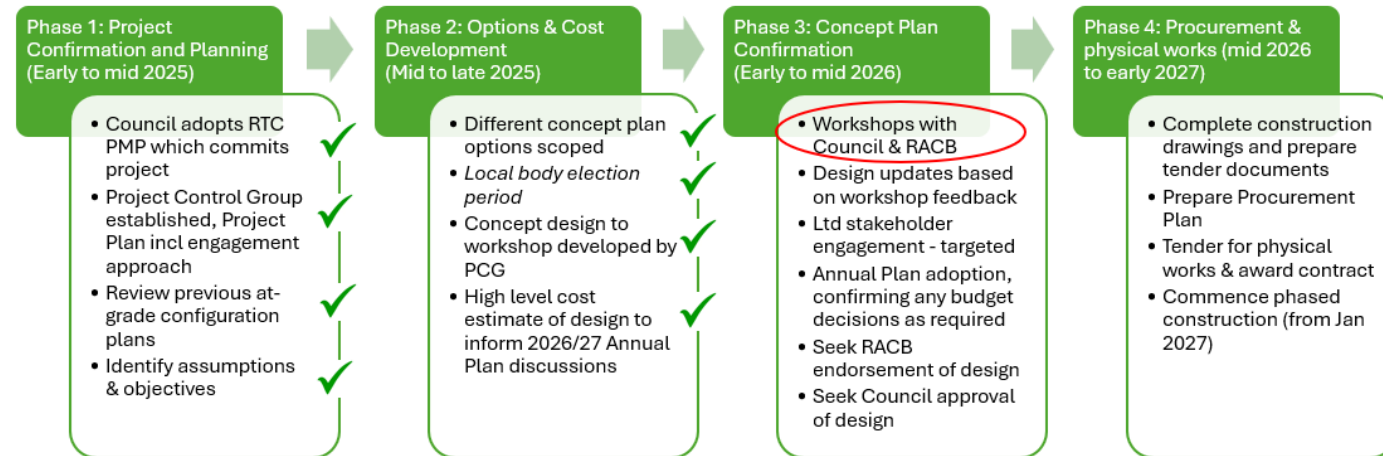
EXISTING WIDTH TO PRIVATE OFF STREET CAR PARK TO BE REDUCED TO 6m IN LINE WITH CODE OF PRACTICE

MINIMUM FOOTPATH 1.8m (w) TO ALLOW FOR VEHICLE OVERHANG

V CHANNEL WITH 30mm LIP IN FRONT OF MOBILITY PARKS

8. Next steps

- Tomorrow: Waimakariri Access Group
- Mar: Utilities & Roading Committee workshop
- Apr: Other limited stakeholder engagement
- Jun: AP adoption – budget confirmation
- Jun: Report to RACB to endorse
- Jul: Report to U&R to approve
- Jul-Oct: construction drawings, tender docs, procurement, evaluation and award contract
- From Jan 2027: commence staged construction



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 260325083463

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 10 June 2026

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Nithin Puthupparambil, Transportation Engineer

SUBJECT: Request Approval to Consult on King Street Pedestrian Refuge Locations and Parking Changes

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



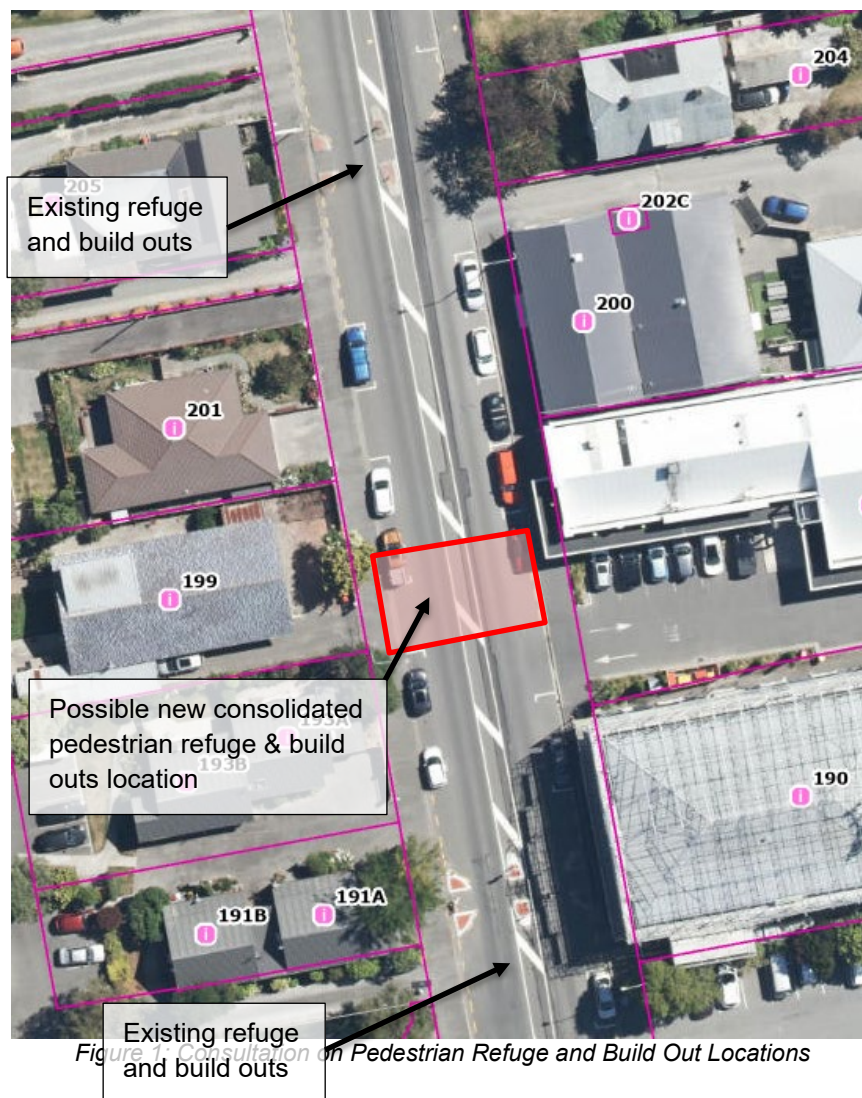
General Manager



Chief Executive

1. SUMMARY

- 1.1. This report seeks approval from the Rangiora-Ashley Community Board to undertake consultation with the residents and businesses on King Street between Blackett Street and High Street in regard to possible changes to the pedestrian refuge locations and time-restricted parking.
- 1.2. The changes arise from two different requests within the same section of King Street.
 - A developer undertaking redevelopment at nos. 204 and 206 King Street has proposed moving the existing pedestrian refuge island further to the south. This would result in an increase to on-street parking in the vicinity of the new development.
 - A service request has also been received requesting high-turnover parking to improve the safety of pickup and drop-off times at the kindergarten operating at no. 203 King Street.
- 1.3. The current pedestrian refuge islands are located adjacent to the Kids First Kindergarten to the north (no. 203 King Street), and to the Bainswood Retirement Village in the south (no. 199 King Street). The refuge islands assist pedestrians crossing the road in the area and provide a location away from roundabouts where it can be more challenging for pedestrians to judge the direction and speed of approaching vehicles.
- 1.4. It is recommended that consultation be undertaken on the option of consolidation of pedestrian crossing points to a new location outside no. 194 King Street, as this will ensure that the views of those who live in and use the area can be considered as part of the decision-making process.
- 1.5. The option to consolidate the pedestrian refuges would result in the removal of two existing pedestrian refuge islands and build outs (outside nos. 191 A and 205 King Street) and replacing them with a single new mid-block pedestrian refuge island and build outs outside no. 199 King Street.
- 1.6. It is also proposed to consult on the installation of a new P15 time restriction on two (2) car parking spaces in front of no. 205 King Street. The time restriction would only be in effect during drop-off and pick-up periods (e.g., 8:00-9:00am and 2:00-3:00pm)



- 1.7. Targeted consultation is proposed to be undertaken with residents and businesses along King Street (between Blackett and High Streets), and will include an online information / survey form for wider public feedback.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260325083463.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** consultation being undertaken on the option of consolidating the crossing locations by removing the two existing pedestrian crossing points at nos. 191 A and 205 King Street, and replacing with a new single mid-block pedestrian crossing with build outs.
- (c) **Approves** consultation being undertaken on implementation of P15 time-restricted parking during drop-off and pick-up periods (8:00-9:00am and 2:00-3:00pm) and P120 parking during other times, on two (2) car parking spaces in front of no. 205 King Street.
- (d) **Notes** that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision making on this matter.

- 3.5. The current pedestrian refuge islands on this block of King Street are located adjacent to the Kids First Kindergarten to the north (no. 203 King Street), and to the Bainswood Retirement Village in the south (no. 199 King Street). The refuge islands assist pedestrians crossing the road in the area and provide a location away from roundabouts where it can be more challenging for pedestrians to judge the direction and speed of approaching vehicles.

4. **ISSUES AND OPTIONS**

Pedestrian Refuge Locations

- 4.1. A developer undertaking redevelopment at nos. 204 and 206 King Street has proposed relocating the existing pedestrian refuge outside their property (i.e., the northern refuge island) further to the south.
- 4.2. Staff undertook a review of the developer's proposed relocation of the northern refuge island. This review identified that there were only two suitable possible locations if the northern refuge island was relocated, which would result in the refuge islands being too close together. As such an option to consolidate the two refuge islands was considered, noting that there also crossing locations at the roundabouts at each end of this section of King Street.
- 4.3. The NZTA *Pedestrian Network Guidance* recommends pedestrian crossings at intervals of approximately 80–100 metres in urban environments. The distance between the Blackett Street and High Street roundabouts is approximately 175 metres.
- 4.4. It is recommended that consultation be undertaken on the possible consolidation of pedestrian crossing points to a new location outside no. 194 King Street, as this will ensure that the views of those who live in and use the area can be considered as part of the decision-making process.

Kindergarten Drop-off and Pick-up

- 4.5. A service request has been received from Kidsfirst Kindergarten (no. 203 King Street) regarding the availability of short-stay parking during drop-off and pick-up periods. The kindergarten has advised that unrestricted parking on King Street is generally fully occupied during these times and has requested consideration of shorter-duration parking to accommodate parents and children during drop-off and pick-up periods.
- 4.6. Council's Parking Strategy recommends consideration of short-term parking restrictions (e.g., P5, P15, or P30) outside of schools due to fast parking turnover during drop-off and pickup periods.
- 4.7. It is recommended that consultation be undertaken on introducing a short-duration parking restriction (e.g., P15) for two car parks realised if the northern crossing is relocated, near the kindergarten. The P15 time restriction would only be in effect during drop-off and pickup periods (8:00-9:00am and 2:00-3:00pm).
- 4.8. A P120 restriction is proposed for these two car parks during other daylight times (in line with existing time restrictions immediately south along King Street). As the P15 time restriction does not permit all-day parking at this location, a P120 restriction at other times would better align with alternate parking demand. It also would reduce the likelihood of long-term parked vehicles overstaying the afternoon P15 time restriction.

Summary of Parking Impacts

4.9. The above proposed changes will have cumulative effects to on-street parking supply. The changes to the on-street parking are as follows:

- **Spaces Removed:** 4 car parks for consolidated pedestrian refuge and build outs.
- **Spaces Added:** 6 new car parks
- **Time Restriction changes:** 2 car parks would be converted to time-restricted parking – P15 during 8:00-9:00 and 2:00-3:00, P120 at other daylight times

These changes are summarised below in Figure 2.



Figure 2: Proposed location for new refuge Island and re arrangement of on-street car parks.

4.10. To ensure all community views are considered, it is recommended that targeted consultation be undertaken on these proposed pedestrian and parking changes with residents and businesses along King Street (between Blackett and High Streets). This consultation will include an online information / survey form for wider public feedback.

4.11. Note a separate evaluation is considering new mobility parking outside Community Wellbeing North Canterbury (no. 200 King Street). If consultation on a new mobility park is approved (through a separate future report to the Community Board), it will be aligned with the consultation proposed in this report so that the full effects of parking changes can be considered by the community.

4.12. The Rangiora-Ashley Community Board has the following options available to them:

4.13. Option One: Approve consultation on the option of consolidation of pedestrian crossings and parking changes.

This option involves consultation with the adjacent property owners and businesses on:

- Removing the existing pedestrian refuge crossings outside nos. 191 and 205 King Street;
- Installing a single mid-block pedestrian crossing with a refuge island outside no. 199 King Street; and
- Implementing short-duration P15 parking to support kindergarten drop-off/pick-up times with P120 parking during other daylight times.

This option aims to gather feedback from affected residents and businesses on their use of the current crossing facilities and what best serves the community and users of the area. This is the recommended option.

4.14. Option Two: Approve consultation on the pedestrian crossing proposal only (excluding the parking restrictions)

This option involves consulting solely on the option of consolidating the pedestrian crossings outside nos. 191 and 205 King Street to no. 199 King Street, without considering parking changes outside the kindergarten.

This is not the recommended option as it only addresses one of the two parking concerns raised on this section of King Street.

4.15. Option Three: Decline the request to consult and retain the status quo

This option would decline the request to consult and retain the existing pedestrian crossings and current parking arrangements along this section of King Street.

This is not the recommended option because it does not allow affected businesses to provide feedback on concerns relating to pedestrian safety, infrastructure efficiency, accessibility, and parking demand.

It is noted that a further report would be brought back to the Community Board with the outcome of the consultation process and to allow further decision making on this matter.

Implications for Community Wellbeing

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

Consulting on pedestrian crossing facilities and parking time limits can help improve access to local businesses and make better use of available spaces.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. **Groups and Organisations**

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

Consultation with directly affected residents and business owners is proposed as part of this report.

5.3. **Wider Community**

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

This is considered to be a minor operational issue and as such wider public consultation is not recommended.

The consultation material will be made available on Council's website so that feedback from the wider public can be gathered.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The proposed consultation would be carried out as part of the routine duties of staff.

Should the option to consolidate the pedestrian crossing facilities be approved, then this work would be required to be funded by the developer requesting the changes. Changes to parking signage is funding from the Signs Renewal Budget. Costs would be included in a future report following consultation.

6.2. **Sustainability and Climate Change Impacts**

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

6.3. **Risk Management**

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

There is a risk the residents and/or businesses in the area may not support changes to either the pedestrian crossing facilities or the parking restrictions in the area. Undertaking consultation will ensure that resident and business feedback is gathered and considered in the decision-making process.

6.4. **Health and Safety**

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

Providing safe pedestrian crossing points is important to ensure there is access for all. There are increased needs in this area due to the proximity to the town centre, early childhood education facilities, and a retirement home.

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**

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

7.3. **Consistency with Community Outcomes**

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

Social: a place where everyone can have a sense of belonging

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Economic: a place that is supported by a resilient and innovative economy

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.

7.4. **Authorising Delegations**

Per Part 3 of the WDC Delegations Manual, the Community Board has the delegated authority to recommend to the District Planning and Regulation Committee matters relating to the Council Parking Bylaw.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 251201228460

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

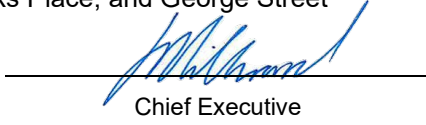
DATE OF MEETING: 10 June 2026

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Nithin Puthupparambil, Transportation Engineer

SUBJECT: Request to approve intersection controls on Charles Street, Pentecost Road, Rowse Street, Bush Street, Banks Place, and George Street

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report seeks approval from the Rangiora-Ashley Community Board to change the following intersection controls from Give Way to Stop:
 - 1.1.1. Stop control on George Street (both approaches) at Percival Street
 - 1.1.2. Stop control on Charles Street (both approaches) at King Street
 - 1.1.3. Stop control on Pentecost Road at South Belt
 - 1.1.4. Stop control on Rowse Street at South Belt
 - 1.1.5. Stop control on Bush Street at South Belt
 - 1.1.6. Stop control on Banks Place at South Belt
- 1.2. A review of the George Street and Percival Street intersection was initiated following a service request from a resident regarding high weekend on-street parking demand. The intersection currently has a 'Give Way' control. Site observations confirmed that visibility for both George Street approaches is insufficient to meet the Traffic Control Devices (TCD) Manual requirements for retaining a give-way control.
- 1.3. A review of the Charles Street and King Street intersection was initiated following a service request from a resident regarding drivers failing to give way. The intersection currently has a 'Give Way' control. Site observations confirmed that visibility for both Charles Street approaches is insufficient to meet the TCD Manual requirements for retaining a give-way control.
- 1.4. A service request from an elected member prompted a visibility assessment of multiple intersections along South Belt, including Pentecost Road, Rowse Street, Bush Street, and Banks Place. All intersections currently have 'Give Way' controls in place. Staff confirmed that these side street approaches have restricted sight distance of vehicles travelling on South Belt, with available visibility falling below the minimum requirements for a give-way control.
- 1.5. All intersections have been checked to see whether the sight lines could be increased, however it has been determined that, due to the presence of fences, hedges and trees within private property, sight distance is not able to be improved to a point where the change would not be required.

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 251201228460.
- (b) **Approves** the following intersection control changes pursuant to section 2 of the Land Transport Rule: Traffic Control Devices 2004, with effect from the date of installation of appropriate signage:

Item	Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
1	George Street	Percival Street	Stop	Give Way
2	Charles Street	King Street	Stop	Give Way
3	Pentecost Road	South Belt	Stop	Give Way
4	Rowse Street	South Belt	Stop	Give Way
5	Bush Street	South Belt	Stop	Give Way
6	Banks Place	South Belt	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roothing Committee for information.

3. **BACKGROUND**

- 3.1. The review of six intersections was undertaken as a result of service requests which questioned visibility at intersections within Rangiora.
- 3.2. A review and site assessment was undertaken for each intersection to determine the appropriateness of the existing intersection controls.
- 3.3. George Street is an urban Local Street with an ADT of 701 and an operating (85th percentile) speed of 47 km/h. It has a give-way controlled crossroads intersection with Percival Street which is an urban Collector Road with an ADT of 2104 and an operating (85th percentile) speed of 52 km/h.
- 3.4. Charles Street is an urban Local Street with an ADT of 467 and an operating (85th percentile) speed of 50 km/h. It has a give-way controlled crossroads intersection with King Street which is an urban Collector Road with an ADT of 4518 and an operating (85th percentile) speed of 56 km/h.
- 3.5. Pentecost Road is an urban Local Street with an ADT of 978 and an operating (85th percentile) speed of 54 km/h. It has a give-way controlled tee-intersection with South Belt which is an urban Collector Road with an ADT of 2244 and an operating (85th percentile) speed of 54 km/h.
- 3.6. Rowse Street is an urban Local Street with an ADT of 349 and an operating (85th percentile) speed of 45 km/h. It has a give-way controlled tee-intersection with South Belt which is an urban Collector Road as noted above.
- 3.7. Bush Street is an urban Local Street with an ADT of 1500 and an operating (85th percentile) speed of 52 km/h. It has a give-way controlled tee-intersection with South Belt which is an urban Collector Road with an ADT of 4035 and an operating (85th percentile) speed of 54 km/h.

- 3.8. Banks Place is a low-volume residential cul-de-sac, and staff do not measure traffic volumes or speeds on these types of streets. However, 17 properties get access from Banks Place. It has a give-way controlled tee-intersection with South Belt which is an urban Collector Road as noted above.

4. ISSUES AND OPTIONS

- 4.1. Per the NZTA *Traffic Control Devices Manual Part 4*, give-way control is recommended as the default intersection control under normal operating circumstances.
- 4.2. Per the *Manual's* Section 4.1.2, stop control should be implemented at intersections "where at a point 9 m from the limit line on a controlled approach to the intersection a lack of visibility means that, at an approach speed of more than 10 km/h, a driver could not see a vehicle on an uncontrolled approach at a distance (in metres) of 1.2 times the numeric value of the speed (in km/h) exceeded by 15% of vehicles approaching on the main road."
- 4.3. Per the Waka Kotahi *Guidelines for the implementation of traffic control at crossroads* (RTS 1), the use of different controls (e.g., stop control, give-way control) on opposite approaches of a crossroads should be avoided to minimise driver confusion. It is therefore considered best practice to have the same traffic control on both side streets unless other safety considerations take higher priority.
- 4.4. All the intersections have restricted visibility due to fencing / hedges / landscaping on private property, which could not be mitigated by any other changes within the road reserve.

George Street / Percival Street

- 4.5. A complaint was received regarding the visibility at the intersection of George Street and Percival Street, due to high weekend on-street parking demand. Staff have compiled available traffic data and site visit observations to evaluate intersection visibility.
- 4.6. Weekday and weekend site observations noted generally good parking behaviour in regard to the 6m parking restriction stated in the Road User Rule. However, the review confirmed that both approaches from George Street have restricted visibility to vehicles travelling along Percival Street. The available sight distance at this intersection does not meet the minimum requirements for a Give Way controlled approach as outlined in the *Manual*.



Figure 1: George Street / Percival Street intersection with restricted visibility

- 4.7. To improve safety at this location, it is recommended that the Give Way control on George Street be replaced with a Stop control and the necessary pavement markings.



Figure 2: Sightlines as per TCD Manual at George Street / Percival Street intersection.

Charles Street / King Street

- 4.8. A service request was received regarding failure-to-give-way risk at the intersection of Charles Street and King Street. Staff have compiled available traffic data and site visit observations to evaluate the risk of “avenue effect”, which is where the driver’s eye is drawn through the intersection, with the risk of missing the intersection control.
- 4.9. Observations confirmed that both side roads have insufficient visibility of oncoming traffic on Charles Street and not meeting the *Manual* requirements for a Give Way control.



Figure 3: Avenue effect on King Street.

- 4.10. In order to raise the conspicuity of the intersection, the existing signposts are proposed to be shifted closer to King Street and a flush median installed in the middle of both approaches of Charles Street, as shown below in Figure 4.
- 4.11. These improvements are included within the 2026/27 Minor Safety Programme which will be taken to the Community Boards for comment May / June 2026 for feedback and then to the Utilities and Roading Committee for approval.



Figure 4: Charles Street / King Street proposed markings

South Belt corridor intersections

- 4.12. This review was undertaken following a query from an elected member regarding visibility at several intersections along South Belt. Staff have compiled available traffic data and undertaken site visit observations to evaluate intersection visibility.
- 4.13. Site observations confirmed that the approach from Pentecost Road has restricted visibility of vehicles travelling along South Belt. The available sight distance at this intersection does not meet the minimum requirements for a Give Way controlled approach as outlined in the *Manual*.



Figure 5: Pentecost Road / South Belt intersection with restricted visibility.

- 4.14. To ensure drivers appropriately assess gaps before entering South Belt, it is recommended that the existing Give Way control on Pentecost Road be upgraded to a Stop control, including installation of Stop signs and associated road markings.



Figure 6: Sightlines as per TCD Manual at Pentecost Road / South Belt intersection.

- 4.15. Visibility constraints were also observed at the Rowse Street approach to South Belt. The approach does not achieve the required sight distance for a Give Way controlled intersection in accordance with the TCD Manual.



Figure 7: Rowse Street / South Belt intersection with restricted visibility

- 4.16. To improve safety at this location, it is recommended that the Give Way control on Rowse Street be replaced with a Stop control and the necessary pavement markings.



Figure 8: Sightlines as per TCD Manual at Rowse Street / South Belt intersection.

- 4.17. Staff identified limited sight lines for drivers approaching South Belt from Bush Street, particularly when assessing northbound traffic. The observed visibility is below the TCD Manual thresholds necessary for a Give Way controlled intersection.



Figure 9: Bush Street / South Belt intersection with restricted visibility.

- 4.18. It is recommended that the Give Way control on Bush Street be replaced with a Stop control, including the installation of Stop signs and associated road markings.



Figure 10: Sightlines as per TCD Manual at Bush Street / South Belt Intersection.

- 4.19. Banks Place, while a low-volume residential cul-de-sac, also has limited visibility for vehicles exiting onto South Belt. The available sight distance does not meet the TCD Manual requirements for retaining a Give Way control.



Figure 11: Banks Place / South Belt intersection with restricted visibility.

- 4.20. To improve safety for residents entering South Belt, it is recommended that the existing Give Way control on Banks Place be upgraded to a Stop control, with Stop signs and the appropriate road markings installed.



Figure 12: Sightlines as per TCD Manual at Banks Place / South Belt intersection.

- 4.21. All the above-mentioned intersections have restricted visibility due to fencing / hedges / landscaping on private property, which could not be mitigated by any other changes within the road reserve.
- 4.22. The Rangiora-Ashley Community Board has the following options available to them:
- 4.23. Option One: Approve the removal of the existing Give Way controls and installation of new Stop intersection controls at the following locations:
- 4.23.1. Stop control on George Street (both approaches) at Percival Street
- 4.23.2. Stop control on Charles Street (both approaches) at King Street
- 4.23.3. Stop control on Pentecost Road at South Belt
- 4.23.4. Stop control on Rowse Street at South Belt
- 4.23.5. Stop control on Bush Street at South Belt
- 4.23.6. Stop control on Banks Place at South Belt

This option involves Rangiora-Ashley Community Board approving the removal of the existing Give Way controls and installation of Stop controls, consisting of signs and road markings, on all the above locations.

This is the recommended option because it allows:

- Improved safety at the above intersections by mandating vehicles come to a complete stop before entering the intersection.
- Reduced risk of collisions due to poor visibility.

- 4.24. Option Two: Approve a partial installation of Stop controls.

This option involves Rangiora-Ashley Community Board approving the installation of Stop controls only at some of the intersections.

This is not the recommended option as it does not address visibility concerns for all approaches, which could still pose safety risks.

4.25. Option Three: Decline approval of any new intersection controls (retain status quo)

This option would see the current intersection controls retained.

This is not the recommended option because failure to implement the proposed intersection controls does not address safety concerns at the six intersections.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Setting appropriate intersection controls helps reduce the risk of harm from a crash.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

The proposed actions outlined in this report are expected to have minimal impact on the wider community, and significant public interest is unlikely, as the changes being implemented are minor in nature. Consequently, public consultation with adjacent residents or the broader community has not been undertaken.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. There are minimal costs associated with installing intersection control, chiefly new signs and limit line pavement marking.

The costs for King Street / Charles Street are estimated to be \$5,300 and can be accommodated within the 2026/27 Minor Safety Programme, and the cost for other 5 intersections mentioned in the report are estimated to be a total of \$8,100, which can be accommodated within Road Maintenance budgets (Pavement Marking GL 10.270.582.2500 and Signs Renewal PJ 100183.000.5134)

This budget is included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts as the effects of intersection control are quite localised.

6.3. **Risk Management**

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

6.4. **Health and Safety**

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

Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health and Safety Plan and 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**

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

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from the recommendations in this report. In particular, the following community outcomes are of relevance to the issue under discussion:

Social: a place where everyone can have a sense of belonging

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Environmental: a place that values and restores our environment

- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

Economic: a place that is supported by a resilient and innovative economy

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable.

7.4. **Authorising Delegations**

As per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve control signs on streets (e.g., stop, give way, etc.).

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-08-09-01 / 260508111821

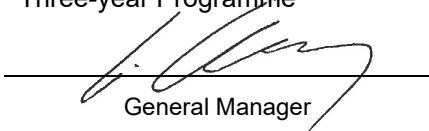
REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 10 June 2026


AUTHOR(S): Kieran Straw – Civil Projects Team Leader
Joanne McBride – Roading and Transportation Manager

SUBJECT: Proposed Roading Capital Works Programme for 2026 / 27 and Indicative Three-year Programme

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



 General Manager



 Chief Executive

1. SUMMARY

- 1.1. This report seeks endorsement from the Community Board of the proposed 2026/27 Roading Capital Works Programme and notes the indicative three-year programme from 2027/28 to 2029/30.
- 1.2. The Roading Capital Works Programme being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3. Renewal programmes are determined following a condition assessment of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process considers asset life other factors including co-ordination with other projects, asset owners, road hierarchy, high demand areas (e.g., schools or town centre areas) are also considered.
- 1.4. All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these have separate funding allocated and are consulted on through the LTP process.
- 1.5. Minor safety improvements, the new footpath programme and public transport infrastructure are also included in the proposed programme.

Attachments:

- i. Proposed Roading Capital Works Programme 2026/27 (including draft 3-year programme) – Trim No. 260508111836

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260508111821.
- (b) **Endorses** the 2026/27 DRAFT Proposed Roading Capital Works Programme (Trim: 260508111836).
- (c) **Endorses** the inductive Roading Capital Works Programme for the 2027/28, 2028/29 and 2029/30 years.

- (d) **Notes** that any feedback on the programme included with this report will be taken by staff at the Board meeting and incorporated into the final report which is proposed to be taken to the Utilities and Roothing Committee in July 2026 for approval.

3. **BACKGROUND**

- 3.1 The Roothing programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roothing Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
 - Footpath Renewal
 - Minor Safety Improvements
 - New Footpath Programme
 - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.5 Feedback on the proposed programme will be taken with the report and provided in a report to the Utilities and Roothing Committee in July for decision.
- 3.6 The rooding network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by New Zealand Transport Agency, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.7 Projects are identified in terms of the Roothing Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.8 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular project should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.
- 3.9 Inputs used to develop the programmes are condition rating and inspections, AWM (formerly RAMM) reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.
- 3.10 Utility Providers (external), the Water Services Team, the Waimakariri Water Services Unit and the Greenspaces Teams are consulted to minimise the risk of conflicts with their programmes and to identify where there may be possible synergies in the programmes and work can be coordinated.

3.11 Condition Assessment

To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed in 2025.

3.12 Kerb and Channel Replacement

Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.

The kerb and channel replacement are prioritised district-wide, and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. NZTA has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by NZTA.

Condition of the existing kerb & channel within the Rangiora-Ashley ward area has triggered the need for several renewals within the proposed programme, as follows:

- Thorne Place (in conjunction with footpath renewal, and following on from the watermain renewal which was undertaken in 2025/26)
- White Street (in conjunction with footpath renewal, and in conjunction with a planned water main renewal)
- Johns Road (in conjunction with footpath renewal)

3.13 Footpath Renewals

This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.

As mentioned above all footpaths were condition rated in 2025. From this rating the worst condition streets were identified and inspected. Following that inspection, staff take into account any community feedback and other programmes (including the previous approved programme), and from there the draft renewal programme is developed.

The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life wherever possible, so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. Where there is a grass berm between the kerb & channel and the path, and the path is in good condition or better, the footpath may be retained.

Condition of the existing footpaths within the Rangiora-Ashley ward area has triggered the need for several renewals within the proposed programme.

3.14 Minor Safety Improvements Programme

For the minor safety improvement programme, safety is the main factor considered.

This programme focuses on lower cost, high benefit safety improvements and has some flexibility with the opportunity to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Community Board(s) is an important input in confirming this programme.

There is a number of projects identified within the Rangiora-Ashley ward area included within the proposed programme.

3.15 New Footpath Programme

This programme considers and prioritises new footpaths in urban areas where there currently are none. A programme has been developed and this was approved by Utilities and Roading Committee in March 2026.

The approved programme includes new footpaths in Rangiora, including Highfield Lane, and Station Road.

The programme also includes the addition of a new footpath in Denches Road to be constructed in conjunction with the works currently underway outside Rangiora New Life School.

3.16 Public Transport Infrastructure

New passenger transport infrastructure primarily focuses on the installation of new seating, and bus shelters at bus stop locations, with the list being developed based on ECan boarding numbers, with higher use stops siting higher in the programme. Some flexibility is exercised where stops are near retirement villages, or where a large number of service requests are received.

The proposed programme includes four bus shelters for the 2026 / 27 year, and these are all in the Rangiora-Ashley ward.

4. ISSUES AND OPTIONS

4.1. The draft programme is presented to the Community Board and feedback will be recorded, and consideration will be given as to whether it can be incorporated into the programme, where possible. All feedback will be included within the report to the Utilities and Roading Committee when they consider approval of the programme in July 2026.

4.2. The indicative three-year programme for the following three years is more flexible and is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.

4.3. The following options are available to the Community Board:

4.3.1. Option One – Endorse the Proposed Programme as Recommended:

Feedback presented from this meeting will be incorporated into a revised programme, which will be presented to Utilities and Roading Committee for approval.

This is the recommended option as it allows the draft programme to be taken to Utilities & Roading Committee and for work to begin on planning / design for projects early in the next financial year.

4.3.2. Option Two – Decline the Recommendation and ask Staff to make further changes:

This is not the recommended option as the programme of works and has been developed from condition rating information, service requests and Community feedback, and as such represents the greatest needs within the district.

Staff have also undertaken steps to confirm that this programme does not clash with other Council programmes, or known service provider works.

4.4. Implications for Community Wellbeing

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

The programmes contribute directly to public transport, walking projects, safety improvements and meeting levels of service, all of which have a positive impact of the Community.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

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

Staff will liaise with Te Ngāi Tūāhuriri in regard to specific projects within the programme as required.

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. Where individual projects are agreed upon, then the appropriate groups and residents will be consulted with.

5.3. **Wider Community**

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public. Safety, Public transport and renewal of infrastructure supports the whole community.

Renewal of infrastructure results in meeting required levels of service for the community and reduces the risk of failure which could put the Community at risk. Providing shelter at bus stops increases the appeal of catching the bus and reduces congestion for other road users.

Staff will communicate impacts with directly affected residents as required.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

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

Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

6.3 Risk Management

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

6.4 Health and Safety

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

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 Land Transport Act is relevant to this matter.

7.3. Consistency with Community Outcomes

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

Social

A place where everyone can have a sense of belonging...

- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*
- *Our community has equitable access to the essential infrastructure and services required to support community wellbeing.*

Environmental

...that values and restores our environment...

- *Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.*
- *Our district transitions towards a reduced carbon and waste district.*
- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

Economic

...and is supported by a resilient and innovative economy.

- *Infrastructure and services are sustainable, resilient, and affordable.*

7.4. **Authorising Delegations**

The Community Board has delegation to represent and acting as an advocate for the interests of its community.

The Utilities and Roding Committee is responsible for Roding and Transportation activities (including road safety, multimodal transportation and traffic control) and has authority to approve work programmes for works that the Council has budgeted a general level of expenditure for.

Proposed Roding Capital Works Programme for Community Boards - 2025/26 and three indicative years						
			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kerb and Channel Renewal						
Professional Fees			\$ 85,000	\$ 90,000	\$ 90,000	\$ 90,000
Thorne Pl (Ivory St - end) - with footpath	South	Rangiora	\$ 30,000	-	-	-
White St (Palmer St - opposite Wiltshire Pl) - with footpath	East	Rangiora	\$ 120,000	-	-	-
White St (Johns Rd - Palmer St) - with footpath	East	Rangiora	\$ 40,000	-	-	-
Johns Rd (Green St - Bush St) - with footpath	South	Rangiora	\$ 120,000	-	-	-
Johns Rd (Bush St - King St) - with footpath	South	Rangiora	\$ 60,000	-	-	-
Gray Crescent (Kalmia Pl to Kanuka Pl) - with footpath	North	Kaiapoi	\$ 35,000	-	-	-
Kanuka Pl (Gray Cres to No. 4) - with footpath	West	Kaiapoi	\$ 15,000	-	-	-
Akaroa Street (Ashley Place - No. 76)	East	Kaiapoi	\$ 55,000	-	-	-
Akaroa Street (Ashley Pl - Alpine Ln) - with footpath	West	Kaiapoi	\$ 35,000	-	-	-
Ashley Street (Jennings to Duke)	West	Rangiora	-	\$ 200,000	-	-
Bush St (South Belt - Bush St Reserve)	West	Rangiora	-	\$ 125,000	-	-
Aquila St (East Belt to end) - with footpath	North	Rangiora	-	\$ 30,000	-	-
Kinley St (Seddon St to end) - with footpath	East	Rangiora	-	\$ 130,000	-	-
Earnley Street (Ayres to Church) - with footpath	North	Rangiora	-	-	\$ 40,000	-
Denchs Rd (Southbrook Rd - New Life School)- with footpath	North	Rangiora	-	-	\$ 50,000	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	-	\$ 50,000	-
Hills Street (Carew St to No. 15) - with footpath	West	Kaiapoi	-	-	\$ 40,000	-
Williams Street (Walkway to McIntosh Pl to Blueskies) - with footpath	East	Kaiapoi	-	-	\$ 55,000	-
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	West	Kaiapoi	-	-	\$ 135,000	-
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	East	Kaiapoi	-	-	\$ 70,000	-
Southbrook Road (No. 66 - Denches) with footpath	East	Rangiora	-	-	\$ 45,000	-
Cridland Street (Tunas to Bridge) - with footpath	North	Kaiapoi	-	-	-	\$ 115,000
Bridge Street (Cridland to No. 3) - with Cridland St & footpath	West	Kaiapoi	-	-	-	\$ 10,000
Cridland Street (Tunas to Bridge) - with footpath	South	Kaiapoi	-	-	-	\$ 110,000
Northbrook Road (Victoria to Newnham Street) - with Footpath & watermain	South	Rangiora	-	-	-	\$ 75,000
Northbrook Road (Newnham Street to Railway Line) - with Footpath & watermain	South	Rangiora	-	-	-	\$ 25,000
Ashgrove Street (No. 18 to Seddon St) - with footpath	East	Rangiora	-	-	-	\$ 140,000
Other Commitments			\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
To be Allocated			\$ 38,243	\$ 38,571	\$ 45,156	\$ 55,156
Value of Work Programmed			\$ 640,000	\$ 620,000	\$ 620,000	\$ 610,000
Total Available Budget (including fees)			\$ 678,243	\$ 658,571	\$ 665,156	\$ 665,156

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
Footpath Renewal			26/27	27/28	28/29	29/30
Professional Fees			\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
Thorne Pl (Ivory St - end) - with kerb & channel	South	Rangiora	\$ 15,000	-	-	-
White St (Johns to Palmers) - with kerb & channel	East	Rangiora	\$ 20,000	-	-	-
White St (Palmer to opp Wiltshire) - with kerb and channel	East	Rangiora	\$ 40,000	-	-	-
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	\$ 40,000	-	-	-
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	\$ 30,000	-	-	-
Akaroa Street (Ashley Pl - Alpine) - with kerb & channel	West	Kaiapoi	\$ 30,000	-	-	-
Akaroa Street (Ashley Pl - No. 76) - with kerb & channel	East	Kaiapoi	\$ 30,000	-	-	-
Gray Crescent (Kalmia Place to Kanuka Place)	North	Kaiapoi	\$ 15,000	-	-	-
Kanuka Place (Gray Cres - end) - with K&C	West	Kaiapoi	\$ 12,500	-	-	-
Kanuka Place (Gray Cres - end)	East	Kaiapoi	\$ 12,500	-	-	-
Princess Pl (Smith St - end) - with water renewal	East	Kaiapoi	\$ 45,000	-	-	-
Main North Rd (SH1) (Rangiora Woodend Rd to School)	West	Woodend	\$ 65,000	-	-	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	\$ 75,000	-	-
Grove Pl (walkway)	East	Rangiora	-	\$ 10,000	-	-
Grove Pl (Kingsbury to End)	East	Rangiora	-	\$ 15,000	-	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	\$ 30,000	-	-
Buckley Rd (No. 11 - No. Highfield Lane)	West	Rangiora	-	\$ 30,000	-	-

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
Tyler St (Durhan to Good)	South	Rangiora	-	\$ 35,000	-	-
Strachan Pl (Bush St to No. 24)	West	Rangiora	-	\$ 40,000	-	-
Aquila St (East Belt to end) - with K&C	North	Rangiora	-	\$ 20,000	-	-
Hewitts Rd (Appleton Pl - No. 27/29)	South	Woodend	-	\$ 25,000	-	-
Hewitts Rd (Woodglenn Dr - Appleton Pl)	South	Woodend	-	\$ 30,000	-	-
Burt St (Albert - Ashley)	Both	Rangiora	-	\$ 20,000	-	-
Blackett Street (Durham St to Good St)	North	Rangiora	-	\$ 30,000	-	-
Douglas Street (Palmer St to end)	West	Rangiora	-	\$ 35,000	-	-
Buckleys Rd (Highfield Lane - No. 63)	West	Rangiora	-	\$ 35,000	-	-
Whitefield Street (Ohoka Rd to end)	West	Kaiapoi	-	\$ 120,000	-	-
Kinley St (Seddon St to end)	East	Rangiora	-	\$ 35,000	-	-
Earnley Street (Ayres St to Church St) - with K&C	North	Rangiora	-	-	\$ 20,000	-
Whitefield Street (Epworth to end)	East	Kaiapoi	-	-	\$ 15,000	-
Whitefield Street (Epworth to Aldersgate)	East	Kaiapoi	-	-	\$ 90,000	-
Martyn Street (No. 44 to Charles Street)	East	Rangiora	-	-	\$ 30,000	-
Albert Street (High St to Blackett St)	East	Rangiora	-	-	\$ 35,000	-
Denchs Rd (Southbrook Rd - New Life School) (Opp. Marshall Rd) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Hills Street (Carew St to No. 15) - with K&C	West	Kaiapoi	-	-	\$ 12,000	-
Williams Street (No. 2 to Blueskies) - with K&C	East	Kaiapoi	-	-	\$ 10,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	\$ 40,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 35,000	-
Wallace Place (Good Street to end)	North	Rangiora	-	-	\$ 25,000	-
Wallace Place (Good Street to end)	South	Rangiora	-	-	\$ 25,000	-
Albert St (High to Blackett) - with watermain	East	Rangiora	-	-	\$ 35,000	-
Wesley Street (Aldersgate St to Chapman Pl)	East	Kaiapoi	-	-	\$ 50,000	-
Wesley Street (Chapman Pl - Cressy Ave)	East	Kaiapoi	-	-	\$ 40,000	-
Dawson Douglas Place (Eastern cul-de-sac head)	East	Kaiapoi	-	-	\$ 10,000	-
Lindon Street (High St to Rata St)	East	Rangiora	-	-	\$ 35,000	-
Southbrook Road (Denches Road to No. 48)	East	Rangiora	-	-	\$ 15,000	-
Southbrook Rd (No. 66 to Denches Road)	East	Rangiora	-	-	\$ 20,000	-
Green St (Johns Rd - No. 22)	East	Rangiora	-	-	-	\$ 35,000
Cridland Street (Tunas to Bridge) - with kerb & channel	North	Kaiapoi	-	-	-	\$ 50,000
Bridge Street (Cridland to No. 3)	West	Kaiapoi	-	-	-	\$ 5,000
Cridland Street (Tunas to Bridge) - with footpath	South	Kaiapoi	-	-	-	\$ 45,000
Ayres Street (Walkway to Kingsbury)	Full	Rangiora	-	-	-	\$ 15,000
Queen Street (King St to Percival St)	North	Rangiora	-	-	-	\$ 40,000
Durham Street (cul-de-sac head)	North	Rangiora	-	-	-	\$ 5,000
Ohoka Road (Williams St to Stone St)	North	Kaiapoi	-	-	-	\$ 30,000
Ashgrove Street (No. 18 to Seddon St) - with K&C	East	Rangiora	-	-	-	\$ 40,000
Bush St (South Belt - Bush St Reserve) - with K&C	West	Rangiora	-	-	-	\$ 55,000
Northbrook Road (Victoria to Newnham)	South	Rangiora	-	-	-	\$ 30,000
Northbrook Road (Newnham to Railway Line)	South	Rangiora	-	-	-	\$ 10,000
West Belt (High to Blackett) - with water main	East	Rangiora	-	-	-	\$ 30,000
Main North Road (SH1) Waikuku	West	Waikuku	-	-	-	\$ 85,000
Main North Road (SH1) Waikuku	East	Waikuku	-	-	-	\$ 65,000

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	-	-	\$ 50,000
To be Allocated			\$ 873	\$ 2,210	\$ 26,482	\$ 3,482
Value of Work Programmed			\$ 395,000	\$ 625,000	\$ 607,000	\$ 630,000
Approved Un-subsidised Annual Budget			\$ 216,298	-	-	-
Carry Over Budget			\$ 115,000			
Approved Subsidised Annual Budget			\$ 179,575	\$ 627,210	\$ 633,482	\$ 633,482
Total Available Budget (including fees)			\$ 395,873	\$ 627,210	\$ 633,482	\$ 633,482
Minor Improvement Projects						
Minor Lighting						
Minor Lighting Pole Spacing Corrections		Various	\$ 35,000	-	-	-
High St Pedestrian Crossing Light Improvements		Rangiora	\$ 30,000	-	-	-
Easterbrook / Fernside Rd	Easterbrook	Fernside	\$ 25,000	-	-	-
Harewood Rd / South Eyre Road		Oxford	-	\$ 25,000	-	-
Revells Rd / Church Bush Rd		Tuahiwi	-	-	\$ 25,000	-
Depot Road / South Eyre Road		Oxford	-	-	-	\$ 25,000
Other Lighting Projects (TBC)			-	-	-	-
Value of Works Programmed			\$ 90,000	\$ 25,000	\$ 25,000	\$ 25,000
Intersection Improvements						
Swamp / Hodgsons / Stonyflat (CARRY OVER)		Loburn	\$ 100,000	-	-	-
Easterbrook Rd / Fernside Rd		Fernside	\$ 80,000	-	-	-
Ashley Gorge Road / Glentui Bush		Glentui	\$ 40,000	-	-	-
North Eyre Rd / Logan Road		Mandeville	-	\$ 100,000	-	-
Ashley Road / Summer Hill Road		Cust	-	-	\$ 50,000	-
Birch Hill Road / Bald Hills Road		Glentui	-	-	\$ 50,000	-
Revells Rd / Church Bush Rd		Tuahiwi	-	-	\$ 20,000	-
Toppings Road / Lower Sefton Road		Sefton	-	-	-	\$ 50,000
Amors Road / Upper Sefton Road		Sefton	-	-	-	\$ 50,000
Budget to be Allocated			-	\$ 20,000	-	\$ 7,000
Value of Works Programmed			\$ 220,000	\$ 120,000	\$ 120,000	\$ 107,000

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
School Safety Project						
Ashley School (Fawcetts Road)		Ashley	\$ 40,000	-	-	-
Pegasus School (Solander Road)		Pegasus	-	\$ 40,000	-	-
Other School Projects (TBC)			\$ 10,000	\$ 10,000	\$ 50,000	\$ 50,000
Value of Works Programmed			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Speed Treatments						
Cosgrove Street Line Marking		Kaiapoi	\$ 5,000	-	-	-
SIDS Signs		Various	\$ 25,000	-	-	-
Oxford Speed Thresholds		Oxford	\$ 60,000	-	-	-
Waikuku Beach Road Traffic Calming at 30km/hr threshold		Waikuku	-	\$ 50,000	-	-
Other Speed Projects TBC			\$ 20,000	-	\$ 50,000	\$ 50,000
Value of Works Programmed			\$ 110,000	\$ 50,000	\$ 50,000	\$ 50,000
Minor Works						
King Street / Charles Street		Rangiora	\$ 10,000	-	-	-
Ford Signage		Various	\$ 15,000	\$ 20,000	-	-
Ashley Street footpath through the Cemetery		Rangiora	\$ 25,000	-	-	-
One Lane Bridge Delineation Programme		Various	-	\$ 30,000	-	-
Blackett St Road Marking Improvements		Rangiora	-	-	\$ 25,000	-
Other Minor Works			-	-	\$ 25,000	\$ 50,000
Value of Works Programmed			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Walking and Cycling Projects						
Ashley Street Pedestrian Refuge Replacement (CARRY OVER)		Rangiora	\$ 20,000	-	-	-
Ashley Street / Wales Street Pedestrian Cut-Down		Rangiora	\$ 5,000	-	-	-
Kaiapoi Roundabout Pedestrian Improvements (Ohoka Rd)		Kaiapoi	\$ 50,000	-	-	-
Ivory St Cycle Lane Safety Improvements - Delineation		Rangiora	\$ 10,000	-	-	-
Mobility Parking Cut Downs		Rangiora	\$ 25,000	-	-	-
Oxford Town Centre TGSi Upgrade		Oxford	\$ 20,000	-	-	-
Ashley Street / Blackett Street TGSi Upgrade		Rangiora	\$ 10,000	-	-	-
Kingsbury Ave Cut-Downs at Good & Golding - Painted median at Golding		Rangiora	\$ 10,000	-	-	-
Southbrook Cycle Lane Safety Improvements - Delineation		Rangiora	-	\$ 20,000	-	-
Pegasus Cycle Lanes (inc roundabouts)		Pegasus	-	\$ 33,000	\$ 52,000	-
Pegasus Footpath Connections		Pegasus	-	\$ 40,000	\$ 20,000	-
Street to Street Walkway Access Barrier Improvements		Various	-	\$ 7,000	\$ 7,000	\$ 7,000
Kings Ave Waikuku - Path link from Waikuku Beach Intersection to existing path		Waikuku	-	-	\$ 15,000	-
Woodend Road - Pedestrian Refuge between Gibbs & Bowie inc line marking improvements		Woodend	-	-	-	\$ 40,000

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
Value of Works Programmed			\$ 150,000	\$ 100,000	\$ 94,000	\$ 90,000
Roadside Hazard Removal						
Dixons Rd - (RP 1125)		Loburn	\$ 50,000	\$ 150,000	-	-
Carrs Road (RP 6740m)		Loburn	\$ 15,000	-	-	\$ 200,000
Cones Road (RP 1940m)		Ashley	\$ 150,000	-	-	-
Birch Hill Road (RP 840)		Glentui	\$ 15,000	-	\$ 200,000	-
Upper Sefton Road (RP 7699)		Sefton	-	\$ 50,000	-	-
Value of Works Programmed			\$ 230,000	\$ 200,000	\$ 200,000	\$ 200,000
High Risk Intersection treatments						
South Eyre Road / Pestors Road			\$ 20,000	-	-	-
Dixons Rd / Boundary Road			\$ 20,000	-	-	-
South Eyre Burnt Hill			\$ 20,000	-	-	-
No. 10 / McHughs			\$ 20,000	-	-	-
South Eyre Rd / Carlton			\$ 20,000	-	-	-
Tuahwi Rd / Waikoruru Rd / Okaihau Road			\$ 20,000	-	-	-
Oxford Rd - Carleton Rd			\$ 20,000	-	-	-
Oxford Rd - Lilly Rd			\$ 20,000	-	-	-
McJarrows / Powells			\$ 20,000	-	-	-
Upper Sefton Rd - Broad Rd			\$ 20,000	-	-	-
To be allocated			\$ 20,000	\$ 180,000	\$ 180,000	\$ 180,000
Value of Works Programmed			\$ 220,000	\$ 180,000	\$ 180,000	\$ 180,000
Value of Work Programmed						
			\$ 1,120,000	\$ 775,000	\$ 769,000	\$ 752,000
Total Carry Over Budget for Minor Safety Programme (estimated)			\$ 413,000	-	-	-
Approved Annual Budget			\$ 775,000	\$ 775,000	\$ 775,000	\$ 775,000
Total Available Budget for Minor Safety Programme			\$ 1,188,000	\$ 775,000	\$ 775,000	\$ 775,000

			26/27	27/28	28/29	29/30
	Side	Town	DRAFT Programme	Indicative Programme	Indicative Programme	Indicative Programme
New Footpaths						
Highfield Lane (Carryover)		Rangiora	\$ 30,000	-	-	-
Denches Road		Rangiora	\$ 45,000	-	-	-
Chinnerys Road (Reserve east entrance – Woodglen Dr) – west side (unsealed)		Woodend	\$ 105,000	-	-	-
Chinnerys Road (No. 49 – Reserve entrance) – south side		Woodend	-	\$ 100,000	-	-
Harewood Road (Burnt Hill to Park Ave)		Oxford	-	-	\$ 85,000	-
Matai Place (Start to end)		Oxford	-	-	\$ 15,000	-
Station Road (Pak n Save to Railway Road)		Rangiora	-	-	-	\$ 30,000
Redwood Place (Start to end)		Oxford	-	-	-	\$ 25,000
Knight Street (Start to end)		Oxford	-	-	-	\$ 45,000
Woodfield Place (Start to end)		Woodend	-	-	-	-
Queen Street (High St to Karadean Court)		Oxford	-	-	-	-
Church Street - Past Anglican Church		Rangiora	-	-	-	-
Smith Street (Ranfurlly to Princess)		Kaiapoi	-	-	-	-
To be allocated			-	-	-	-
Value of Work Programmed			\$ 180,000	\$ 100,000	\$ 100,000	\$ 100,000
Carry Over (estimated)			\$ 80,000			
Approved Annual Budget			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Total Available Budget (including fees)			\$ 180,000	\$ 100,000	\$ 100,000	\$ 100,000
Bus Shelter Programme						
Professional Fees			\$ 10,000	\$ 10,000	\$ 12,000	\$ 12,000
Bush St near Stratchen - 44794 (Shelter pre-purchased)		Rangiora	\$ 10,000	-	-	-
Bush St (near Watson Pl) - 51306		Rangiora	\$ 26,000	-	-	-
Kingsbury Ave (near Regent Ave) - 44509		Rangiora	\$ 26,000	-	-	-
King St (near Seddon St) - 44623		Rangiora	\$ 26,000	-	-	-
Main North Road (Kaiapoi Lakes) - 15825		Kaiapoi	-	\$ 28,000	-	-
West Belt near Arlington Blvd - 54738		Rangiora	-	\$ 28,000	-	-
Main North Road (near Williams Street) - 42260		Kaiapoi	-	\$ 28,000	-	-
High St near King St (north) - 47320		Rangiora	-	\$ 28,000	-	-
Rangiora Woodend Road near Chinnery Road		Woodend	-	-	\$ 30,000	-
Williams St near Ohoka Rd - east - 15255		Kaiapoi	-	-	\$ 30,000	-
Williams St (near Carew St) 15792		Kaiapoi	-	-	\$ 30,000	-
Main North Road near Pa Rd 44699		Woodend	-	-	\$ 30,000	-
Main North Rd (near Wrights Rd) - 15217		Kaiapoi	-	-	\$ 30,000	-
Main North Rd (near Neeves Rd) - 15887		Kaiapoi	-	-	\$ 30,000	-
Woodend Rd near SH1 - 26087		Woodend	-	-	-	\$ 30,000
Southbrook (Lineside Road) - 44235		Rangiora	-	-	-	\$ 30,000
Woodend (Main North Road) - 15077		Woodend	-	-	-	\$ 30,000
Adderly Tce near Sneyd St - 54835		Kaiapoi	-	-	-	\$ 30,000
Fuller Street near Peraki Street - 54803		Kaiapoi	-	-	-	\$ 30,000
Southbrook near Denches Road - 44203		Rangiora	-	-	-	\$ 30,000
To be allocated			-	\$ 3,000	\$ 8,000	\$ 8,000
Value of Work Programmed			\$ 98,000	\$ 122,000	\$ 192,000	\$ 192,000
Carry Over Budget			-			
Approved Annual Budget (including fees)			\$ 98,000	\$ 125,000	\$ 200,000	\$ 200,000
Total Available Budget (including fees)			\$ 98,000	\$ 125,000	\$ 200,000	\$ 200,000

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-20-11-06/260522121907

REPORT TO: Rangiora-Ashley Community Board

DATE OF MEETING: 10 June 2026

AUTHOR(S): Aria Huang –Landscape Planner
Grant Stephens – Design and Planning Team Leader

SUBJECT: Rangiora-Ashley Community Board General Landscaping Budget Projects 2026

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek approval from the Rangiora-Ashley Community Board to progress projects previously identified by the Board as being of interest, and to allocate funding from the remaining General Landscaping Budget for the current 2025/2026 financial year toward their delivery.
- 1.2. The General Landscaping Budget is an annual discretionary fund used to support small-scale projects that enhance amenity, wellbeing, and sense of place within the community. The Rangiora-Ashley Community Board currently has an available balance of \$27,290 within its General Landscaping Budget (101045.000.5224) for allocation towards landscape improvement projects within the ward.
- 1.3. Following Board workshops and staff assessment, five projects have been identified as priority projects for consideration. These projects focus on improving accessibility, and usability of public open spaces through the provision of seating and minor landscape infrastructure improvements.
- 1.4. The recommended projects and estimated costs are outlined in the table below. Further details, including project descriptions and indicative plans, are provided in the Key Issues section of this report.

Summary of Projects for Remaining Rangiora-Ashley General Landscaping Budget Funding Consideration (2025/2026 Financial Year)

Project		Estimated Cost
1	Seating at the Acacia Avenue stormwater management area	\$3,500
2	Seating at the West Belt Tree Reserve near Ballarat Rest home	\$3,500
3	Seating at the Townsend Road stormwater management area	\$3,500
4	Seating at the Northbrook stormwater reserve opposite Koura Reserve	\$3,500
5	Footpath extension and seating at the new Kippenberger sculpture area	\$13,290
Total		\$27,290

1.5.

- 1.6. Staff also assessed several additional projects raised by Board members and through the community which have not been recommended for funding at this time. These included seating (at Acacia Park, Bellgrove Boulevard/ other new subdivision areas) and funding for planting works at Loburn Domain.
- 1.7. These were not recommended at this stage either due to sufficient existing provision, ongoing development in newer subdivisions, or because projects are still in planning stages and require further work before funding can be committed. Further details and the reasons these projects are not recommended are provided within the body of this report.
- 1.8. Staff have also worked with the internal Council Drainage and Roding Teams where required to confirm locations of seats and infrastructure proposed is appropriate and identify if there were any risks. This has led to the recommendations within this report and no risks arising for these projects.
- 1.9. This report also seeks the Board's approval to relocate the western Rangiora entrance sign on Oxford Road to a new location. The Board has previously allocated \$12,837 towards enhancement of this entrance sign area. Staff have undertaken preliminary assessment and design work and consider that an alternative location may provide improved visibility and landscape outcomes. Should the Board approve the proposed relocation in principle, staff will prepare a further report for the Board's consideration on the detailed concept design and implementation.

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 260522121907.
- (b) **Approves** the allocation of \$3,500 for a seat at the Acacia Ave stormwater management area.
- (c) **Approves** the allocation of \$3,500 and implementation for a seat at the West Belt Tree Reserve near Ballarat Rest home.
- (d) **Approves** the allocation of \$3,500 and implementation for a seat at the Townsend Road stormwater management area.
- (e) **Approves** the allocation of \$3,500 and implementation for a seat at the Northbrook stormwater reserve opposite Koura Reserve.
- (f) **Approves** the allocation of \$13,290 towards seating and approximately 25 metres of footpath extension to connect the existing footpath to the new Kippenberger sculpture area on Kippenberger Avenue.
- (g) **Approves** the relocation of the western Rangiora entrance sign on Oxford Road approximately 300m west to a new location as outlined within this report, with a further report to be presented to the Board for approval of the detailed concept design.
- (h) **Notes** that the Board currently has \$27,290 available within the General Landscaping Budget (101045.000.5224) for allocation during the current 2025/2026 financial year.
- (i) **Notes** that approval of the recommended projects will result in the full allocation of the remaining General Landscaping Budget for the 2025/2026 financial year.
- (j) **Notes** that any uncompleted projects will be carried over into the 2026/2027 financial year as work in progress.

3. **BACKGROUND**

- 3.1. The General Landscaping Budget is a discretionary fund available to the Rangiora-Ashley Community Board for the delivery of landscape enhancement projects within the ward. Over the years, this funding has supported a wide range of community projects that contribute to the amenity, accessibility, and character of the Rangiora-Ashley area. Previous projects funded through the General Landscaping Budget include the Rangiora town entrance developments, Milton Memorial Community Reserve development, Loburn Domain Memorial, the Bon Suter Sculpture, picnic table at Dudley Park, rugby practice posts, and other public open space improvements.

Existing Project Updates

- 3.2. There are currently three projects previously approved by the Board that are underway and funded through the General Landscaping Budget.
- 3.3. In the 2024/2025 financial year, the Board allocated funding towards the Oxford Road Rangiora entrance sign project. The project is currently in the preliminary design phase, and has \$12,837 allocated towards this project. As part of this report, staff are seeking approval to relocate the sign to an alternative location to achieve improved visibility and landscape outcomes before bringing a design back to the Board for signoff. This is discussed in detail in the Key Issues section of this report.
- 3.4. The Board also allocated budget in the 2024/2025 financial year towards the Kippenberger Sculpture project, and a design has recently been approved by the Board, including the preferred concept and installation location. Staff are currently working with the selected artist to progress the detailed design, fabrication, and installation of the sculpture at the approved site. The Board has previously allocated \$30,000 towards this project.
- 3.5. Earlier in this financial year (2025/2026) when approving the design for a sculptural artwork at Main Power Stadium, the Board also considered and approved an allocation of \$2,000 to act as a contingency sum for the works associated with the sculpture installation at Main Power Stadium. The artist has now been signed for this work and is beginning the process to create the works. This sum will only be used if required as part of the installation and any remaining budget after the works are completed will return to the General Landscaping Budget for further allocation.

New Project Allocation

- 3.6. The Rangiora Ashley Community Board currently has \$27,290 remaining within the General Landscaping Budget (101045.000.5224) available for allocation towards new landscape projects within their ward.
- 3.7. In December 2025, staff held a workshop with the Rangiora-Ashley Community Board to discuss potential projects for allocation of the remaining General Landscaping Budget. The workshop included updates on current projects, available budget, and a range of potential project ideas for consideration. Following this workshop, Board members were provided additional time over the Christmas period to identify and discuss further project ideas with staff.
- 3.8. The projects that the Board requested staff to consider and provide further information to the Board for consideration were as follows;
- Park Benches (at below locations – some identified by Board members and others by staff or community requests)
 - Acacia Avenue stormwater management area
 - Outside Ballarat Rest Home (West Belt)
 - Townsend Road stormwater management area
 - Northbrook stormwater reserve opposite Koura Reserve
 - Kippenberger sculpture area

- Acacia Park
- Bellgrove Boulevard and other new subdivision areas
- Footpath extension and seating at the new Kippenberger sculpture area
- Planting works at Loburn Domain

3.9. The below report considers each of these projects, including an assessment and discussion of the reasons for and against proceeding. It then recommends the allocation of funding to selected projects and the declining of funding for others.

4. **KEY ISSUES**

4.1. As outlined in Section 3 of this report above, staff have identified five projects for the Board's consideration for funding through the remaining General Landscaping Budget in this financial year (2025/26). These projects are discussed in more detail as follows.

Seating at the Acacia Avenue stormwater management area

4.2. Feedback has been received requesting seating within the Acacia Avenue stormwater management area. While the site is a stormwater management area, it does provide a level of open space and visual relief from the surrounding urban area. This makes it a location appealing for people to stop and rest when walking through the community and staff note that there are currently limited opportunities for people to stop and rest within the area. The drainage team have identified that the proposed location would not impact the function of the SMA and are supportive of this proposal.

4.3. As the primary function of this reserve is stormwater management, the majority of the site can become wet during periods of rainfall. Staff therefore recommend locating a new seat on higher ground along the existing pedestrian corridor adjacent to Acacia Avenue. This location is appropriately separated from the private properties to the south and is also located near an existing bus stop.

4.4. The proposed location would provide a practical resting point for pedestrians and public transport users while maintaining good accessibility along the existing pedestrian network. The map below shows the proposed seating location within this area. Staff recommend this project for consideration of budget.



Figure 1: Proposed seating location at the Acacia Avenue stormwater management area

Seating at the West Belt Tree Reserve near Ballarat Rest Home

- 4.5. Feedback has been received requesting additional seating opportunities near the Bupa Ballarat Rest Home area. Given the surrounding residential context and the presence of elderly residents within the area, additional seating would help support accessibility and encourage greater use of the public open space.
- 4.6. There is currently one existing seat located at the north-eastern corner of the West Belt Tree Reserve. Due to its location tucked in the corner of the reserve and furthest away from the road edge, the existing seat is likely to be used by rest home residents or visitors but less likely to be accessed by people walking along West Belt. Staff therefore recommend installing an additional seat at the south-western corner of the reserve to improve the distribution of resting and seating opportunities across the site.
- 4.7. The proposed location is adjacent to an established tree, which would provide shade and shelter for users of the seating area. The additional seating would support passive recreation and provide an accessible resting point for people spending times within the surrounding neighbourhood. Staff recommend this project for consideration of budget



Figure 2: Proposed seating location at the West Belt Tree Reserve near Ballarat Rest Home

Seating at the Townsend Road stormwater management area

- 4.8. Feedback has been received from the community requesting additional seating within the Townsend Road stormwater management area. The reserve currently contains one existing seat located near the southern pedestrian path.
- 4.9. Staff have considered this area and understand it is part of a wider walking network which continues to the west through both the Townsend subdivision and the esplanade reserve and east through Townsend Reserve and also connects to future esplanade reserve between the river and Sommerset Retirement Village. This makes it an ideal location for stopping along a route for a rest with a natural scenic aesthetic.
- 4.10. Staff have looked at the site and recommend installing an additional seat along the northern boundary of the reserve facing out over the pond. There is sufficient space here to not impede on the ongoing maintenance of the SMA and the proposed seating would improve accessibility and provide an additional resting point for people walking through the area and accessing the wider pedestrian corridor. Staff recommend this project for consideration of budget.



Figure 3: Proposed seating location at the Townsend Road stormwater management area

Seating at the Northbrook stormwater reserve opposite Koura Reserve

- 4.11. Feedback has been received requesting seating within the Northbrook stormwater reserve. Currently there is no seating provided within this reserve. The reserve provides an important pedestrian connection between Koura Reserve to the north and the Springbrook Close Esplanade Reserve to the south. This area is approximately 350 metres from north to south and forms part of the wider open space and pedestrian network within the area.
- 4.12. Installing a new seat within this reserve would provide a resting point for pedestrians and reserve users. The proposed seating, located near the northern entrance, would support greater use and enjoyment of the reserve corridor. In discussion with the drainage team, the seat would be located alongside the pathway but set back to ensure room to ensure that there was ongoing space for the movement of maintenance vehicles and no awkward to maintain gap between the seat and the waterway behind. Staff recommend this project for consideration of budget



Figure 4: Proposed seating location at the Northbrook stormwater reserve

Seating at Acacia Park

- 4.13. Staff assessed a request for additional seating at Acacia Park. However, the park currently contains three picnic tables and three existing seats, which is considered an appropriate level of seating provision relative to the size and function of the reserve (see image below showing existing tables and seats). Given the level of existing assets already provided within the park, staff consider that the available budget would achieve greater community benefit if directed towards other locations with limited existing seating opportunities.



Figure 5: Existing tables and seating at Acacia Avenue Reserve

Seating at Bellgrove Boulevard or other new subdivision areas

- 4.14. Feedback have also been received for additional seating within Bellgrove Boulevard and other recently developed subdivision areas.
- 4.15. Staff note that many newer subdivision areas are still in the process of landscape establishment and infrastructure delivery by developers, including installation of seating, picnic facilities, plantings, and other public amenities. These areas also contain newer public assets and developing open space networks.
- 4.16. Staff recommend that the current General Landscaping Budget be prioritised towards older reserves and locations where seating opportunities and public amenities are currently limited or absent, to achieve greater overall community benefit.

Footpath extension and seating at the new Kippenberger sculpture area

- 4.17. The design and final location for the Kippenberger Sculpture was approved by the Rangiora Ashley Community Board at their May meeting. This included an interactive sculpture surrounded by a landscape of lime chip and large boulders. The approved location previously contained a stock underpass under Kippenberger Ave which was subsequently removed.
- 4.18. This left a strange stub of the footpath leading to the open grassy area within which the sculpture will be located. It was noted by the board when approving the design that it would be ideal if a footpath and seating could be added to provide a continuous pedestrian connection to the new sculpture location. This would improve accessibility for people of all ages and abilities and support safer and more convenient access to the new sculpture area.
- 4.19. The proposed works include approximately 25 metres of new 2.5 metre wide footpath constructed to match the existing path material and standard. Staff also recommend installation of additional seating adjacent to the sculpture area to encourage passive recreation and allow visitors to spend more time within the space. This is located to the west so as not to impede the visibility of the sculpture to passing traffic and would face toward the sculpture and wider stormwater management area.
- 4.20. Staff have engaged with Councils drainage team who have indicated that this treatment is appropriate and wouldn't negatively impact the stormwater management area. Greenspace Staff recommend this project for consideration of budget.



Figure 6: Proposed footpath extension and seating at the new Kippenberger sculpture area

Planting works at the Loburn Domain

- 4.21. The Board has previously indicated an interest in allocating funding towards planting at Loburn Domain. Staff note that the Loburn Domain Advisory Group is currently considering a range of potential projects and is yet to bring forward a formal proposal or funding request.
- 4.22. Projects under consideration include the potential removal of the large pine trees located behind the tennis courts, areas of native revegetation planting, and improvements to signage and lighting at the main entrance. Several of these initiatives will require further collaboration with other Council units (notably the Property Team, who manage forestry assets) to confirm appropriate processes, timing, and delivery pathways to ensure positive community outcomes.
- 4.23. Staff are also aware of interest from Loburn School in supporting planting and wider project work at the Domain, reflecting its proximity and the school's status as an Enviro School. This presents a valuable opportunity for partnership and community involvement.
- 4.24. Greenspace staff propose to work alongside the Advisory Group to develop a simple, coordinated plan that captures the range of project ideas identified for the Domain. This work will focus on identifying and mapping the key projects, along with indicative spatial locations and high-level cost estimates. This approach is intended to provide a clear framework for prioritising and staging works, without developing a full master plan.
- 4.25. It is anticipated that this plan will be presented to the Board for consideration and will also identify potential funding sources, including the General Landscaping Budget, other Council budgets, external funding opportunities, or future Long Term Plan considerations.
- 4.26. Given that this work is still in the planning phase, staff do not recommend allocating funding from the current financial year's General Landscaping Budget at this time. However, the Board may wish to consider carrying forward any unallocated budget into the 2026/27 financial year to support implementation of priority projects once this initial plan has been developed and considered.

Relocation of the western Rangiora entrance sign on Oxford Road

- 4.27. As part of this report, staff are also seeking the Board's approval in principle to relocate the western Rangiora entrance sign on Oxford Road. The Board has previously approved funding for landscape enhancements around the entrance sign area, and staff are currently progressing concept design work for the site. Through further site assessment and design investigation, staff have identified limitations with the current sign location.
- 4.28. The existing sign is visually constrained by surrounding hedging and its proximity to nearby traffic signage and a power pole, reducing the visibility and overall effectiveness of the entrance feature. Staff have identified an alternative location approximately 300 metres further west along Oxford Road. This location provides a more open backdrop and improved separation from surrounding infrastructure, allowing the entrance sign to be more visible and prominent within the landscape. It would also provide earlier visual identification of the Rangiora township for approaching traffic.



Figure 7: Existing sign location and proposed relocation site on Oxford Road

4.29. A comparison of the existing sign location (photograph) and the proposed relocation site (photomontage) is provided below to help the Board see the difference between the two options. Staff are seeking the Board's approval in principle for relocation of the sign to the proposed location to achieve improved visibility and landscape outcomes. It is noted that the photomontage does not include any proposed landscape enhancements at this stage. Should the relocation be approved in principle, staff will prepare a further report to the Board with a detailed concept design for the sign area.



Figure 8: Comparison: Existing sign location (photo) and proposed new location (photomontage)

- 4.30. The previously approved budget allocation of \$12,837 is expected to be sufficient to cover relocation works and associated landscape improvements, and no additional funding is being requested at this time.
- 4.31. Greenspace staff have consulted with the Roding Team on this proposal who have indicated support for the sign relocation given that it would be located at the same offset from the road and this would remove visual competition with their existing speed sign at the current location. Should the Board approve the relocation in principle, staff will go about completing a design and will undergo targeted consultation with the two adjoining landowners to identify if there are any concerns regarding access/visibility etc to their land. This will be included in the report back to the Board.

5. **OPTIONS**

5.1. There are three options available to the Board.

Option 1 – Approve the recommended projects outlined in this report (Recommended Option)

5.2. Staff recommend this option as the proposed projects align with the intended purpose of the General Landscaping Budget and will provide positive community outcomes through improved accessibility and usability of public open spaces within the Rangiora-Ashley ward. Staff have worked with both the Drainage and Roading teams to assess these projects and ensure that they are in appropriate locations which will not negatively impact the stormwater management functions or road users.

5.3. The Board currently has \$27,290 remaining within the General Landscaping Budget (101045.000.5224). Approval of the recommended projects would result in the full allocation of the available budget for the 2025/2026 financial year.

5.4. The General Landscaping Budget should either be spent or allocated to identified projects in order to be carried over into the following financial year. Approval of the recommended projects would therefore ensure the remaining budget is fully utilised with positive outcomes across the community.

Option 2 – Approve alternative projects or only selected projects from this report

5.5. The Board may choose to approve alternative projects identified in this report but not recommended by staff. Alternatively, the Board may choose to approve only some of the recommended projects or wish to make minor changes to the locations recommended. This could leave some budget unallocated during this financial year

5.6. Should the Board wish to consider additional projects, minor changes or, projects which have not been recommended, further investigation, cost estimation, and reporting would be required before funding could be allocated. While minor changes could be accommodated in terms of seat locations etc, in some cases, this may require more engagement with the Drainage Team to confirm that there isn't an unforeseen impact on their ability to maintain the area as an effective stormwater management area.

5.7. Staff also note that the Board will receive a new General Landscaping Budget allocation in July for the 2026/2027 financial year. Any additional project ideas identified by the Board could therefore be considered as part of future budget planning and allocation processes.

5.8. For these reasons, staff do not recommend this option.

Option 3 – Decline approval of the recommended projects outlined in this report

5.9. The Board may choose not to approve any of the recommended projects and not allocate the remaining General Landscaping Budget during the current financial year.

5.10. Staff do not recommend this option, as the projects identified and recommended are in line with the intended outcomes of this budget and will have a positive impact on the surrounding community. This option would result in none of the identified public open space improvements within the Rangiora-Ashley ward being achieved. Staff also note that the General Landscaping Budget is a discretionary fund and, if not allocated to identified projects, may be at risk of being reassigned through the Annual Plan and Long Term Plan processes.

5.11. For these reasons, staff do not recommend this option.

5.12. The Management Team has reviewed this report and supports the recommendations.

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

- 6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. Staff note that the Loburn Domain Advisory Group has been seeking improvements to the entrance and other areas for some time.
- 6.3. However, developing a cohesive, staged plan for works within the reserve will better position the group to engage successfully with funding opportunities, including the general landscaping budget, future Long Term Plans, and other potential funding sources.

Implications for Community Wellbeing

- 6.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 6.5. The provision of additional seating and improvements to pedestrian connections will support accessibility, encourage walkability, and provide opportunities for social interaction and passive recreation for people of all ages and abilities.

Community Outcomes and Strategic Priorities

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

Social: A place where everyone can have a sense of belonging...

- Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.
- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Cultural: ...where our people are enabled to thrive and give creative expression to their identity and heritage...

- Public spaces express our cultural identities and help to foster an inclusive society.
- The distinctive character of our takiwā/ district, arts and heritage are preserved and enhanced.
- All members of our community are able to engage in arts, culture and heritage events and activities as participants, consumers, creators or providers.
- Waimakariri's diversity is freely expressed, respected and valued.
- There is an environment that supports creativity and innovation for all.

- 6.7. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report.

Enhance community wellbeing, safety, inclusivity and connectedness

- Waimakariri District is a high growth area with an increasingly diverse population. We want to build a wellbeing centred community where all feel safe and welcome; are accepted and connected.

7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

- 7.1. There are financial implications for the decisions sought by this report.
- 7.2. The Rangiora-Ashley Community Board had an annual General Landscaping Budget of \$29,290 for the current 2025/2026 financial year. Earlier this year, the Board allocated \$2,000 as a contingency sum for works associated with the sculpture installation at MainPower Stadium.
- 7.3. The Board currently has \$27,290 remaining within its General Landscaping Budget for allocation during the current 2025/2026 financial year. This budget is provided for within the Annual Plan/Long Term Plan (PJ 101045.000.5224). The estimated costs for the recommended projects are outlined in the table below.

Summary of Projects for Remaining Rangiora-Ashley General Landscaping Budget Funding Consideration (2025/2026 Financial Year)		
Project		Estimated Cost
1	Seating at the Acacia Avenue stormwater management area	\$3,500
2	Seating at the West Belt Tree Reserve near Ballarat Rest home	\$3,500
3	Seating at the Townsend Road stormwater management area	\$3,500
4	Seating at the Northbrook stormwater reserve opposite Koura Reserve	\$3,500
5	Footpath extension and seating at the new Kippenberger sculpture area	\$13,290
Total		\$27,290

- 7.4. There are minimal ongoing operational costs associated with the proposed projects being that they are seats and a small area of paving. These assets should require no operational funding initially and any future replacement or refurbishment costs can be reflected within the future LTP.
- 7.5. Due to the timing of approvals and project delivery requirements, it is unlikely that all approved works will be completed within the current 2025/2026 financial year. Any unspent budget associated with approved projects will therefore be carried forward into the 2026/2027 financial year as work in progress.

Community Resilience and Sustainability

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

Risk Management

- 7.7. There are risks arising from the adoption/implementation of the recommendations in this report.
- 7.8. Staff are aware that ongoing increases in fuel, material, and contractor costs may impact project delivery and pricing. To help manage these risks, project estimates include an appropriate contingency allowance. Staff will also seek to utilise local suppliers and contractors where practicable to help minimise delivery costs and programme delays. Should project costs exceed the approved budgets, staff will report back to the Board for further direction and prioritisation.

Health and Safety

- 7.9. There are health and safety risks arising from the adoption/ implementation of the recommendations in this report.
- 7.10. Some projects require work to be undertaken within Council reserves (and/or Road reserves) and in particular holes being dug and the use of tools and/or machinery. If approved, staff would require any contractors/volunteer community groups to be Sitewise approved and/or to submit an appropriate health and safety plan (Site Specific Safety Plan - SSSP).

8. **CONTEXT**

Consistency with Policy

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

Authorising Legislation

- 8.2. Local Government Act 2002.
8.3. Reserves Act 1977.

Authorising Delegations

- 8.4. The Rangiora-Ashley Community Board has delegated authority to approve the recommendations in this report.

RANGIORA-ASHLEY COMMUNITY BOARD

MEMBERS INFORMATION EXCHANGE FOR MAY 2026

Member's Name: Bruce McLaren

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
All of May Les Misérables	Rehearsals and performances of Les Misérables at the Rangiora Town Hall (I was front of house or up in the flies). Sensational!	NC Musicals have been consistent supporters of the Town Hall for many of its 100 years.
All of May Responding to inquiries	<p>Many interactions with the public by phone, email, text, Facebook, and face to face. The main topics this month included;</p> <ul style="list-style-type: none"> • “Rainbow Painting” on the road around Good Street/New World. I explained these were identifying underground services prior to development of the Blake Street car park. • Car parking Outrage at a business imposing \$95 parking fees on non-customers in the middle of the night. I explained this is outside council control and many businesses do this. This also sparked debate about the council building a car parking building, something that is on the books as an option when needed in the future, but not yet. The Parking and Traffic Bylaw 2026 is currently under review. • “Head Start” announcement requiring us to merge with adjacent councils. This could mean becoming part of a Christchurch Super City or merging with the rural councils. • Pegasus Golf Club sale to Wolfbrook. A polarising issue. 	The council communications team does an outstanding job of providing clear information through multiple platforms. This makes our job as advocates for the community so much easier. I freely pass on the relevant links and advice to support my responses, and to date I have always received positive responses from the complainants for that information.
1 May LGNZ conference Day 2	Included a visit to Parakiore Recreation and Sport Centre. More than just a pool and gym, there are plenty of spaces for youth and neurodivergent people to hang out safely.	Keep this design feature in mind when we are planning our community facilities.
2 May Church Street Market	An excellent place to meet ratepayers and hear their views delivered in a free and frank manner.	First Saturday of every month. Support this event that raises funds for the community.
3 May Sefton School Second-Hand Clothing Market	Well attended and very busy, raising \$6000. Held in the Sefton Hall, which is reaching the point where it needs upgrading.	<i>(Council action already being undertaken)</i>
3 May Goode Mega Market	At MainPower Stadium, this was massive with excellent quality crafts and other gift ideas for Mother's Day.	Great to see the Stadium being used for more than sports and recreation. Encourage this.

5 May Indigo Art Exhibition	At Ruataniwha. Very skilled artists.	Continue supporting local artists.
8 May Nature's Symphony Exhibition	In the Chamber Gallery, Rangiora Library. Impressive art works.	
8 May Crusaders Express	I joined the inaugural train from Rangiora to Christchurch, which was quick and excellent.	I have had a lot of public feedback wanting a regular passenger train service.
11 May LGNZ Zoom	Specifically aimed at Community Boards.	Presentation is available from LGNZ website.
11 May Rangiora Community Patrol	AGM. RCP are also directly assisting MainPower to combat the significant number of copper thefts across the district.	"Scrap" metal thefts are prevalent right across the region, especially external heat pump units.
13 May RACB monthly meeting	See minutes.	See minutes.
14 May Community Networking Forum - Rangiora	Hosted by the Council, representatives from a range of organisations shared updates on their activities.	This is an effective means of maintaining connections between organisations.
21 May Youth Justice Webinar	Hosted by Oranga Tamariki, experts presented the latest research and promising approaches to tackling youth justice.	This is also a problem in our district. Continue to support any interventions.
22 May Cat Desexing Webinar	Feral and wandering cats kill native birds in our district.	Consider if and/or how we can deal with this.
23 May AVIVA Street Appeal	I collected outside Woolworths for this excellent organisation that helps those impacted by family violence.	
24 May RSA Car Boot Sale & Market	Rangiora RSA car park. A popular community event.	
24 May CURE Rowing Club	Open Day alongside the Kaiapoi River.	Acknowledge the club's 158-year anniversary
27 May ECAN Consultation	"To Bus or Not to Bus?" A chance to submit on public transport.	Closes on 24 June
28 May Rangiora & Districts Early Records Society public speaker	Held at the Rangiora Museum every month. This month's speaker was Chris Purtwain, talking about "Cairn Cottage in Fernside"	The next public speaker, local author Vanessa Croft, is on 28 June at 2pm.
30 May Safer Plates in the McAlpines Pipe Band car park	Rangiora Community Patrol ensure your vehicle number plates won't be stolen and placed on another car being used for crimes.	Regular event promoted by our local Police to help reduce crime. Get your plates secured.
Activities as a Councillor:	<ul style="list-style-type: none"> • Council meetings and workshops • Council briefings on significant local government changes • Meetings with Senior Managers and staff • North Canterbury Museums Combined Meeting (includes Hurunui and up to Kaikoura) • Annual Plan submissions hearing • Rangiora High School Performing Arts Centre • Facilities and Consent Fees Waiver Subcommittee 	See minutes and Council communications about these meetings, or chat to me about any of them as they also impact Community Board decisions.

	<ul style="list-style-type: none">• Pegasus Community Centre Steering Group• Utilities and Roothing Committee• PARS Project Steering Group• Arohata te Awa Working Group• Audit and Risk Committee• Property Asset Working Group• Kaiapoi Museum Committee• Annual Plan Deliberations	
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