

Your feedback

SURVEY RESPONSE REPORT

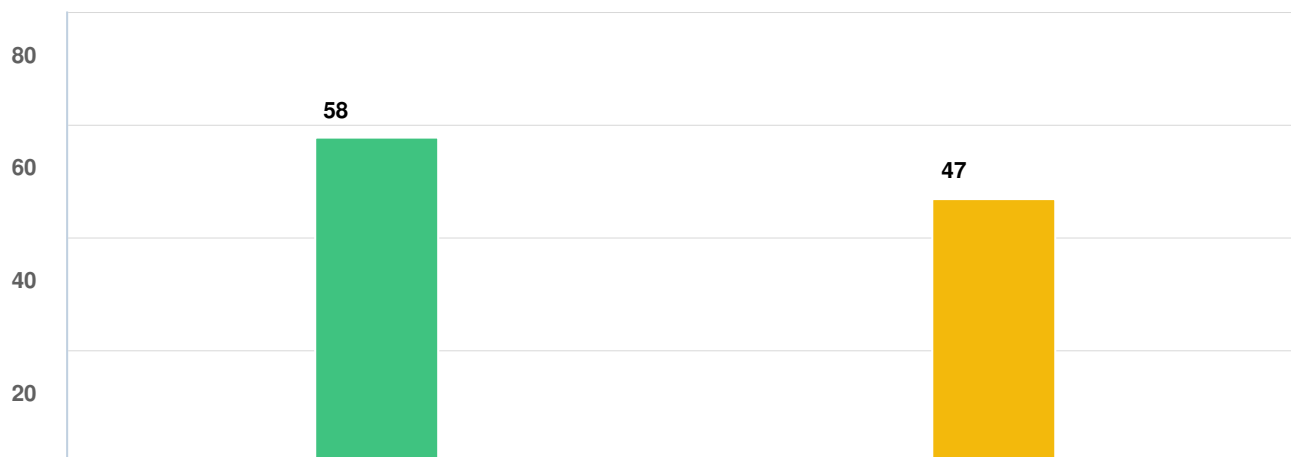
21 February 2020 - 07 July 2022

PROJECT NAME:

Walking and Cycling Network Plan



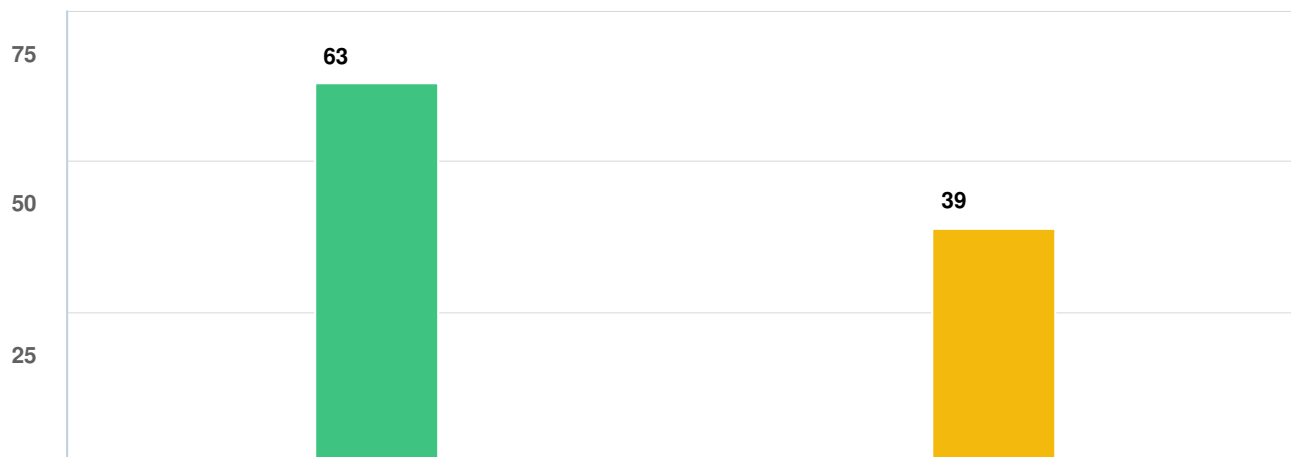
SURVEY QUESTIONS

Q1 Have we got the right links and connections in place that provide a complete network?**Question options**

- Yes - I fully support the plan No - I would like links to be added or removed (please tell us which ones below)

Optional question (104 response(s), 13 skipped)

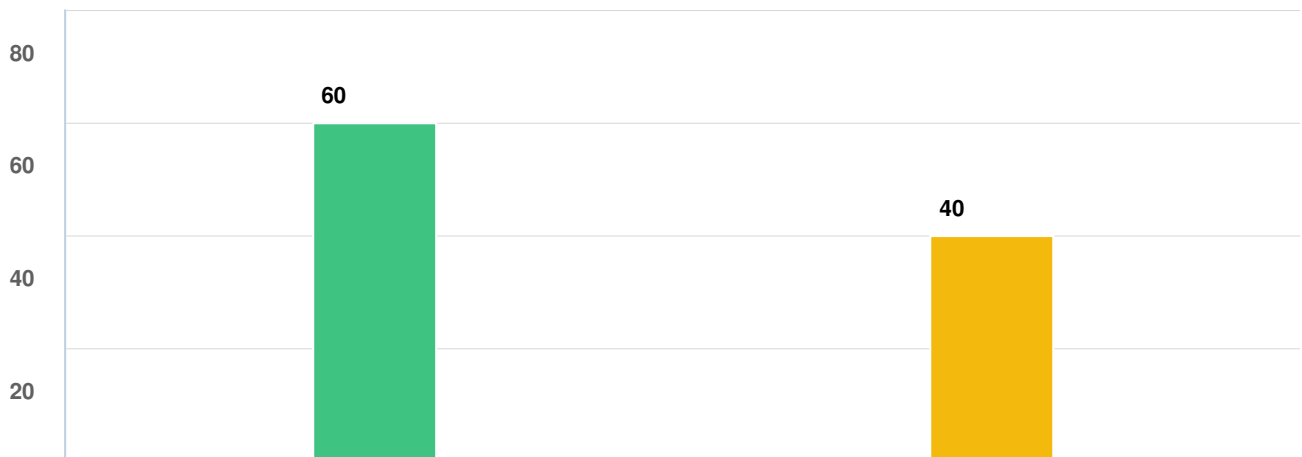
Question type: Checkbox Question

Q2 Do you agree with the prioritisation of the routes in the priority 1 group?**Question options**

- Yes No - please tell us what you would like changed below

Optional question (101 response(s), 16 skipped)

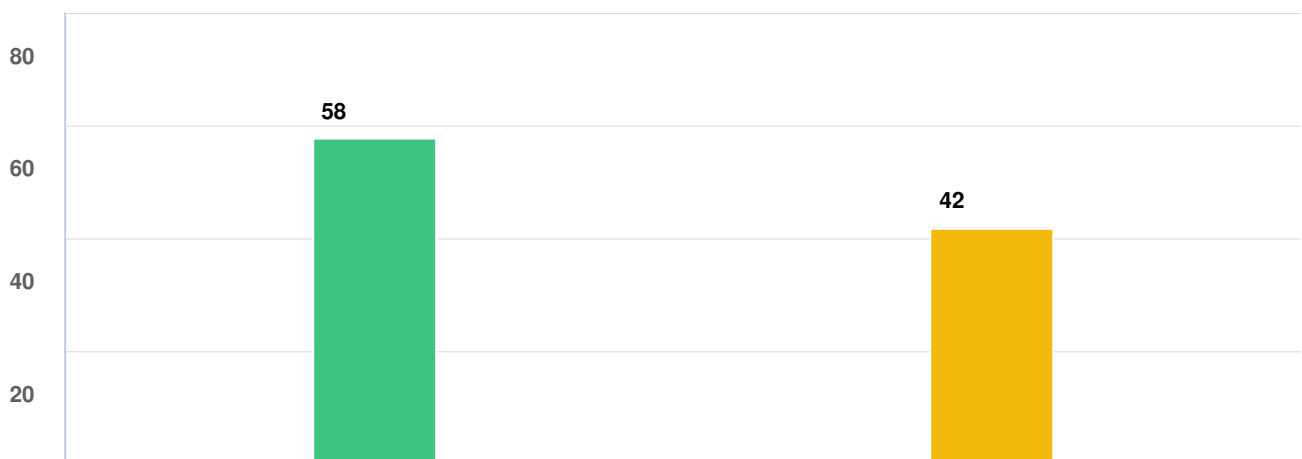
Question type: Checkbox Question

Q3 Do you agree with the prioritisation of the routes in the priority 2 group?**Question options**

Yes No - please tell us what you would like changed below

Optional question (100 response(s), 17 skipped)

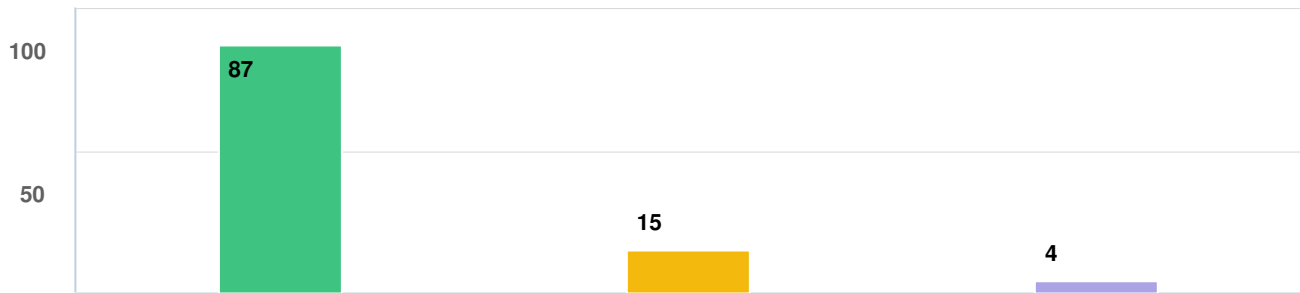
Question type: Checkbox Question

Q4 Do you agree with the prioritisation of the routes in the priority 3 group?**Question options**

Yes No - please tell us what you would like changed below

Optional question (99 response(s), 18 skipped)

Question type: Checkbox Question

Q5 What level of investment should Council contribute to building this walking and cycling plan?**Question options**

- More investment - Support a higher level of investment by Council in building this walking and cycling plan, meaning that the priorities will be delivered in less than 10 years (subject to funding approvals).
- No Change - Agree with the current level of investment by Council in building this walking and cycling plan, meaning that the priorities will be delivered within 10 years (subject to funding approvals).
- Less investment - Support less investment by Council in building this walking and cycling plan, meaning that priorities will be delivered in a time period that exceeds 10 years (subject to funding approvals)

Optional question (105 response(s), 12 skipped)

Question type: Checkbox Question

Q6 Any other general comments or feedback on the walking and cycling network plan?

There are lots of tracks around Mandeville but there is no track to connect from North Eyre road down Mchughs Road to the shopping centre that is family friendly. A lot of people use the track that is there now even though it is not easy for young children. This needs to have a better surface.

Tram Rd is unsafe to bike along.

Lets do it!

It is currently unsafe for my children to walk down the road to school, and it is unsafe for high school students to walk to the bus. There is a large dip in the road to the east of Loburn school and a creek without a crossing - the kids have to walk onto the road at the bottom of the dip to cross, it is an 80k road, I have whitnessed a child being hit from her bike due to poor visibility, this is a safety issue that I raised with the council a few years ago

We 100% would love to have a footpath down Tram Road between Mandeville and No10 Road - this would mean that my children can safely bike to and from school and even walk in winter without getting wet feet. In the future, it would be great to see a path down No10 and Wards also, as I feel a lot of our community on this side of Tram do use this as an exercise means, and the speed on our roads is 100km, so I feel a path would be great from a safety perspective also (as well as keeping our feet dry)

Good cycling and walking trails should be considered a priority. As well as providing alternate transport options they will improve the quality of life for current residents. All trails planned should avoid being directly beside SH1 - the trail currently between Woodend and Pegasus feels like a death trap and is certainly not relaxing to ride. There is currently a lack of safe routes for school children to get to the schools they are enrolled at within our district. (Waikuku and Woodend children are zoned for Kaiapoi).

I think the more dedicated pathways we can have the better, its more

5/31/2022 02:42 PM

enjoyable and safer.

The council needs greater vision. Having lived in The Netherlands, Germany, UK and Belgium it is pathetic what NZ deems appropriate for cycle ways. Investment from council and developers in the area need to grow our cycle networks on minor roads or protected ones on dangerous roads such as Tram Road. As a land owner I would happy donate some of our land to the council to allow cyclists and walkers etc to use safely.

It is LAUGHABLE to spend the money the council is spending on a multi story car park when Waimak district roads are so dangerous. Tiny, meaningless improvements within ten years? You are unbelievably out of touch. By 2030, LESS than ten years away, NZ has the publicly stated goal of reducing carbon emissions by 50%. What is the Waimak region doing to contribute to this goal? Are you even aware of this goal?

Dog friendly walkways and cycleways need to continue to be a priority.

I am 100% on board for the need of a safe walking track from our local school, Swannanoa, to the hub of our community being the mandeville village.

Would like the walking Track to be as far away from the 100km road as possible. Especially for little kids that walk to school down Tram

Promoting walking and cycling in this day and age is positive and therefore it is important to provide the network for this to be achieved.

It seems to be continually that woodend is increasingly forgotten for such a growing area I highly recommend you take a stroll on our deteriorated footpaths then play cat and mouse with the traffic this is what we as residents do everyday it is simply not acceptable and unless you have experienced it very hard to believe.

This servey is specific to those" for"cycle way - in the climate were currently in ... waste of ratepayers money

Country roads are quite unsafe to walk on in this area. Even if a grass verge was developed to allow enough room for pedestrians and vehicles.

I'm so excited to see that this is in the plan - we need to encourage families to get out and exercise more and make it safe to do so.

Really need to prioritise woodend to Kaiapoi cycleway

Once completed this will be a thorough network! I look forward to seeing this realised across the Waimakariri District. As a district we should be pushing to expedite and prioritise investment in cycle and walking infrastructure associated with getting our tamariki to/from school and associated activities (i.e. sports grounds and community facilities). Promoting and normalising active modes of transport for our tamariki will have long lasting positive effects for future generations. Routes that are associated with school commuting should have higher investment to achieve the Low Confidence Rider level of service wherever possible.

All cycle paths need separation from the road. Bob Roberson drive needs clearer signage, is the path on the north side a cycleway or not?

Cycling has become popular with all age groups and we should continue investment. Safe cycle ways are important for connecting communities, promoting exercise and wellbeing, and reducing emissions from motor vehicles.

I regularly cycle into Christchurch from Loburn and am so grateful for the improvements in the last few years.

I think it's great that there are plans for new cycle and walkways.

The current Woodend/Rangiora cycle path is brilliant, I use it regularly. I also organise the womens cycle group at Pegasus and we use all the main cycleways including the beach track. I try to keep the group off roadways where possible, but there are some gaps.

Its idealistic nonsense. People do not need expensive tracks to exercise on: they can exercise anywhere! The expense of ongoing maintenance on these tracks further burdens the rate payers. Cyclists pay none of these expenses, and do not even need a license! Should be USER PAYS.

Cycle ways can be very dark. This could do with future investment.

Can't support these proposals until they include some of the more neglected parts of the district.

Great to see a district wide plan proposed. No point having trails if they run out & don't link up with trails a few kms away.

The cycleway from Tram Road into Cranford Street is excellent. Also living out Fernside/Springbank/Stoke/Cust we have no bus service so if you don't have a car you need to ride your bike. Because apart from the Oxford Road we get beggar all else in terms of service for our rates.

The new paths are used so much - the people who care love them!

All areas have links already. Why does Rangiora to Cust not have any?

In my view the path along Tram Road to Swannanoa School only requires a shingle surface with the Mandeville Rd path becoming an extension of the road on the South side of the road.

The plan looks pretty good.

The proposal has the language of "safety" and "rider confidence". Even confident riders are killed by inattentive or less careful drivers. These cycling initiatives should be ALL about safe passage for cyclists, and that means cycleways that are physically separated from roadways by some form of construction, not just a painted line.

I ride a road bike and it is currently an extra 40 km/2 hrs because it's too dangerous down SH1, so I go through Rangiora. Thank you for a non-cynical plan

Be flexible to adjust to new population plans and other developments that could re-prioritise plans.

The proposed cycle path of most interest to me is the link from Woodend to Kaiapoi. The route using Sandhills Rd and linking with Old North Rd would be my preferred choice. (Option B)

Thanks for your email. Great points. I will get to put the Cycle-way on the Agenda for Monday night so we can discuss the topic and then get WCA backing to push for a Priority One rating. It would seem when we talked with Don Young the WDC 'Senior Engineering Advisor' that they were very open to hearing what the community thought were the priorities. So I think if we make a noise we will be heard. Thanks & regards, My thoughts on cycling proposed track between Woodend and Kaiapoi are that it needs to be priority 1 not priority 2 as is currently proposed. My main reasons for this are: 1: Woodend and Pegasus are in the Kaiapoi High School zone. It is very unsafe without a cycleway between Woodend and Kaiapoi. Due to this most of these high school students cannot choose the option of cycling to school. This is concerning as with the big push throughout New Zealand and indeed through out the world is to get more people cycling in order to protect the environment and slow the climate change and also improve people's health by cycling for exercise. Therefore if high school students get into the habit of cycling to school they are more likely to continue to cycle throughout their life. But if they can't cycle to school they are less likely to start as they become adults! With all the growth in population due to new subdivisions such as Ravenswood and quite a few others, the school rolls are increasing fast! Therefore more and more high school students will be needing to get from Woodend and Pegasus to Kaiapoi . With this in mind the Kaiapoi Woodend proposed cycling track must be installed as soon as possible by making it priority 1 instead of priority 2! 2: With the huge increase with so many people of

all ages cycling in recent years it makes perfect sense to have a better network of cycling tracks that link up to form a good circuit around Woodend, Kaiapoi and Rangiora. At present there are good cycling tracks between Rangiora and Kaiapoi and between Woodend and Rangiora. The missing link is between Woodend and Kaiapoi! Surely it should be a priority to close this missing link as soon as possible by moving the priority level from 2 to 1! Yours sincerely.

Generally looks good.

Fantastic progress has been made in recent years and this is reflected in the number of people I've seen using the lanes.

The longer you take the more it will cost. I don't see anywhere apart from perhaps the images of paths about the type of surface you would have. Sealed cycleways gets more cyclists off the road - even the lycra clad one's.

There a lot of people riding to Kaiapoi from Christchurch and get lost then where From Pines to Woodend A lot with electric bikes struggling through stiles and tight gaps

Cycleways and Footpaths should be sealed and *not* gravel so that all cyclists can use them (not just commuters). Cyclists won't use gravel paths for skinny tyres, roads like Kaiapoi Pa Road and the footpath that runs from Waikuku to the beech are no use to cyclists, only commuters. Please make sure you consider cyclists and commuters. I commute on both road and mountain bikes, and ride a road bike at the weekends. Failing to account for actual cyclists (MAMILS) will mean the plan failed. The cycleway from South Kaiapoi to the city is amazing, but from where the cycleway ends at the start of Kaiapoi around the back is a failure due to the stopping and starting and most cyclists will still go through Kaiapoi township.

I think spending good money on the cycleway to link small communities shows better foresight than spending it on a sport stadium in another city which requires transport to get there.

I think a simple path connecting Oxford to Cust and in the future linking up with the already established Kaiapoi or Rangiora networks

would allow more in the community to explore and enjoy our beautiful district. Currently my children bike approx 10km into Oxford. Although we are on the main road they take a back road route for safety reasons but can not avoid having to navigate the busy Oxford Rangiora Road in part. My 14 yr old is using this as his main form of transport to school and it is fantastic for his health and well-being. If there was a basic path along the old railway tracks then this would allow for a safer route and enjoyable bike ride for the whole family to be able to bike to Oxford and explore the region more through to Cust and beyond. Currently the main road does not allow a safe comfortable route for cyclists with minimal suitable terrain for an enjoyable ride for both children and adults. The increase in traffic along the Oxford Rangiora Road and number of large vehicles that take up the majority of the road mean that I try to spend as little time as possible on this road when cycling. Currently if the children are biking along this road they use the old railway track but it's a pretty tough ride on the long grass. With the number of small block holders along this road it would be great to have a way to enjoy our surroundings without having to get in the car, allowing for "on the doorstep" exercise and lower our negative impact on the environment. During lockdown it was wonderful to be able to safely enjoy the beautiful environment we live in with less traffic on the road and being able to walk out our front gate. I believe that a simple cycle/walking path would allow us to enjoy this once again.

Incentivising active transport modes is a long term choice.

I am sorry to see that there is nothing planned for a cycleway from Rangiora to the Loburn area. I live in North Loburn and realise that a cycleway right up to this area is a dream, but a lot of cyclists use this road including myself and it would be wonderful to see a cycle track from the Ashley bridge (north side of the river) on the left side passing Fawcetts Rd (which is a very dangerous spot for cyclists)and carrying on up to Loburn Lea. This would at least eliminate the most dangerous part of the road heading up to Loburn.

Taking my grandchildren biking around maderville and Ohoka is so dangerous. Cars don't care that young ones have no where to go when cars are all over the road. Someone will definitely die on the roads the way they are. Even a white paint line where bikes can go would be fantastic.

In support of the Swannanoa school to Mandeville path.

The priorities are not what is worrying me. It is the lack of consideration for all road users and the demographics that live in our region. Firstly the large curb areas that you are putting in to slow traffic have a huge impact on trucks, vans, and buses not being able to safely use the roads. There is a complete lack of signage about who can use these walkways, and cycleways and no one seems to be able to tell us the rules. Can scooters and bikes use a footpath as of right and if so where? If not then why do you show photos of pedestrians and cyclists sharing a space? It is completely unclear, and frankly dangerous. Some cyclists for instance, simply yell at people out for a walk, step aside coming through, as though they have all the rights. A huge educational campaign needs to happen, signage needs to be put in place once that has taken place with the community. Everyone in WDC policy areas, seems to forget that we have the highest or second highest number of New Zealanders over 65 living in our District and we should be catering first and foremost to their needs. They need to feel safe and valued, not shouted at and made to feel threatened when out walking etc.

All cycle/walkways are excellent at the moment but more are always appreciated

I think separated cycle-ways/paths should be included in this 3-year plan for roads around rural schools and in rural settlements. The district council made the following key priorities in their plan in 2017:

1. Safe Travel - providing safe walking and cycling access to and from schools cycling and walking access to and from school, and
2. Community Connections - working towards safe and convenient walking and cycling within and around smaller settlements and rural areas.

Since 2017 no improvements in walking and cycling involving roadside separated paths have been made in Loburn. To the best of my knowledge other rural schools have also missed out. No new separated cycle-ways/paths are included in the plan for Loburn, over the next 3 years either. Medium and high confidence routes are not an acceptable solution for school children. Rural children are disadvantaged because they lack safe areas to practice their roadside cycling skills. Research supports the idea that separated cycle-ways/paths are a key driver in increasing cycling and walking. See link below. I would like to see as a minimum, a separated Family Low-Confidence cycle-way/path from Leigh Camp corner to Loburn School and plans to extend the path westward from the school in the future. <https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

As a regular cyclist, I prefer to ride on quiet roads. Putting cycle lanes on busier roads opens up the options of where I can ride. Work in areas with with no through traffic (i.e. Tuahiwi), in my opinion is wasted money. I discussed this with our Sunday cycling group (20 members approx.) and most agreed

I think the Plan should also include recreational walking and cycling tracks in the district so we have an accurate plan (ie Tuhaitara trail/Pegasus Trail). These recreational tracks are valuable connectors and help to create a safe and varied network, they are also valuable connector routes. It would be good to ensure existing cycle and walkways are well maintained with any shrub or tree overgrowth dealt with promptly. It would be good to see some of the AP20 paths sealed ie Waikuku beach and Woodend Beach which will help with maintenance. I would like to see better cycle and walk way connections to the new mainpower stadium. You have created a very popular hub with stadium, tennis, cricket, hockey and soccer however most people get to their via car. The footpaths from Ashley Road to the train tracks does not have good street lighting and the is no footpath or cycleway eastward which could connect to golf links road, southward to Rangiora/Woodend Road. I really support the proposal for a cycle/walkway between Woodend and Kaiapoi especially for high school aged children to be able to bike to school they are zoned for.

Would prefer more investment, but go ahead with the plan. Thank you for the plan and all the best in getting the plan done.

Rural communities have no pot of money to dip into to get paths to connect their communities. Such areas have been left out of the network and have no infrastructure to allow for safe travel other than in a motor vehicle. Yes, most people want to maintain a rural feel and yes we don't have the density of population that other urban areas have but it does not mean that we don't want alternative ways to travel around and within our own communities. Linking schools to homes should be an utmost priority. How do children get to school if they live out of the bus zone?? There is no safe alternative to having someone drop them off and pick them up. The Swannanoa/Mandeville area is a great area to put these connections in as we have a community hub at Mandeville with the shops and sports centre and we have the school somewhat disjointed from this. By linking these areas you will be going a long way to connecting the majority of our community and providing alternative transport routes. This will promote future proofing our communities and allowing our children to grow up with less dependence on motor vehicles. Other

than this funding we currently have no other way of getting pathways. This is why I think we should make our rural communities a priority for the spending of it. It is also time to think about other means of funding for these areas so that we are actually able to get the infrastructure we need. Perhaps adding a pathway rate to be spent only on our local areas?

Excellent idea for Harewood Rd/High Street, Oxford. This area is very popular with walkers but walking in the long grass is less than ideal and cycling in it is very difficult, a large portion is 100km zoned as well. This will also link several points in the town with the Oaks Walkway/Proposed Dog Park

Given the development at Ravenswood, there is likely to be a significant increase in traffic on the Woodend/Pineacres section of SH1 so some consideration should be given to prioritising cycle connections between these points to allow safer/more direct commuting.

I reiterate that the proposed schedule of building is too slow. We need to get people out of cars sooner, (for reducing transport emissions, for health, for road safety and reducing congestion) not wait up to 10 years. There are several routes that are shown as planned cycleways on the various maps that are not listed at all in the three priority lists, including several links within Rangiora, Kaiapoi, Oxford, Mandeville, Ohoka and Tuahiwi and also rural arterial roads such as Oxford Rd and Tram Rd, and the indicated improvements north of the Ashley River.

Our submission we agree with the extension of the tram road path and the path from the mandiville shops to the sports centre Changes we suggest Instead of creating a cycle to Oxford down tram road make this path go down north eyre road. This would be a safer road to use and also help connect west eyreton school Additional we want to extend from Two chain road all the way to the Mandeville village from Tram road down Two chain to North eyre Down North eyre to the cross roads From the cross road up number ten to tram road Some safe crossing point to connect the north side of tram to the path

Thanks for your work on this, you're doing a great job in making the district more accessible and connected for cyclists and pedestrians

For the Swannanoa area it would be good to connect to the other pathways so take also from Mandeville and McHugh's to connect into the cycle/walkways that go through the various areas. Especially the first bit which see often elderly people walking along a muddy berm.

We need one that Swannanoa kids can bike to school

I would like to see a connection between Ohoka and Rangiora through Mill Stream from the end of Bradley's Road to Easterbrook Road. Especially with the growing population in Ohoka this is the most direct route to Rangiora.

As Kaiapoi High is the school used by Pegasus children, a safer alternative to a route along SH1 should be made a priority. Consideration for safe access to Ravenswood shops from Pegasus for pedestrians/cyclists is an essential need.

May be some safety and respect campaign. cyclist <----> Car driver (goes both ways)

The path from SH1 to Infinity Drive roundabout in Pegasus is very popular with walkers, runners and cyclists, yet it has no signage designating it as a shared path. It would be good to see a significant improvement in signage and maps, particularly to help people find the paths and the connections between them.

I would like to see a cycleway/walkway sealed along McHugh's Road where the old railway was.

keep it up and get on and do it

Oxford Do not agree with a cycleway along Oxford Main Street. Already too narrow with car parking either side of the road. An increasing use by heavy traffic and cars. The speed limit at 50kph is too fast in many cases for the walking public to feel safe and confident using the three legal pedestrian crossings. An alternative route for cyclists would be coming into Oxford from the East to use Barracks Road Weld Street Church Street and along Bay Road to access West of Oxford. Access to Oxford shopping area could be via

High Street & Burnett Street. Reids Lane following the Old Railway line from Burnett Street through to Bay road should not be upgraded to a cycleway. This footpath is used by parents and children to and from school, many parents with toddlers and pushchairs as well as dog walkers - already safe walking but less so if constantly used by cyclists.

Cyclists and pedestrians should be kept apart. Until cyclists are obliged to fit (and use) audible warning of approach they are a menace to walkers

Clearly there is insufficient funds to complete even Priority 1 links & that is for 1st 3 years. Let's concentrate on best value & key structural links 1st. Surely Waka Kotahi should fund the SH1 link 100% a straight away. Rolleston have funds for a new 100m bridge so why not a few million for Woodend/Kaiapoi

I would like to see better linking up of cycle/walkways on the eastern part of Rangiora. This would be feasible walk/cycle path AROUND RANGIORA. Nearby public toilets and cafes could be highlighted. also bus stops. Please ensure all these new pathways are accessible to walkers except where there is already a clear footpath.

A good start that is encouraging more people out to enjoy the great Waimakariri countryside

If only the LTSA were more use...

Is this really a "walking" and cycling plan? It appears to be a cycling plan. Walkers don't count and those that run and jog even less so. I get the impression that you will build for cyclists and other modes of transport on wheels and assume that that's best for pedestrians too. I would like you to consider the following: Pedestrians interact with a surface by foot strike whereas wheels roll over the surface. Hence, surface construction for pedestrians has different considerations than wheels, but do councils acknowledge this? The best surfaces for pedestrians are natural surfaces, and in instances where these are considered too muddy, dusty, ... artificial surfaces that mimic natural surfaces need to be used. Asphalt and concrete are very hard and send forces through a pedestrian's body with foot strike, so softer surfaces need to be used to prevent injury. What's the point of a doctor prescribing exercise to someone who is obese if a few weeks

later they are suffering from knee or hip pain. The faster a pedestrian the more forces through the body when a foot strikes a surface. Those who walk will usually have one foot on the ground, but if you are running both feet will both be in the air for considerable time, increasing forces when they strike the ground. Sideways camber places much strain on hips, knees and ankles, but engineers design for wheels and built in suspension in vehicles, but do not consider the impact sideways camber has on pedestrians. Otherwise they would eliminate it on man-made footpaths. While shingle paths are better than asphalt and concrete they are far from ideal. Shingle is noisy, moves under feet, little stones get into shoes and sandals, and generally so much more unpleasant than grass but councils insist on "improving" the pedestrian paths by adding shingle and edging that you can sprain an ankle on. Then a few years later the path is "improved" with asphalt! "Shared" paths only benefit cyclists and wheels. Often it has been a footpath that now becomes available for wheels too. It is built for wheels. The design is for wheels, and then it is assumed to be for pedestrians also. But if a path gets busy it is the pedestrians who find it most unpleasant and some no longer feel safe using it. They feel intimidated by cyclists traveling faster and being higher and bulkier than them. Whereas, if you are a pedestrian on a rural road, you face oncoming traffic, on a shared path you are expected to keep left whether on wheels or a pedestrian. The most available activity for health and well-being for all age groups, regardless of disposable income, ability, exercise time for the time-constrained, and access, are pedestrian activities, yet councils do not design their infrastructure with adequate consideration of pedestrians. There is a need for pedestrian-only spaces and paths designed for pedestrians away from busy roads. The only wheels permitted should be those being pushed by pedestrians - prams, buggies, wheelchairs and walkers. This would improve the health and well-being of the population by reducing loneliness, obesity and lifestyle health issues. Pedestrian paths need to be considered as much for their health and well-being benefits as their means of transport. This is also often ignored by councils when designing infrastructure. Pedestrian path construction can include using recycled rubber from vehicle tyres, so as well as benefiting pedestrians it will also benefit the environment. Paths can also be designed to be porous, so no longer requiring a sideways camber. Recycled rubber paths will also have more give than asphalt, hence less likely to crack and cause trip hazards around tree roots. As water will not pool on them, in winter they will be less slippery. It would be great to have some rolled verges on country roads that are mown when needed to create pedestrian paths on natural surfaces a few metres to the side of rural roads. It would be preferable to have separate paths for pedestrians to cyclists. Some slower pedestrians will cover as little as 2km/hour, whereas, particularly with the rise of e-bikes, these will travel in excess of 30km/hr. Yet they will be expected to "share" the same paths.

Cycling, e-bikes, scooters and other wheels are an industry with bike shops and requiring ongoing maintenance. So a network is created that doesn't exist with most pedestrians. Hence those on wheels have a greater influence because they have a network and are considered more of a financial benefit than pedestrians. But there are more pedestrians. Thank-you for the opportunity to comment.

We've ticked 'Yes' to items 1-4 above but are actually neutral regarding those but we have the following comments in general: The Greenway Layout example - we think the road judder bars are a nightmare for both cyclists and motorists and an unnecessary expense. Plus we have concerns over the impact that speeding up and slowing down in a car will have on sustainability. Unsure what you are planning for Skewbridge. Are you aware that there's an existing track on the south side of the Main Drain/Cust River through to Threlkelds Road? However, it's extremely difficult to cross the road as the track swaps from North to South at the bridge. Maybe the cars need to be slowed down for the bridge? If this connection was sorted in some way, it would enable a really enjoyable and safe ride from Kaiapoi through to the far side of Ohoka. We're presuming that a lot of these proposed tracks are to allow bikers safe access to schools(?) If so, we are surmising the link between Williams Street, Kaiapoi, and Sandhill Road, Woodend is to accommodate people biking from Woodend to Kaiapoi to work and vice versa as there is no obvious school connection(?) We only ask about this because there is the existing track down at the beach for recreational cycling. The cycle ways you've already provided are fantastic and we use them a lot! We've just spent a few days in Nelson exploring their tracks and noted their abundant use of signage for both cars and cyclists. With this in mind, we think there should be some warning signage at the 5 cross roads for motorists. Visibility for cyclists is now inhibited by the new (higher) fence on the corner of Boys Road/Tuahiwai Road and cars coming from Woodend turning into Boys Road are often travelling at break neck speed! Getting across this is very dodgy! Thanks for giving us the opportunity to provide our feedback.

Changes need to be made urgently. I'm a competent rider, but tram road is very narrow with 100k trucks going past and currently little to no median before you tumble into the grass is going to kill someone. I used to try and ride my kids to school but it's too dangerous and just drive them now. There should be a cycle way from the mandeville shops right through to Swannanoa school at a minimum

The council expenditure is already an overburden to rate payers. By cutting speed limits and using signage suggested routes could be

mapped out.

The network indicated on the various maps look to be a considerable improvement on the cycling facilities currently provided. It moves on from having a few isolated cycle specific facilities, and makes a fair attempt at a connected network that give road users who cycle some choice of routes. It looks great. Cycling is seen by many as a recreational activity only and yet it can be a viable transport option for short and medium length trips. For some, the growing popularity of e-bikes increases the length of trip that people are able to make by cycle. If households feel able to make these trips by cycling then it can be a win on several fronts, reducing pollution, emissions, and traffic congestion, increasing health and well-being, and saving money at a time when the cost of living is a real concern. Providing a network of usable cycle routes is not the complete picture. Wherever people might start and end their journey there might be disincentives to cycling. Are existing residential areas easy to navigate by cycling? Are new areas being designed that way? In lifestyle blocks close enough to town, are there good routes to use? Do likely destinations such as shops, town centres, schools, sports and community facilities have good cycle access and secure places to park and lock cycles? I should say that it's unlikely that expanding the network in this way will make any difference to the amount I personally cycle. I have cycled nearly all my life in many parts of New Zealand and a little beyond. Having moved to Rangiora, and currently trying early retirement, I've been enjoying cycling more, from local errands to shops and facilities, exploring right around the district, as well as expeditions further afield. I have developed my own safety techniques to manage risks when cycling on road, and I haven't yet come across a WDC controlled road that I'm not prepared to cycle on (although there are a few I prefer to avoid at peak times). However, the people you should be aiming for are those that are or might be interested in cycling but are currently too concerned about cycling on the roads as they are at the moment. The funding environment of picking specific projects, making a business case for Waka Kotahi for co-funding them seems to favour big concentrated projects. There are certainly places in the district that these are needed more urgently and I think these have largely been correctly identified. I provided some specific comments on these priorities for inclusion in the Spokes Canterbury submission and don't feel a need to repeat them here. Please let me know if those haven't been received. However, that leaves some big questions. While concentrating on the priority projects for the first 9 years, can anything be done on the remainder of the network that's been identified? Unless it is, the connectivity of the network, which looks so attractive and compelling, is not achieved. I have some thoughts on this in the last section of this submission. There are several routes that are shown as planned cycleways or cycle routes on the various maps

that are not listed at all in the three priority lists. These include - several links within and around Rangiora -several links within and around Kaiapoi -several links within and around most of the smaller centres -our major rural arterial roads such as Oxford Rd and Tram Rd, -all of the indicated improvements north of the Ashley River in come case these are needed so that the priority projects actually connect to something, for example the Railway/Torlesse/Coronation St work would be far more useful if it linked into routes further into Rangiora (probably via King St). Expecting a high level of protected or separated cycleway on all these routes is likely to be wishful thinking, but some lower cost treatments could help considerably. One option within towns is upgrading existing footpaths to shared use paths where possible and appropriate. Other options include on-road cycle lanes, increased shoulder widths, and signage at merge or pinch points. These could be justified in terms of general road safety, and I'd support them because they reinforce the idea that cycles are legitimate road users. I'm not sure what the best treatment is for rural roads, especially where they become feeder roads into each town. It's possibly to ensure there's good shoulder width and recognise (either by fixing or providing warning signs) where there are pinch points or reduced sight lines (e.g bridges, intersections, corners). While we have some early samples of "sharrow" markings used in low-traffic places in the district, perhaps the guidelines for their use would now allow application in more places – such as approaches to small roundabouts or in main streets which have some traffic calming such as High Street, Rangiora and Williams St, Kaiapoi. Increased use of sharrows, as well as conventional warning signs, might help raise awareness amongst all road users that the best advice for cyclists in some dodgy road situations is to "take the lane". Ironically the road in the district with the best non-specific provision for cyclists is probably Lineside Road. As a State Highway it has shoulders that are wonderfully wide as default cycle lanes. However, the rush-hour traffic peaks and facilities at either end are disincentives to cycling.

As co-funding with Waka Kotahi is indicated, at least for the prioritised routes, we would assume that projects will follow the network design guidelines published by Waka Kotahi, and it may be that their business case analysis is part of the funding equation. These measures would help ensure that cycleways are built according to best practice. There are several routes that are shown as planned cycleways on the various maps that are not listed at all in the three priority lists. These include -several links within Rangiora Oxford Rd – High St – Kippenberger Rd Boys Rd – South Belt – Pentecost Rd Fernside Rd – Townsend Rd – West Belt Johns Rd – Northbrook Rd King St – Envrtion Dr Kingsbury Ave – Wales St – East Belt Golf Links Rd – Coldstream S – River Rd a new "western bypass": South Brook – Lehman's Rd – racecourse -several links

within Kaiapoi Ohoka Rd – Isaac Wilson Rd – Robert Coup Rd Courtenay Rd – Hinton St – Raven Quay Island Rd, Silverstream Bvd – Adderly Tce – Fuller St Cass, Davie, Smith Sts linking Skewbank Rd to Ohoka Rd a wider bridge at the end of Raven Quay? a new northeastern link – East of Williams Rd -several links within smaller town centres Oxford: Ashley Gorge Rd, Bay, Church, Burnett & High Sts Mandeville: Bradleys, McHugh, Mandeville, No 10 & Wards Rds Ohoka: Bradleys & Threlkelds Rd Tuahiwi: Tuahiwi Rd Cust: Mill Rd Waikuku Beach: Reserve Rd, Park Tce Woodend: Copper Beach & Woodend Rds Pegasus: Lakeside ,Tiritiri Moana & Te Kohanga Drives -main rural arterial roads Oxford Rd, Tram Rd, Island, Ohoka, Skewbridge, Flaxton, Fernside, Boys & Tuahiwi Rds -all of the indicated improvements north of the Ashley River Upper Sefton, Marshmans, Dixons, Lowburn-Whiterock & Hodgsons Rds When are these planned? For routes that are well outside of the town areas, it might be sufficient to have cycleways that are of a different standard to that expected in an urban setting. The concerns for cyclists there are whether they are confident judging interactions with vehicles at higher speeds, whether there is sufficient roadway width for them to be comfortable when passed by those vehicles, and being able to identify and safely interact with turning vehicles. An additional concern is the level of lighting appropriate to rural and urban routes to ensure safety.

Previously we lived for almost 30 years in Lees Road on the north end of Kaiapoi near Pineacres corner, and we still own property there.

I would like to make comments about each of these in relation to the Walking and Cycling Plan. I hope this format is ok for submission, as the tick box form did not seem to give enough scope. Tuahiwi At present Tuahiwi is not serviced by any of the cycle pathways. Residents may want to get to Woodend (the closest town), Rangiora or Kaiapoi. The shortest route to Woodend is down Turiwhaia Road. However, this is a narrow road and vehicles tend to travel at the speed limit of 80kph - so it is not suitable as a cycle way. The next best is to go back down Greens Road and take Te Pouapatuki Road to the south end of Woodend. Both these roads are wide enough for comfortable riding. The shortest route to Rangiora is to take Tuahiwi Road up to the Boys Road corner, and then use the new cycleway along Rangiora Woodend Road. However, although Tuahiwi Road is wide, it has a few bends and traffic travels very fast along it. I am a competent rider, and have ridden along here, and it is scary. To get to Kaiapoi one would need to go down south on Tuahiwi Road then down Revells Road. Once Tuahiwi Road leaves the village the road becomes windy. Revells Road is relatively straight, but it has quite a few patches and vehicles tend to move around to avoid these.

Both these roads are 80km, and vehicles travel fast on Revells Road (until recently it was 100kph). The combination does not make this a particularly safe cycling route. The plan is to make Tuahiwi Road a medium confidence road from the Church Bush Road intersection to the Boys Road intersection. Medium confidence means cyclists travel on the road. This would be ok in the township (which is 40km/hr limit) but not on either the north or south parts of the road (for reasons mentioned above). Ideally Tuahiwi Road, both north and south of the village, should have a separate walking/cycling track. There is enough room on the verges to allow for that. Whatever is done on the south section of Tuahiwi Road is not going to help much, as the route would end at Church Bush Road, and does not aid in getting to either Woodend or Kaiapoi. Designating Greens Road and Te Pouapatuki Road may help. Then you would also have a loop with Tuahiwi Road, Church Bush Road and Greens Road, and access down Te Pouapatuki Road. Tuahiwi is an established community. It deserves to have better access to the service towns, and whatever is decided to upgrade the routes should be brought forward into the Priority 1 scheme Lees Road area. When we lived there, Lees Road and Barkers Road were a no exit road so quite safe for cycling, but very limited. Since then Lees Road has been opened to Sovereign Palms development which creates a safe cycling route into Kaiapoi. I see there is also a route proposed round the back of the subdivision down to Beach Road. What a good idea. Williams St south of the Lees Road corner to the Old North Road is windy and should have a separate cycling track. Going north from Pineacres, I see there is a dedicated cycling path proposed to the east of the main road. That is good. Once it meets Sandhills Road it changes to part of the road. Sandhills Road is very windy and vehicles can travel fast along it. I believe this should continue as a separate track. It would then link up to the current tracks on Woodend Beach Road and allow safe family access to both Woodend or Woodend Beach Gladstone Park. Gladstone Park is home to Woodend Rugby, Netball and Tennis clubs, and I understand other sports may follow. We want to encourage young players and families to cycle there from Woodend. The present walking/cycle route (recently installed) finishes on the west end of the park, then travels through to Pegasus (which allows a safe route between Woodend and Pegasus). The route should be extended along Gladstone Road to the main entrance for Gladstone Park (approx 170m) This would then allow safe access to the park. This should come into the Priority 1 group, as it would tie in with the sporting nature of the park. Question 5 - I believe overall the sooner these walking/cycling routes are installed to all areas the better, so the Council should put in more investment to bring them about as soon as practicable even if that means an adjustment to budget planning. Overall it is good plan, but may require a few tweaks, and I appreciate the effort that you and your team have put into it. I hope my comments will be helpful in your review of the plan.

I have been meaning to send it in for weeks but never got around to it under my own email account and now time has evaporated. That has something to do with the part of the problem – registering! I can't get why I have to provide all these ancillary and unrelated details to WDC just to provide you with feedback on cycling and walking so I haven't managed to get into the survey as a result. Re the walk and cycle network plan can I say, as a long-time resident, long-time walker and cyclist in Waimakariri District, that it seems to miss a few tricks. To me it looks very road biased. I understand that you are the road controlling authority and this is the bit you focus investment on, but there are other linkages that don't seem to be considered. There are lots of off road tracks that provide arguably better and safer linkages through the district that aren't on the "road" network eg the stop bank between the Ashley Bridges to Waikuku is quite direct and completely off road (they run a walking event along it almost every year), and the surface is probably just as good as that of the 'medium confidence' track you have from the Cones road bridge to Rangiora (that one is described as 'cycle facilities with level of service similar to the major cycle route' in the 2020 greater Christchurch Mode Shift Plan but that is another story - images below! ... we are grateful to have it, trust me, so thank you for that). The plan you are producing needs to include these types of routes and how you link between them, not just the on street routes – eg if I was cycling between Waikuku and Kaiapoi I wouldn't go anywhere near the near roads you show I would use the track shown on page 29 of the Regional Mode Shift Plan which is off road and a lot safer (if a bit messier – I have done it with my wife many times and she gets a bit cheesed off with the track and the dunes but she appreciates that she wouldn't be biking if she had to go down SH1). I love walking and cycling in the Waimakariri District and I appreciate that you guys are trying to make things better so all strength to your arm for that, we need more of it. I just think that we need to look a bit more broadly at what is available and capable and maybe get beyond the "we can't get funding because it isn't part of our 'road network'". You guys have done some brilliant work in the last 10 years so keep it up ... the Passchendale Track and Woodend Rangiora links are just the best, and the walk/cycle connection across the Cones Road bridge has made my life better and safer so I salute your work. Happy to be involved in anything you do as a resident/user – I have many bikes that I have fallen off throughout the District and I am still a jogger and regular walker although slowing down by the year... you are doing good work despite my grumbles.

Generally in favour subject to impacted residents/tenants being consulted as each priority group progresses to work stage. Use

existing paths for shared walk/cycle.

there is one small marked cycleway in Pegasus, what you have is non-existing on this drawing.

I would like to see policing of the bike paths - ensuring drivers are giving space to bikers on the bike lanes. Priority bike lanes around schools.

Cycleway/walkway crossing SH1 at Pegasus urgent. Mirrors on the crossing. Elevated roundabout means you can't see what cars are actually doing in the roundabout and their direction of travel.

Optional question (87 response(s), 30 skipped)

Question type: Essay Question

7/06/2022 09:56 AM

Q10 | Let us know if you have any additional feedback about this proposal:

school children's safety should prioritise recreational cycle ways

Separation from busy/higher speed roads is important and there seems to be the land to be able to do this.

Do more. Better. Sooner.

Would like the council to be aware of the need to Add Along two chain road from Patterson's road to Swannanoa school (this is the area for children not eligible for the school bus.)

The Tram Rd is in the correct place at the top. Currently there is no safe path. Large stretches of the verge remain unkept as the boundaries are shared with properties that don't use the road. At times the grass is knee high. This forces pedestrians and less than confident cyclists on to a 100kph road. There is also no link from the subdivisions to the school. Limiting the ability to allow kids the opportunity to ride to school. Some parents currently drop children at the corner of Tram and No10 with their bikes so they are able to ride to school.

I submitted a petition from the community last year to have the Swannanoa school Mandeville path considered and my offer to meet with Mayor Dan and other planning committees still stands. Please just get in touch.

How are we looking to include micro-mobility (i.e. e-scooters, mobility scooters) into the walking and cycling plan? It would be interesting to overlay the usage data from Flamingo with where existing cycleway

infrastructure is and where the proposed cycleways are going.

We have lost the regular buses to Waikuku, so would think it's a priority to have a cycle/walkway from Pegasus roundabout to Waikuku. It's not safe for people- especially kids, to be biking on SH1 so they can catch the bus to school and home in the afternoon. Seeing kids crossing the main road at 3.50 pm to then bike to Waikuku is scary and an accident waiting to happen.

What would be great for the many Pegasus/Ravenswood/Woodend cyclists (the number must now be in the 100's) would be a cyclepath down Te Pouapatuki Rd left into Greens and onto Reeves Road, which gives the opportunity to get to both Silverstream and also linking with the new Motorway path, by using the Pasccendale into Kaiapoi. The speed of some of the locals using Reeves Road is a tad scary at times, but a cycleway through that area would certainly provide a loop from Kaiapoi to Pegasus, when the forest track is so muddy - and what a great ride that would be. We would link up with such a path, by biking through Gladstone Park and on to the lights at Woodend to cross there, round into School Road and head to the end of the Woodend bike path - which only means a few 100 yards on the road currently, to get to Te Pouapatuki Road. Cyclists from Christchurch could also use it as a safe alternative to biking from Pineacres through Woodend, we avoid the Highway from Woodend to Pineacres like the plague ! Opposite the end of Reeves Road at the Lineside Road end, is the beginning of the Passchedale. Leave it with you Chris Lambie

keep up the encouragement for people to cycle and keep up the cycle safety measures.

I would note that Courtney Drive is not on this list. I would not support any plan that included adding a bicycle lane to Courtney Drive and removing the street parking.

The cycle ways that are currently in place are awesome and have opened up so many more options for getting around by bike. It's just that link from Kaiapoi to woodend that is missing now.

This plan is mainly for cycling to work and shopping, not so much for recreational cycling. It would be nice if more recreational cycle routes would be developed around the district as well, especially routes that

can be driven without a mountain bike. In many cases this can be achieved through an improvement in track quality (for example along Ashely river on stop bank) rather than a whole new development. Waimakariri tourism would benefit substantially if there would be more recreational cycle tracks and with the many rivers there are many opportunities for beautiful tracks and with the reasonable flat terrain it would be a good attraction.

I have lived in Ohoka for over 30 years and would love to be able to walk or bike to neighbouring towns and centres by avoiding busy roads.

If would be good if this plan also included 'learn to ride facilities' and linked with the school cycle safety programme. Are there any learn to ride facilities in the district?

Confidential details please

Hubby and I are really keen for a Cycle/walk path from McHugh's Road to the sports centre We would use it heaps and heaps.

Thank you for putting this on the table and committing to making it easier and more attractive for people to get out of their cars and cycle (and walk) more

Without progress on the SH1 bypass, better safety for Woodend/Pegasus residents is a must.

It will be great to see it all done and if there is the opportunity to do it sooner, then please do!

From a bikers point of view it is important that bike tracks safely & easily are connected together. The overall plan looks good but delivery urgently required

Hi . Regarding cycle ways and safe cycle use within the Kaiapoi/ Woodend areas. As a former highway patrol officer ex NZ police/MOT and of course a Cyclist, my two main areas of concern for cyclists safety in our area are: 1. When travelling north ,the northern section

of Williams street being the winding bends from the turn off to Moorcroft to the turn off to Sovereign Palms. Between these two points the road shoulder completely disappears meaning cyclists cannot ride completely to the left but are forced to ride out on the road proper. On one occasion I was forced to ride off onto the gravel and grass as a passing truck nearly side swiped me. My concern is that sooner or later a Cyclist is going to be hit by a passing vehicle. 2. The council has in place an excellent cycle way between Rangiora and Woodend, well done. However the council has not provided a safe way for cyclists to ride from Woodend to Kaiapoi. If one has to travel by cycle to Woodend they have to ride along the 4 km or so stretch of State Highway One with traffic including very heavy trucks and trailers passing very close by at speeds often in excess of the 80 km/h speed limit. If for what ever reason any vehicle has to venture into the shoulder area a cyclist becomes a quite literally sitting duck to be knocked off their bike and be seriously hurt or killed. If possible can these two matters be addressed at the councils next Road Safety Meeting? Thank you.

Can we please have street lights along Main N Road, very dark when biking at night and early morning.

Would certainly be nice to protect cyclists more than just paint lines on the road on those busier routes. Getting to/from lineside (passchendaele) cycle path can be hectic when it's the weekend

Great job!

As above

Response to Cycle/Walkways plan 1. exactly what are your aims - reducing C footprint by getting folk away from cars, health/amenity, tourism, safety, congestion. 2. The distinction of High to low confidence routes are meaningless if traffic is racing passed at 100kph. ALL cycle routes need monitored speed limits 50-60 max 3. Amenity routes need to consider ALL users cycle, walking, horse riding, carriage driving 4. Mapped routes for amenity should include unsealed by-roads and link these in with tracks into the bush. These need to be way marked. 5. With increasing cost of living AND existing expensive commitments by the Council that have a very limited benefit to the majority of the rural population (sports centre, club tennis courts, community centres in new development that should

have been part of the original planning consents!) This is not the time to spend thousands more. Your aims could be achieved with no additional massive expenditure by reducing speed limits and lining and signing existing routes. 6. Isolated routes along busy roads are of little value unless they are part of a circular route for amenity rides. 7. Routes to school should be your number 1 priority.

Current cycle way problems Kaiapoi Lack of direction signs to link from the northern corridor to the Passchendale start . Bridge at raven quay to raven st nth need to improved and widened, it's a hazard to ride any bike over it , then even meeting someone coming the other way . No road markings south of ohoka rd on Williams st , and full of pot holes Passchendale track at skewbank Ln over the stop bank need cycling directions painted on the path , a lot of people get lost at this point and continue along the river . Rangiora Coming from Kaiapoi the cycle way stops and starts as you head into the town center , there is no direction signs . Heading north the cycle path stops when at the dog park , the road narrows and no signs at all the path reappears at the bridge then stops after . A link from town center to woodend path along Kippenberger just needs cycle lane painted on the existing setout. Pegasus There is only one cycleway section that been marked out and that's Infinity Dr between Selander and Lakeside Dr The cycleway marked coming from Hwy1 along Pegasus Blvd doesn't exist there are No signs at all . If there was one to be marked out on the side of the road using the shoulder the intersection of Mapleham Dr would need to change as the curb line forces cyclist out into the traffic, then again at the Infinity roundabout. Again there are no signs showing directions of paths .eg link to Gladestone park /woodend , and onto Waikuku . Woodend to Kaiapoi hwy1 The current road has a shoulder that is wide enough for cyclist to use just needs signage . If the road was to have the wire divider added and larger middle section , this would make what is currently used for cycling disappear, and then become extremely dangerous. General notes Having arrows painted on the paths when coming to intersections or the path changes direction. Low level signs , current ones are to high and cyclist can't see them . Current paths on the shoulder of main roads , are potholes and full of stones and rubbish, possibly and road sweeper on the busy paths . A app called Strava plots cyclist travels and when using the full app you can see a heat map of the most traveled routes Better maps showing the links to the other urban paths needed out at the ends of the most used. Cyclists and commuters cyclist ride directly from A to B , being forced down winding back streets defeats the reason to ride . Paths with small stone chip are not always usable for all bicycles. (copied from submitter's typed note page)

Woodend - Kaiapoi is the important third leg of the triangle to Rangiora. Would be a well used circuit.

Optional question (29 response(s), 88 skipped)

Question type: Essay Question

Trim Ref: 220630110753

30 June 2022

The Chief Executive
The Waimakariri District Council

Dear Sir

SUBMISSION ON THE WAIMAKARIRI DISTRICT COUNCIL'S WALKING AND CYCLING NETWORK PLAN – JUNE 2022

The Woodend-Sefton Community Board (the Board) thank you for the opportunity to comment on the Walking and Cycling Network Plan (the Plan).

Woodend – Kaiapoi

The Board would like priority 1 to be given to the cycle/walkway between Woodend / Ravenswood / Pegasus and Kaiapoi High School. This means not only the stretch of SH1 but also the connection through Kaiapoi to join to the Passchendaele Memorial Path, Kaiapoi High School and onto the Christchurch Northern Corridor Cycleway.

This cycleway would be welcomed and used by a diverse range of users, including:

- High school pupils living in Pegasus, Ravenswood and Woodend cycling to the high school they are zoned for. This would give them choice, rather than catching the bus or travelling by private vehicle.
- Those that want to do a circuit of the three largest urban areas, Rangiora, Kaiapoi and Woodend/Pegasus. This leg of the triangle would finish the loop joining the Passchendaele Memorial Path and the Rangiora Woodend Path for cyclists and walkers.
- Commuters utilising the Christchurch Northern Corridor Cycleway between Woodend, Pegasus, Ravenswood and Christchurch.
- Recreational riders and commuters that presently drive to the Park and Ride at Kaiapoi South and then cycle to and from Christchurch would be able to cycle the whole way, saving on car trips.
- Cyclists from Christchurch would be able to explore more of the Waimakariri District and access the existing eastern cycle trails.

The Board notes that this project fits extremely well with the Sustainability Policy and the Infrastructure Strategy.

Kippenberger Avenue – Mainpower Stadium

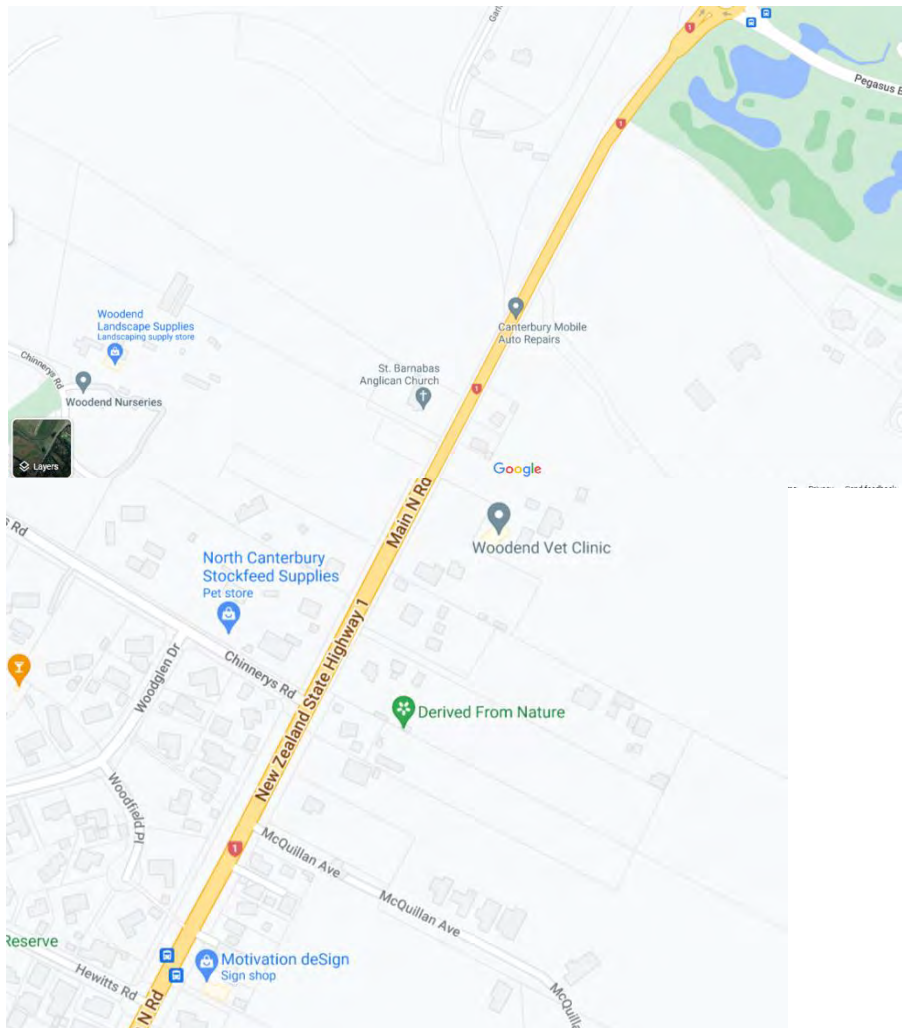
The Board also request that the walking and cycling path between Kippenberger Avenue in Rangiora and the Mainpower Stadium be prioritised. This would allow safe travel to and from the Mainpower Stadium for those living in the north-east of Rangiora and also those living in the Woodend and Pegasus area so they can utilise the Rangiora Woodend Path. This would be extremely popular and would give stadium users, and particularly the youth, the option and the freedom to cycle/walk safely to and from sports, saving on car trips.

Woodend to Ravenswood/Pegasus Roundabout

Since 2018 the Board have submitted every year to the Council Long Term and Annual Plans requesting a cycle/walkway between Woodend and Pegasus/Ravenswood roundabout on SH1. This is a real safety issue and is a priority.

The Board request that the proposed priority level of 3 should be changed to a priority level 1. This is an extremely busy section of SH1 and is unsafe for the people that want to traverse this section of road. This is not just adults confident in their abilities along this stretch of road, it includes caregivers pushing strollers and children cycling and walking. It is important to note that there is no bus that is a suitable alternative for those who wish to travel between Chinnerys Road and the Pegasus/Ravenswood roundabout. The only safe way to travel at present is by private vehicle. No bus stops are within this length of road and there is no footpath north of Chinnerys Road. This means that those wishing to get to the St Barnabas Anglican Church for church services or for activities like youth group or baby groups from either direction have no choice but to walk or cycle along SH1 or drive, if they have a vehicle available.

See the map below.



Overall, the Board would like to see the current paths in the District connected before new ones are considered. All of the above cycle/walkways fit this criteria.

Residents have been asking for these connections so we know they would be in demand and would provide cycling and walking opportunities for a wide range of users including commuters, recreational users, families and the youth.

Other

Way Finding signage needs to be included as part of this project for all existing and planned paths. The Board request that Council staff work with the Te Kōhaka o Tūhaitara Trust to ensure paths in their area are included in this.

An app would be of great use to many as maps, either online or printed, are good to plan routes for length and level of confidence but it is difficult for the finer details to be included. However, an app would be right there for people as they are using the paths. Board members have heard from people that it can be quite difficult to find the start of existing paths e.g. the Tūtaepatu Trail at Waikuku Beach, the Passchendaele Memorial Path in Kaiapoi. Also, some people have told of the feeling of “what now?” when they reach the end of a path with no indication of how they are meant to get any further e.g. when the Passchendaele Memorial Path ends in Rangiora, the Rangiora Woodend Path ending at Kippenberger Avenue, and how to get between the Tūtaepatu Trail at Waikuku Beach and the Rakahuri Trail.

Thank you for the opportunity to comment.

Regards



Shona Powell
Chairperson
Woodend-Sefton Community Board

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TRIM Ref: 220623107276

23 March 2022

The Chief Executive
 The Waimakariri District Council

Dear Sir

SUBMISSION ON THE WAIMAKARIRI DISTRICT COUNCIL'S WALKING AND CYCLING NETWORK PLAN – JUNE 2022

The Oxford-Ohoka Community Board (the Board) thank you for the opportunity to comment on the Walking and Cycling Network Plan (the Plan). The Board is very concerned about the lack of funding for the implantation of the plan, and the false public expectation that consultation on the Plan has created in communities.

The Board supports the Council's commitment to improving multi-modal transport options throughout the District, with the intention of providing safe and accessible facilities which encourage active movements within the community. The Board would, however, like to raise the following:

The Board agree with:

- The extension of the path from No10 Road to the Mandeville Village Centre and from the Mandeville Village Centre to the Mandeville Sports Club.
- Connecting Ohoka and Mandeville and Oxford to the other pathways that link communities such as the Passchendaele Pathway and the path to Christchurch. This could make the Waimakariri a walking and cycling destination similar to the Otago Central Rail Trail. However, the Board believe that it is important to put a basic network in place before funding is spent on creating an extended destination network.

The Board wish to propose the following amendments:

- **The proposed cycleway along Tram Road to Oxford should rather be developed along North Eyre Road instead.**
 North Eyre Road is a much safer route which cyclist of all levels could use, and pathways around West Eyreton School have already been developed. There is also a base for pathways along North Eyre Road due to the old railway line. The Council may even consider including historical sites from the past railway along the way to add interest in the route. Also, the West Eyreton domain could serve as a stop along the way or could be a destination to be bike to. In addition, the extension of the pathway along North Eyre Road would further safely connect the West Eyreton and Swannanoa Schools.

The Board wish to propose that the following be added:

- **Development of pathways to connect schools within the 3.2 kilometre bus exclusion zone**
 Walking to school positively impacts children's mental and physical health and alertness. Although many urban school children have the option to walk to school, rural school children do not have the same opportunity due to the lack of safe walkways and/or cycleways. Allowing children to walk or cycle to school helps promote their independence and open up their community to them to access. The Council is therefore urged to develop pathways to connect schools within the 3.2 kilometre bus exclusion zone. Currently students who live within this zone have to be dropped off and collected from school as there is no public transport or other safe alternative.

Developing pathways in the bus exclusion zone will connect communities and reduce our reliability on vehicles thereby reducing our carbon footprint. It would further provide safe recreational path usage for those who want to go for a run, family walk, family bike rides. Allow children to grow up knowing that there are alternatives to just using cars even in our rural communities may help break the cycle of the reliability on vehicles.

- **The following roads in the block around Swannanoa School should be prioritised:**
 - Tram Road extended to the Mandeville Village Centre.
 - Two Chain Road to North Eyre Road.
 - North Eyre Road between Two Chain Road and five cross roads intersection.
 - Along No 10 Road to Tram Road.

- **Safe crossing zones should be created to allow people to cross from the north side to the south side of Tram Road to access the path.**

- **High Street from Main Street to Harewood Road/ Harewood Road from High Street to Main Street, Oxford**

These two areas have been described in the Plan as a cycleway - Medium Confidence. However, the Board has previously advised that location is now used extensively by pedestrians/walkers. Therefore from the end of the residential area in High Street, Harewood Road to Park Avenue needs to be a shared pathway on the grass verge.

The north side of Harewood Road from Park Avenue to Burnt Hill Road is zoned Residential, without a footpath. The Board therefore believe it should be a pre-requisite to have a formed sealed footpath in this area, as it is Council's policy to have a sealed footpath along one side of the road in urban areas. The Board asked for a new footpath to be laid along Harewood Road in its submission to the 2021/31 Long Term Plan, however, this currently falls outside of the four year plan.

- **Main Street, Oxford**

As the Council is aware the business area up to and including the three pedestrian crossing has been a contentious matter in the community with the current speed limit and the environment. It is a Board priority to make Main Street safer. The Board therefore believe that by narrowing Main Street to incorporate a high confidence cycleway should be done with just sharrow markings with double arrows. These markings indicate a shared-lane environment for cyclists and motorists. They also assist in positioning cyclists on the street and clear of hazards such as car doors. In addition, sharrow markings indicate that motorist should be aware of cyclists. A painted cycleway on the road, with vehicles parked along the kerb may not make it safer.

- **Semi-rural Areas**

For too long rural communities have been left out of the Walking and Cycleway Network Plans. Serious consideration therefore needs to be given to the paving infrastructure that is provided for semi-rural residence, such as the Mandeville/Swannanoa area. Infrastructure should be developed so that semi-rural residents have alternative options than using motor vehicles to take their children to facilities and schools. Further development in these areas will inevitably occur, and the demand for such infrastructure will become increasingly necessary. The Council may wish to consider introducing targeted rates in these areas for the development of footpaths.

In conclusion, the Board wishes to note that with technology and vehicle changes, electric bikes will become far more common place. This will allow people to travel further distances on their bikes. Having the infrastructure to support this is certainly something that we would support for future proofing our communities. However please do not forget our more rural communities when planning for this.

Thank you once again for the opportunity to comment.

Regards



Doug Nicholl
Chairperson
Oxford-Ohoka Community Board

Contact: Thea Kunkel, Governance Team Leader com.board@wmk.govt.nz
C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440.

23/06/2022

The Canterbury West Coast District of the NZAA believes that connecting Woodend and Kaiapoi by a cycleway is priority 1 in the development of the cycling network. It is our view that all modes of travel are important, and that safety of users is paramount.

The carriageway of SH1 north of Kaiapoi that cyclists must use is narrow with adjacent drainage channels. Traffic daily count on SH1 south of Woodend was 19,412 in 2021 (Waka Kotahi State Highway Monitoring) and is likely to be significantly over 20,000 by the time of installation of a new cycleway. 8.8% of this is recorded as being Heavy Vehicle. SH1 is not a safe option for cyclists. We would favour this ahead of current priority 1 options in the absence of the Woodend Bypass. The only alternate route (rather longer) available is via Tuahiwi.

Kaiapoi is currently connected with Rangiora using an off-road cycleway avoiding Lineside Road with a lower traffic count of 14,643 in 2021 (Waka Kotahi State Highway Monitoring).

Woodend is currently connected with Rangiora using an off-road cycleway adjacent to the Rangiora Woodend Rd for which no count is available.

This would be the third and final connection between the three main population areas in the district.

Otherwise we support the plan believing that the voice of using cyclists should be paramount.

We have concerns about some of the engineering of cycle-ways that have been built in Christchurch and look forward to the opportunity of considering this aspect as engineering design is developed. In particular, where cycle ways are sharing road space, our desire is to see use of "softer" forms of delineation where a physical kerbing solution might be sought over painted lane markings. We believe that solutions other than rectangular profile concrete kerbs have considerable advantage for cyclist safety, minimising accident risk and also damage to cycles and motor vehicles.

We also favour the minimisation of loss of roadside parking.

30 June 2022

To: Allie Mace-Cochrane
Waimakariri District Council

Feedback on Draft Walking and Cycling Network Plan

Thank you for the opportunity to provide feedback on the draft Walking and Cycling Network plan.

The Waimakariri Access Group (WAG) promotes access to public places, spaces, information and facilities in the district and a barrier free environment for all people within the District.

Priority

WAG would like to see areas where pedestrians and cyclists are currently required to travel on the edge of the road to reach services and facilities have some priority. One example is Tuahiwi. This would be of great benefit to the community to have safe paths within the township to move around and then extended to connect with the shared path on Rangiora Woodend Road. People could then safely travel to Rangiora or Woodend or connect with public transport on this road. There may be other areas where a path could help people access public transport or services and facilities and they should be also be included.

Accessibility

All paths should be easily accessible for all and also be well maintained including:

- No barriers that restrict wheelchairs, strollers or mobility scooters or could be a safety hazard
- There should be no obstructions, either permanent, or temporary like wheelie bins
- Should preferably be sealed with good edging that keeps the grass and weed creep away. If it is a lesser used path this should, at the absolute minimum be well compacted, with good edging and well maintained, particularly after rain
- Hedges and trees bordering paths kept trimmed back off the path
- It would be great for all users if there was some seating at mid points or where there is a scenic outlook to allow users to rest and break their journey
- Paths not in a shady position where ice may form and not be seen on a winters morning

Width of paths

Separated paths are recommended as a first option.

Shared paths are challenging for those who have impairments and can create conflict between pedestrians and those that travel faster e.g. commuter cyclists, e-bike users, mobility scooter users. A pedestrian being hit by a cyclist going 30km/h is likely to suffer serious injuries.

Shared paths should only be implemented in appropriate locations and be of sufficient width as per Waka Kotahi guidelines, which in turn refer to Austroads Guide to Road Design Part 6A Paths for walking and cycling.

Given the fast uptake of e-bikes for both recreational and commuter use over the past couple of years and the focus on reducing car trips it is likely paths will be increasingly popular. Any shared path put in place where there is likely to be a mix of uses should be made wide enough to safely allow a cyclist or mobility scooter user to go past others safely, for example families on bikes, joggers, dogs being walked, e-cyclists.

If at all possible, shared paths should have the ability to be widened in the future to make separated paths, if usage and safety issues demand.

Where pedestrians are required to cross shared paths i.e. to access a road crossing, the priority should be for pedestrians. Where cyclists enter and exit the road there needs to be directional Tactile Ground Surface Indicators in safety yellow colour across the opening of the cut down to keep pedestrians from inadvertently entering the roadway.

If users need to cross a road to access or continue on a path, there must be a safe way for them to cross.

Information about paths

Information should be easily available about all paths, including existing ones and those that are in the Te Kōhaka o Tūhaitara Trust area. It must be able to be easily read, both in terms of size of print, colour of print, background and layout, and should include:

- Where toilets are and if they are accessible
- Where the nearest carparking is
- Accurate information on length in km for each section
- Accurate information on the accessibility for families, strollers, wheelchairs, etc
- Accurate information on the ease of use of the path e.g. can a child on a balance bike do it, is the whole path of the same surface, is there any on-road section, etc.

Signage

Good directional and information signage both on the path itself and where necessary with actual signs, particularly showing if the path is a shared path, pedestrian only, or cyclist only, and direction of travel, if needed.

For ease of understanding all signage, whether in signs or painted on the path needs to have a strong contrast between the words or pictures and the background. There should be signage as reminders where another path joins or crosses which may be used differently. However, signage on paths can be confusing for those who have cognitive impairments and can appear to be changes to those who have low vision, so there does need to be consideration on the placement of signage on the paths.

Signage on existing paths may also need to be reviewed.

Education

Please consider some videos and social media posts on shared path etiquette and how to be considerate of other users, for example when someone comes up fast behind people who may not be aware of them.

A key thing to be mindful of is that not all disabilities are visible and this should be included in messaging to try and encourage people to be considerate and mindful of all other users on the path.

Also, some education on the usage of the different types of paths, and why it is important for vehicles not to park over the paths would be helpful.

If you have any questions about anything around accessibility, please do not hesitate to make contact with us at waimakaccess@wmk.govt.nz

Thanks



Shona Powell

Acting Chair
Waimakariri Access Group (WAG)

E-mail: waimakaccess@wmk.govt.nz

Phone: 021 0231 6152

Allie Mace-Cochrane

From: Woodend Community Association <woodend.community.association@gmail.com>
Sent: Tuesday, 28 June 2022 5:22 PM
To: Allie Mace-Cochrane
Cc: Don Young; comboard@wmk.govt.nz;
Subject: Feedback on the Walking and Cycling Network Plan

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

Attention: Allie Mace-Cochrane
 Lets Talk – Walking and Cycling
 Waimakariri District Council
 Private Bag 1005
 Rangiora 7440

Dear Allie,

We were pleased to meet you and Don Young at the Woodend Community Centre where the Walking and Cycling Network Plan was revealed and open for consultation. We note that the Woodend – Kaiapoi section via Sandhill Road is listed as Priority 2 and could therefore be 4-7 years away. We believe that this route is more urgent than that and would advocate for it to be allocated a Priority 1 status for the following reasons:

1. The only present route to Kaiapoi for walkers and cyclists is via State Highway One, an 80kph highway with 20,000 cars per day, a deep ditch on the east side and extremely dangerous for anyone who attempts it. This is something people obviously feel, as very rarely do you see a cyclist on this stretch of road. **This route is a clear and present danger and an alternative is needed urgently**, not 4-7 years away as in Priority 2.
2. Students from Woodend, Pegasus and Waikuku are zoned for Kaiapoi High School **but cannot choose to cycle to that school because of the danger to life and limb**. Woodend Primary has 400 plus students and Pegasus 450 plus. People are being encouraged to cycle for environmental reasons and yet these youngsters are being denied the privilege of cycling to school. Additionally with the rapid population growth occurring in the area the numbers using the proposed cycleway will rise exponentially.
3. Presently the Cycleways Network links Rangiora to Woodend and Kaiapoi to Rangiora. **Woodend to Kaiapoi is the missing link. Completing the triangle** would make for a safe and pleasant round trip of the area, taking in the sights, and would be well used.
4. Woodend to Kaiapoi is also the missing link in the National Cycleway of North Cape to the Bluff.

We would also like to advocate for improvements to Sandhill Road itself, as it is at present, quite dangerous for cyclists with limited visibility, narrowness and a 60kph designation.

We understand Council has a hard choice to make regarding Priorities, but we feel the current dangerous situation on State Highway 1, coupled with completing the Triangle warrants the Woodend-Kaiapoi Link a Priority One.

Woodend to Ravenswood/Pegasus Roundabout

We would also like to see a cycle/walkway between Woodend and Pegasus/Ravenswood roundabout on SH1. This is a real safety issue and should be given the utmost priority.

The Community Association requests that the proposed priority level of 3 should be changed to a priority level 1. This is an extremely busy section of SH1 and is unsafe for the people that want to traverse this section of road. This is not just adults confident in their abilities along this stretch of road, it includes caregivers pushing strollers and children cycling and walking. It is important to note that there is no bus that is a suitable alternative for those who wish to travel between Chinnerys Road and the Pegasus/Ravenswood roundabout. The only safe way to travel at present is by private vehicle. No bus stops are within this length of road and there is no footpath north of Chinnerys Road. This means that those wishing to get to the St Barnabas Anglican Church for church services or for activities like youth groups or baby groups from either direction have no choice but to walk or cycle along SH1 or drive, if they have a vehicle available.

See the map below.



Overall, the Association would like to see the current paths connected before new ones are considered. All of the above cycle/walkways fit this criteria.

Residents have been asking for these connections so we know they would be in demand and would provide cycling and walking opportunities for a wide range of users including commuters, recreational users, families and the youth.

Our Woodend Community Association contact person for this issue is:
Doug Wethey

Yours faithfully,

Kris Stacey
Secretary-Treasurer for Woodend Community Association
c/- WCA,

President: Mark Paterson -



119

Swananna

119

Sports Centre

Whites Road Area

- Kennedy's Road
- Woodfields Road
- Main Drain Road
- Mandeville Road
- Whites Road
- Swananna
- Winter Road
- Longview Lane
- Whites Road Area
- Sports Centre
- Mandeville North
- Whites Road Area
- Sports Centre

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

To the Mayor and Councilors of Waimakariri District Council, in the matter of the WDC 2022 Walking and Cycling Strategy
 We the undersigned ask that the 2022 three-year plan include provision for a Family/Low confidence cycleway and / or path
 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Ruby		
Leigh		
Andy		
Ben		
Sue		
Rod		
Rachael		
Bridget		
Lynette		
Helen		
Dave		
Danna		
Lasmai		
Keith		
SHANT		
Jan		

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Date ...17/6/22...

Name	Phone	E-Mail or physical address
Nicky		
MATT		
Rebecca		
melanie		
SOPHIE		
Andrew		
Jeanette		
Murray		
Doug		
Jason		

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Date 17/6/22

Name	Phone	E-Mail or physical address
<u>John</u>		
<u>Louise</u>		
<u>David</u>		
<u>Ben</u>		
<u>Dale</u>		
<u>Ben</u>		

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

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Date 17-6-22

Name	Phone	E-Mail or physical address
Shenna		
Shayne OLIVER		
KATE		
Kelly		
Danny		
JANES		

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

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 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Alisha		
Ryan I		
Cathy		
Sophie		
Sophie		
Cassidy		
Cordie		

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 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Fleur		
Morgan		
Alan		
Gareth		
Mel		
Monique		
Casey		
MICHAEL		
Sabina		
Eleanor		
Tara		
BRENT		
STEVE		
Bridger		

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

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Date

Name	Phone	E-Mail or physical address
Jess I		
PETER		
Andrew		
Annabelle		
Jess ✓		
James		

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

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 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Morgan		
Aaron		
Michael		

WAIMAKARIRI WALKING AND CYCLING NETWORK PLAN PETITION

To the Mayor and Councilors of Waimakariri District Council, in the matter of the WDC 2022 Walking and Cycling Strategy
 We the undersigned ask that the 2022 three-year plan include provision for a Family/Low confidence cycleway and / or path
 from Leigh Camp corner to Loburn School in the new plan.

Date

Name	Phone	E-Mail or physical address
Catherine		
Glenn		
Katie		
Rachel		
Susan		

I / we ask that the 2022 WDC three year plan include provision for a low confidence shared cycleway / path from Leigh Camp to Loburn School.	Name	Any comments or questions.
Yes	Guy I	
Yes	Rebecca	
Yes	Ben	
Yes	Amelia	
Yes	sellina	
Yes	Kylie	
Yes	Glen	
Yes	Kelly B	
Yes	Cláire	
Yes	DIANN	
Yes	J	
Yes	S	
Yes	Keighle	
Yes	Jan I	
Yes	Brett	
Yes	Rachel	
Yes	Rachel	
Yes	Suzy	
Yes	Anna	
Yes	Katheri	
Yes	Rae	
Yes	Debbie	
Yes	Marsha	
Yes	Leanne	
Yes	Ben	
Yes	Derek	
Yes	Leigh	
Yes	James	
Yes	Jenny	
Yes	Sue	
Yes	Phillipp	
Yes	Sandie	
Yes	R	
Yes	Merrin	
Yes	Joanne	
Yes	Vanness	
Yes	Kairina	
Yes	Emma I	
Yes	Jasiah	
Yes	Alison	
Yes	Helene	
Yes	Keimari	
Yes	Jason I	
Yes	Andrea	
No	Rachel	
		The culverts on Hodgsons road are extremely dangerous and we cannot walk to school although we live a couple of hundred meters down the road. It's also dangerous for children bik
		My children would cycle to school regularly if this cycleway isn't built
		we need cycleway to Rangiora
		Let our children travel to school in a healthy and SAFE way
		I travel on this road, when heading into Rangiora. I have often wondered how there has never been a child killed on this road. Walk and cycle trails are s must.
		I have driven past several students cycling on the road from school and it is very unsafe as there are blind corners and traffic is travelling too fast.
		This is so necessary as not enough width on the road for junior walkers and riders let alone adults. Terrifying bike riding these roads.
		Would love to have a footpath from the school to the Leigh motor camp. There are a lot of school kids in the mornings and afternoons who would benef
		Move the 80k speed zone back to St Bridgid church on Loburn Whiterock Rd to reduce speeds at the main intersection with Hodgson Rd
		Long overdue for a cycleway
		This is a wonderful odea as lots of kids bike to school on these roads and its extremely dangerous at present.
		I have cycled this route many times and have found it to be very risky especially at peck times. Drivers tend to cut in on the bends which pushes cyclist into the rough edge of the road.
		Great idea for the children to have a safe way to get to school since there is no bus route this side of the school.
		This is a much need thing to make it safer.
		Seems ilke it would be a huge expense for only a small amount of users. Would rather see lineside road being upgraded, mulcocks road Intersection made safer. Intersection fishers/s

Mayor Dan Gordon
215 High Street
Rangiora, 7400

28.06.22

Dear Mayor Dan Gordon,

I am writing to insist that you put a cycle path from Leigh's Camp to Loburn School. At the moment students do not feel safe walking and biking to school. With a cycle track we can change this for the better. My reasons are simple and clear, a cycle track would make biking to school safer, better for the environment and could be used by all the community.

Firstly, a cycle track would make biking to school safer. As evidence, once I was biking to school and as I was crossing the culvert a big truck came past and did not move over. It barely missed me and after that I have felt uncertain about biking to school. Are we supposed to keep walking and biking to school in fear of being hit? With a cycle track I would not need to bike on the road and there would be less risk of trucks and cars hitting me and near misses would not occur. In 2019, 269 children were hospitalized for traffic-related injuries. It would be a tragedy if one of Loburn School's students were hit by a truck or car while traveling to school on a bike. Most parents do not want their kids biking or walking to school because of the risk involved but with a cycle track parents would feel secure about their kids biking to school.

Secondly, a cycle track would be better for the environment. At the moment lots of cars are the mode of transportation to schools. If we had a cycle track more students would bike to school. This means that less Greenhouse gasses emissions would be in the air. For instance cars produce about 4.6 metric tons of carbon dioxide per year, a cycle track would cut down on our schools Greenhouse gas emissions, on a whole, making our schools carbon footprint dramatically decline. I am sure you have noticed that the environment is dying because of cars and Global Warming, with the addition of a cycle track we can reduce Loburn School's harm to the environment.

Lastly, a cycle track could be used by the whole community. Many people in the Loburn school community go for walks and go for bike rides. A cycle track would help those people keep safe and encourage more people to keep active. Thankfully there have not been any accidents in the Loburn community and we would like to keep it that way. With a cycle track we can keep safe while keeping active not just students on the way to school but people in the community too.

In conclusion, building a cycle track would reduce risk, be much better for the environment, and allow the community to stay active while keeping safe. The addition of a cycle track would make biking to school safer and more parents would let their children bike to school if they knew they would be safe. If more students biked to school our environment would benefit greatly. The Loburn School community would be safe and keep active if a bike track was built. The whole Loburn area would be extremely grateful if a cycle track were built. Be the person that keeps our community safe.

Yours Sincerely,

A

Yr 8 Loburn school student
79 Hodgson road
Loburn 7472

Mayor Dan Gordon
215 High street
Rangiora 7400
27th of June 2022

Dear Mayor Dan Gordon,

I am writing to insist that you put a bike lane from the Fishers road and Barkers road intersection past Loburn school to lees camp. Our school also needs better signs trucks rush past our school and don't slow down at all.

Firstly, a bike lane would make the road so much safer for cyclists. According to the Waka Kotahi Nz transport agency, hazards like parked vehicles, potholes, glass, litter and opening vehicle doors may cause cyclists to veer off-line and move into your path. Because of this, give cyclists plenty of room when passing them. Ideally, allow at least 1.5 metres between you and the cyclist. I know that the trucks by the school don't follow this code, and that puts the cyclists in danger of getting run over or knocked off the road.

Secondly, there are too many accidents involving trucks and cyclists according to Te Manatū waka ministry of transport. In 2020 **61** people died, **166** people were seriously injured, **631** people suffered minor injuries. All of these deaths and injuries are from the cause of trucks.

Lastly, our school needs better signs. One of the signs we have is a solar powered light up 60, so the trucks know to slow down. 1: they never follow that and 2: it's in the shade so it hardly ever lights up. We need these signs because trucks and cars go way too fast past our school, if someone tripped up the trucks would not be able to stop fast enough.

In conclusion, if this doesn't happen we might see a decrease in the students at Loburn School.

Yours Sincerely,

Yr 8 Loburn School Student
79 Hodgsons Road,
Loburn 7472

Mayor Dan Gordon

215 High Street
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist you put a push bike path starting at Fishers Rd then going up Barkers Rd before cutting onto Swamp Rd and heading all the way up to Loburn School. My reasons are simple:

Firstly, is to keep the bikers and walkers off the road because cars and trucks might not see them and not give them some space making them either get run over or causing them to crash, which isn't good. In the last few months there have been a few near misses and cyclist crashes. It would be a tragedy if somebody was hit by a car.

Secondly, my next reason is to have a faster travel to school so bikers don't have to deal with all the cars and weird gravel and rocks, another reason is it would be better to keep people biking all over the place and going on plants and maybe destroying wildlife but if there was a path then they could stay on the place and know where they have to go.

Thirdly, my reason is its good for the environment to build a bike path because as I said before, people wouldn't be running over plants and wildlife and if there was a bike path more people would want to bike meaning less pollution in the air, less traffic allows for more parking spots and isn't loud riding around different roads. I'm sure you have noticed people in their loud sports cars versus a few kids on their push bikes, there is a big difference in noise. In addition the cars are polluting gas fumes into the air while the kids biking is not.

In conclusion there should be a bike path to keep safe, to make travel faster and to help save the environment. Thank you.

Yours faithfully,

Yr 8 Loburn School Student
79 Hodgsons road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist that you make the roads wider for pedestrians to be able to walk to school safely instead of walking on the grass.

My reasons are that students wouldn't get soggy and wet shoes when walking to school, they would be a lot safer and children would have somewhere to walk instead of on the road.

Firstly, widening the road would make it safer for students to walk or bike to school because they wouldn't be walking or biking on the road where trucks drive past. Trucks and cars wouldn't be giving people biking or walking frights and injuries wouldn't happen. Over the past years the number of preventable deaths from cyclist incidents increased 16% in 2020 and have increased 44% in the last 10 years, from 873 in 2011 to 1,260 in 2020. At the same time, the number of preventable nonfatal injuries has declined 39%, from 536,412 in 2011 to 325,173 in 2020. If we were to add a path it would help to stop increasing this data.

Secondly, children would have somewhere to walk instead of on the road. Without a walking or biking track there could be accidents and injuries which would be a tragedy. I'm sure that the Loburn School students would be happy, excited and feel a lot safer to use the new path if it were to happen.

Lastly, Loburn School students wouldn't have to deal with having wet and soggy shoes all day and cold feet if they had a path to walk on, I'm sure nobody would like to have wet shoes.

So please help us by putting a pathway for Loburn school students to walk to and from school.

⌋

Yr 8 Loburn School Student
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you make the path outside of Loburn School wider and longer. I want the path where we cross the road next to the school to be wider, so my principal doesn't make us bike in the muddy grass and get all dirty. In addition, when we get dirty we bring all of the mud into the classroom and spread it around dirt. We also bring the mud into our houses.

I would also like you to make the path longer so we don't get hit by coming traffic or little rocks. For example I have bruises from a rock that got flicked up and hit while we were biking on the road. Make the path go from our school to swamp, hodgsons, fishers road so we don't get hurt.

Furthermore, when the road is wet water cars come past and cover us in water and then we go into the class drenched so making ditches or water drains on the side of the road would help take some of the water off the road.

We would be really happy if you could make the path longer for all of the kids who walk or bike.

Yours sincerely,

|
Yr 7 Loburn School Student
79 Hodgsons Road Loburn
Loburn 7472

Mayor Dan Gordon
215 High street
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist that you build a bike track from Loburn School all the way to the start of Round Hill Road because I think it would be much better and safer not only for the bikers but the cars and trucks too. This will also result in more people riding their bikes to places which is better for the environment.

This is will be safer for the bikers as well because sometimes the truckers don't slow down and when it gets wet it gets slippery and that can cause disasters and problems very fast. I think you could build it from here to Round Hill road because most of the people that bike to school are in that area.

This will also be helpful and less dangerous for all of the drivers because they won't have to worry about kids biking along the road which will result in almost no accidents with bikers in this area.

Yours Sincerely,

Yr8 Loburn School Student
73 Hodgsons Road
Loburn, 7472

Mayor Dan Gordon
215 High Street
Rangiora7400

28/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you allow our school to have a bike lane for the students that bike to school and walk to school so that we feel safe biking and walking to school and home from school because I don't feel safe until I get to the footpath because there are a lot of trucks that go by me on my way to and from school.

I have had some bad experiences on the road but this one is the one I will never forget. I was on my way to school and a truck nearly knocked me off my bike. It came past 115 KM and I just about fell off my bike. It gave me such a fright I jumped out of my skin. That is why we need a bike lane. A bike lane will make a lot of students want to bike to school which is better for the environment. I would like to see a lot more people biking. I hope you take this letter into consideration. I don't feel safe on the road. 130,000 people get injured a year. That's insane, it should be at most 30,000.

Yours Sincerely,

Yr 7 Loburn School Student
73 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7472

27.06.2022

Dear Mayor Dan Gordon,

I am writing to insist on a path for biker's and walker's from Leigh's camp to Loburn School.

Firstly, it is better for the environment because of all the gasses from cars. Even though not everyone will bike it will encourage kids to bike and not use cars as much to travel to and from school every day. So I think it is a great idea and many more students will start biking and walking to school. Without a doubt biking is way better than driving. Students will also feel safe biking to school because they are not biking and walking on the main road next to busy traffic and fast trucks.

Secondly it is safer for people to walk and bike to school, lots of people are killed riding bikes and walking because of motor vehicles and how many families are ruined. What if one of your kids were walking to school and they got hit by a car or truck and that is why I think that you should put in a bike track so many kids can bike and walk to school.

Lastly, even if you aren't using it to get to school , a lot of people can use it on a day to day basis. If you want to walk over the Makerikeri bridge then you could be stuck on one side for hours but with a path you don't have to wait.

Yours sincerely,

**Yr 8 Loburn School
79 Hodgsons road
Loburn 7472**

**Mayor Dan Gordon
215 High Street
Rangiora 7400**

27.06.22

Dear Mayor Dan Gordon,

I am writing to insist that you put in a pedestrian crossing right outside our school. My reasons for this are: the cars will stop, it makes teachers jobs easier and students don't have to wait that long and the cars will slow down and take care when driving past our school.

Firstly, we need a pedestrian crossing because the cars will have to stop, when they stop it slows them down and they take more care driving past our school which means the students and parents are safer when crossing the road.

The cars driving past our school go pretty fast and if one of the students didn't look properly and a car was speeding through, they would get killed or really badly hurt.

Secondly, we have teachers that stand out at the front of school in the mornings and after school. When the teachers stand out there after school they have to walk back and forth crossing children over the road and making sure they are safe. When we have a pedestrian crossing there would still be someone out there just making sure they are safe crossing and that the cars are definitely stopping. It would make their job be over and done with quicker because the cars stop to let them across which means everyone goes home quicker and the teachers don't have to stand out there for ages. Especially since it's winter it's really cold and wet.

Thirdly, The cars driving past will see the pedestrian crossing and take more care. They will slow down and not speed past. The students and teachers will be safer when crossing the road. When someone slips over on the road I think having a pedestrian crossing would help because the cars would have already stopped and slowed down so the student that had fallen over would be safe and not killed or injured even more. When we have a pedestrian crossing, students and parents get home faster and don't have to wait that long to cross the road.

Mayor Dan Gordon, loburn School is already an amazing school.

Please make it even more so by making a pedestrian crossing right out front of school and students and teachers will be safer when coming to and from school!!

Yours sincerely,

Yr 8 Loburn school
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400
27/06/22

Dear Mayor Dan Gordon,

I am writing to insist that you put a pedestrian crossing right in front of Loburn School. My reasons for this are: we need a pedestrian crossing because it will make it much safer for pedestrians to cross, with a pedestrian crossing cars and trucks will have to stop, it will make cars and trucks drive slower as they pass the school. We also need to add a bike/walking track at the side of the road. Then people can safely bike and walk to school. With a track people won't have to worry about getting run over and they won't have to bike/walk on the road. If we were to add a bike/walking track it would be more environmentally friendly.

Firstly, we need a pedestrian crossing because it will make it much safer for pedestrians to cross. According to pedestrian profile 65 pedestrians on average are killed each year in NZ and 1,000 are seriously injured. With a pedestrian crossing, cars and trucks will have to stop. Cars and trucks are always speeding past and not reading the signs. Furthermore, if someone was crossing the road and a car was speeding past they would not be able to stop in time. My last reason for why we need a pedestrian crossing is that cars and trucks would drive slower because there would be a sign telling them to approach slowly and the metal bars at the pedestrian crossing would swing across so cars and trucks would have to stop. The cars and trucks would drive slowly therefore making it much safer because they would be able to see where they are going and be able to stop.

It is certain that we need a bike/walking track leading from Leighs Camp, past the school and down to the intersection at Barkers and Fishers Road. It would be much safer to bike and walk to school. Another reason why we need a bike/walking track is that we If we were to add a bike/walking track, People would not have to worry about going on the road and It would encourage more people to bike and walk to school more. It would be more environmentally friendly because less people will use their cars.

In conclusion, we are in need of a pedestrian crossing and a bike/walking track. It would make the school zone area a whole lot safer and it would prevent the risk of injuries and deaths.

Yours Faithfully,

Yr 8 Loburn School
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

28/6/2022

Dear Mayor Dan Gordon,

I am writing to insist that you put a pedestrian crossing right outside our school. My reasons for this are: Cars slow down when they come to a pedestrian crossing, cars will take more care when driving and students and teachers are safer and get home quicker.

Firstly, when we have a pedestrian crossing cars will slow down. When the cars slow down the students can safely walk across without rushing before a car comes round the corner. Cars speed past our school without thinking to go slow because anyone could just walk out onto the road and get hit and probably get killed and injured.

Secondly, when driving past our school and seeing a pedestrian crossing cars will slow down and take more care and drive slowly. When they stop at the pedestrian crossing it slows them down and they can't speed past. Having a pedestrian crossing would really help the school because students and teachers will be safer crossing the road.

Thirdly, after school we have teachers that stand out at the front of school and go back and forth crossing children over the road safely. I think having a pedestrian crossing would mean teachers' jobs would be over quicker and students and their parents would get home quicker and safer. It would also mean that the teacher would have to cross students over; they would just have to make sure the car had fully stopped.

Mayor Dan Gordon, our school is already great, but to make it even better we would love to have a pedestrian crossing at the front of our school to make it safer for the teachers and students to cross.

Your Sincerely,

Year 8 Loburn School
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am reaching you about tar sealing the gravel roads like Barkers Road and Yaxleys Road or even Stoney Flat Road. This would benefit me and the rest of the people who use the road, not just for biking to school but it's even good for cars because the cars spray rocks up and chip the paint which isn't good and even pop some tires and that can be deadly.

With tar seal there are way less potholes and potholes can pop your tires if you hit them. Tar seal roads are very good for the cars and you can go faster on your bike. With gravel if you go too fast you will slide from side to side and even off the road which wouldn't be good.

In conclusion, make the road tar seal and you will have less people in hospital with broken legs, arms or even nearly dead.

Yours Sincerely,

Yr 7 Loburn School
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

28/06/2022

Dear Mayor Dan Gordon

I am writing now to insist that you make a bigger walkway and a bike track from Loburn School to Loburn Whiterock Road.

My reasons are:

Firstly, If you are biking on the grass, and it is raining and wet, someone could slip on the road and that could cause an accident and that is not good.

Secondly, If there is a bike track it can save petrol and more people would do it, because petrol kills the environment, bikes do not use petrol therefore the trees shall live and so shall we.

Finally, If you have a bigger side walk it is less likely that a car will hit you so you can walk further from the cars.

Yours sincerely,

Year 8 Loburn School Student
79 Hodgsons Road
Loburn, 7472

Mayor Dan Gordon
Waimakariri District Council
215 High Street
Rangiora, 7400

28.06.2022

Dear Mayor Dan Gordon,

I am writing to you to insist that you put a speed bump outside of our school to make cars and trucks slow down, to make it safer for school students getting to and from school. My reasons are that trucks and cars don't slow down and find it hard to stop. It's dangerous for students to cross if there are cars and trucks whizzing past and having a speed bump slows down cars and then they are more aware of their surroundings.

Firstly, I think we need a speed bump because cars and trucks do not slow down for students crossing, they have to wait a long time for all the cars to go whizzing past. It is unfair that students have to wait so long just to get to school. Putting speed bumps in would slow them down and give the students more opportunities to cross, making it quicker and safer.

Secondly, It is very dangerous for students going to and from school because if a big truck comes past at speed then students will get pulled onto the road and could get run over or hit which is not safe. By placing a speed bump there it would make it less dangerous. In 2019, 269 children were hospitalized for injuries occurring from road incidents in NZ. It is sad that this is happening in our country and it would be terrible if that happened at Loburn. With a speed bump you could lower the chance of that happening here, which I'm sure you could.

Lastly, having a speed bump would force cars to slow down and be more wary of their surroundings, which could be students crossing the road. When you go slow it is easier to stop or slow down. Therefore if a child is crossing the road if you go slower they have more time to cross, especially the younger students.

In conclusion, I think having a speed bump would be very effective for creating a safer environment when going to and from school, something we have the right to do safely. I beg that you consider this and make a change for the better of the community. Be the person that helps our students feel secure. On the whole, putting a speed bump in would make our school a safer place. And all the students would feel so much better, much safer and secure. This is a simple and easy solution.

Yours Sincerely,

Year 8 at Loburn School
79 Hodgsons road
Loburn school 7474

Waimakariri District Council
215 High Street.
Rangiora 7400

27/06/2022

Dear Mayor Dan Gordon,

I am writing to insist that you put in a pedestrian crossing outside the Loburn School gate. My reasons are that people who are crossing the children over the road have to stop the cars to allow the children to cross the road, the drivers have to slow because they are going way over the speed limit and because they are going over the speed limit, there is not enough time to let students cross the road.

Firstly, the current road means that the teacher or parents might get run over on the road because the drivers are going over the speed limit. Even though there is a sixty sign down the road the drivers don't listen to the sign even though it says School Zone and the sign flashes 60.

Secondly If you could put a pedestrian crossing we can help put in some road patrol stations outside the school to make the crossing safer. Then even though there are trucks going past we can let them pass. But when there are just cars we can let a few past but stop some of them to let people cross the road more safely, we could also provide the road patrol teams. This needs to happen now because there could be more injuries on the road. If they see these signs they will know that there is a pedestrian crossing coming up so if there is a child crossing they will know to stop because they know there is a pedestrian crossing.

Finally, **This needs to happen now otherwise there will be a decrease in children around Loburn School and more injuries.**

Your's sincerely,

Yr 7 Loburn School Student
79 Hodgsons Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I am informing you about something that we need to do in the front of the school to make our school safer, which is a pedestrian crossing. My reasons are: it takes way too long to wait for all the cars to pass just to get across the road, if we get a pedestrian crossing, cars, trucks and other vehicles will have to stop and cars will have to slow down, kid cross the road without looking witch is a big problem

Furthermore, if we get a pedestrian crossing, cars will have to stop,slow down, making cars do the speed limit at 60 instead of 80 so the roads are safer for the school and the community also if they stop and slow down they will watch where they're going and what's happening in front of them, say if a kid fell down on the road the stopped car will see and then the kid would not be killed. To add on when kids cross the road without looking causing the cars to slam on the brakes but if we get a pedestrian crossing then cars won't have to say I'm on a break because I would already be stopped.

In conclusion, I think that putting in a pedestrian crossing should be considered for the front of Loburn School because it will make the road safer, we can get to and from each side of the road easily without any hassle, also it will slow down the speed of cars and it needs to happen.

Yours Sincerely,

Yr7 Loburn School Student
73 Hodgsons Road
Loburn, 7472

Mayor Dan Gordon
215 High street
Rangiora 7400

28/06/2022

Dear Mayor Dan Gordon,

I am writing now to insist that you build a bike/walking path to Loburn School. My reasons are easy, simple and true, here are three points on why you should make a biking path.

Firstly, we need a bike track because biking on the road as a Loburn School student living close to the school I sometimes bike to school on a good day. I had a scary moment once, when a large truck shot past me and the wind pushed me around a bit and I had to try extremely hard to stay upright.

Secondly, look at this 932 bicyclists were killed in crashes with motor vehicles in 2020. How do their families feel, that is 932 families ruined. How would you feel if your child got hit by a truck? think about that for a while.

Lastly, your community is dying, put an end to it, help schools out, someday soon if there is not a biking path someone is not going to turn up to school, people will phone their parents and they will come and find a broken body mangled by a truck's wheels, All that's left of their child, their friends and family, broken with grief will never be the same again. Just think on that.

Yours sincerely,

Yr 8 Loburn School Student
74 Hodgson Road
Loburn 7472

Dear Mayor Dan Gordon
215 High Street
Rangiora 7400

27.06.2022

Dear Mayor Dan Gordon,

I insist that in front of Loburn School we should have better drainage out on the current biking path outside the school.

We should have better drainage outside of the school because every time I leave the school my principal tells me to bike on the muddy grass so the people can walk on the path and my bike will be all muddy and we would be muddy before I got home and I would have to take the mud everywhere through the house to get to the shower than I have to clean the house which takes a long time.

My second reason is when I'm biking in the morning, the path outside of school is all iced up because of the water on the path and I can't come to a complete stop which I almost went on the road and crashed into a car and that was scary and if we had the drain I wouldn't be a problem.

My third reason is when the path is covered up in water I have to bike on the road and the cars go past and cover me in water from their tires and trucks go past and the wind almost knocks me over which was scary because I could have got killed.

Finally can you please put it in a drain because these experiences have been frightening and to think I could have been killed or badly hurt and it is not just me that has had these experiences.

Yours sincerely,

Yr 7 Loburn School student
79 Hodgsons road
Loburn 7472

Mayor Dan Gordon

215 High Street
Rangiora 7400

27.06.2022

Dear **Mayor Dan Gordon**,

I am writing to you to insist that you put a pedestrian crossing outside Loburn School. My reasons are simple firstly: If we have a pedestrian crossing it would help with the speed of cars along the road because they will have to stop at the pedestrian crossing.

Secondly: It would also help with getting to school quicker and you will be late waiting if you're waiting for cars to pass, and as the Mayor I believe that you know how much some kids need education.

Thirdly: It would help cars be more aware of students and teachers coming in and out of school because some cars go over the speed limit and that is a safety hazard. It is not hard to do it is just little but it is to a big cause. Some little things can go along way into helping the community and there could be an accident without the pedestrian crossing and we do not want kids seeing violence and death like that.

So please help keep us safe and putting in a pedestrian crossing outside loburn school will do exactly that.

Yours sincerely,

Student Yr 7
Loburn School
73 Hodgsons road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

Dear Mayor Dan Gordon,

I am writing to you to interest you in tar sealing Wallers Road. I could name three people off the bat who live on it that goes to Loburn School. The point is that tar sealing Wallers Road will stop probably hundreds of cracked windows per year. Just a few weeks ago we got a giant crack in our windscreen. Almost a month had passed and the window company still hadn't fixed it. It was only a few weeks ago they actually fixed it

The point is that Wallers Road isn't safe. Our family has almost crashed around one of the corners. Please help this road and tarseal it. The amount of potholes are herrendous especially when you are going to the brige side of the road, not the Carrs side.

So here are the factors: potholes galor, the corners are blocked so you cant see and you can get a crack in your windscreen so easily. It would be so good for every single home on Wallers Road if you tarseal it for all the people that live near the road.

Also Wallers Road is the one of the only ways I can get to school so please tarseal the road and make everyone happy.

Yours Sincerely,

Yr 8 Loburn School Student
79 Hodgson Road
Loburn 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

28/6/2022

Dear Mayor Dan Gordon,

I am writing to insist that you widen the road along Hodgsons Road by Loburn School. My reasons are: if a truck is coming and can't slow down they can hit pedestrians and bikers. My second reason is if a car or truck comes around the corner fast and can't see the bikers/ walkers they could hit them off their bikes and hurt them. That's why we need to widen the road. Reason three is because cars go faster then what they're supposed to along the road. Plus there are also no signs to warn you that there is a place that we use to cross the road.

I know that since pedestrains can get really hurt from tracks, how we have tracks zooming down a school zone and how pedestrains walk, run and bike on the road in the school zone, that it would be a good idea to widen the road for the padestrains and tracks so they were safer on our roads.

If you didn't know that since a lot of tracks go past Loburn School and they seem to not be following the speed limit and speeding up which can end up with some of our padestrains getting hurt. This is because cars can't see the speed limit sign so if you can please move it out of the bush.

Yours Sincerely,

Yr 7 Loburn School Student
79 Hodgsons Road
Loburn, 7472

Mayor Dan Gordon
215 High Street
Rangiora 7400

27,6,2022.

Dear Mayor Dan Gordon,

I am writing to you to ask you to think about adding a crossing to the road out near Loburn School. Most people from this school walk over to the school after they get dropped off but It's not safe. In this letter I am going to state four reasons why we should have a crossing.

The first reason is because some drivers never stop so kids have to wait in the freezing cold in the mornings and stay there until a nice person comes along and stops and then it takes 5-10 minutes to get warm again and they might have caught a sickness in the cold winter breeze.

The second reason is because some kids do not feel safe without a crossing because they feel they are in danger and afraid of being hit by a vehicle and if there is no teacher on duty to keep kids safe because they are early the little kids wont know when to go or when to stop.

The third reason cars slow down when they see a sign which says crossing coming up. It lets the car, truck, van and other cars know that kids are crossing and they need to stop so the kids could cross and go to school safely and that means the school is 10% safer.

The fourth reason is because I am sure you have noticed that cars have gone above the speed limit. For example, say a car was going 80km but the speed limit was 60km there was not a crossing so kids were crossing the road and the driver did not see the kids trying to stop and then the kids got injured. Now if there was a crossing the car would have stopped and that would be much much safer.

In conclusion,I beg you for a crossing on the road outside Loburn School to make the school a safer place and to make the school have less injuries because it would be a tragedy if there were injuries.

Yours sincerely,

Yr 8 Loburn School Student
79 Hodgson Road
Loburn 7472

Mayor Dan Gordon

143 High Street
Rangiora
7400

27.06.2022

Dear Mayor Dan Gordon,

My name is Matthew Monk. I am writing to persuade you to make a pathway next to the main road to Loburn school. A small path is already there but it cuts off when it hits the main road. I have three points to support this. My first point is safety, making a pathway for the kids would make the risk of the people going to school in the morning and coming home way less dangerous. For my second point I will be talking about the benefits for how it would be useful and used for us. And lastly for my third point I will talk about how biking and walking ect is better for the environment.

Firstly, picture this; you're biking alone in the frosty weather in the morning, you are so cold it isn't funny. You forgot your jacket in the morning so we're colder than ever. How would you feel when a massive truck comes zooming past you at 80km making you scream and nearly fall off of your bike, this happens to many of the kids that bike to school (including me). Making a bike pathway would eliminate the risk of someone really getting hurt by these fast moving vehicles. And make us feel way safer.

Secondly, this bike path will not just be used for going to and from school, it can be used for numerous ways for people who may just want to walk their dog or go on a run for fitness, maybe putting it in might encourage more people to get on the path and run. There are many more reasons for why a path would be an amazing way for fitness and going to school.

Finally, going back to my point where I said it might encourage people to go outside, maybe more kids will feel safer rather than get a ride in a car that uses petrol and is bad for the environment, and would want to bike to school with their friends on the new path. I'm sure many people would love to bike or walk to school knowing that they are safe from moving vehicles. And even more parents would want to know that their child is getting fitness and is safe from harm.

I have made many different reasons why making a path would be an incredible extension to Loburn School, it would make biking and walking to and from school so much safer and help

lots of people just walking around for something to do. Many people in the school would enjoy and respect this path. Thank you.

Yours Faithfully,

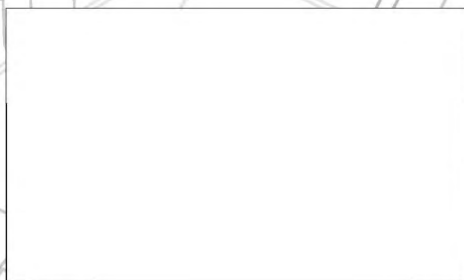
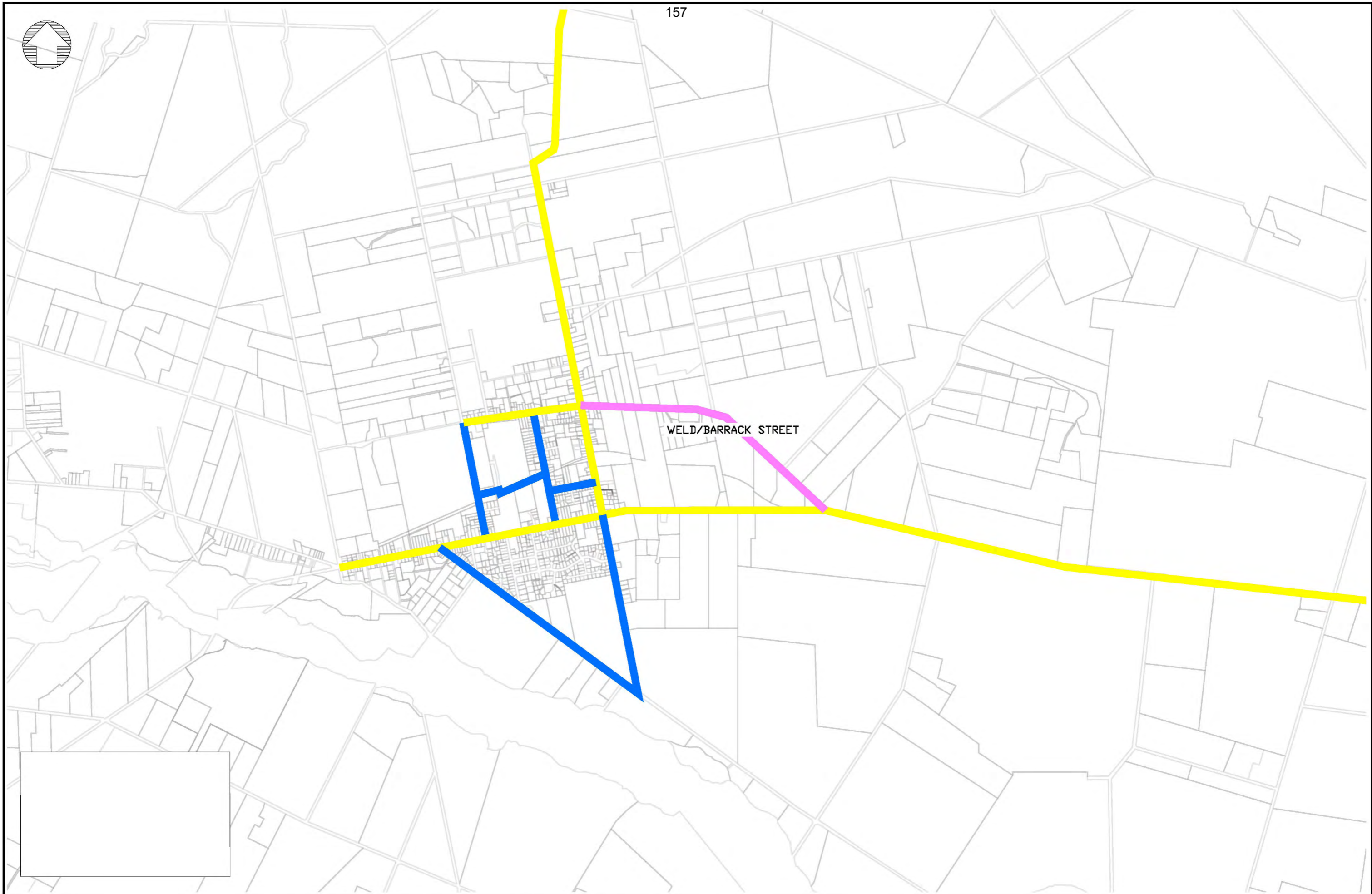
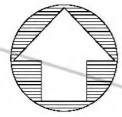
Print Out No. 3

Suggested Links from Consultation for the Walking and Cycling Network Plan

These maps show specific named links which were suggested from consultation for the Walking and Cycling Network Plan. These were considered by staff and either included or excluded from the Walking and Cycling Network Plan

The specific routes are included within the maps based on the number of requests received for the link, described in the table below:

	Priority Links
Purple	- More than two requests for the link
Pink	- One or two requests for the link



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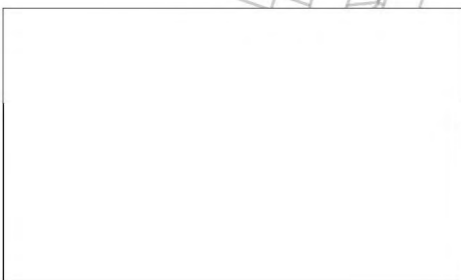
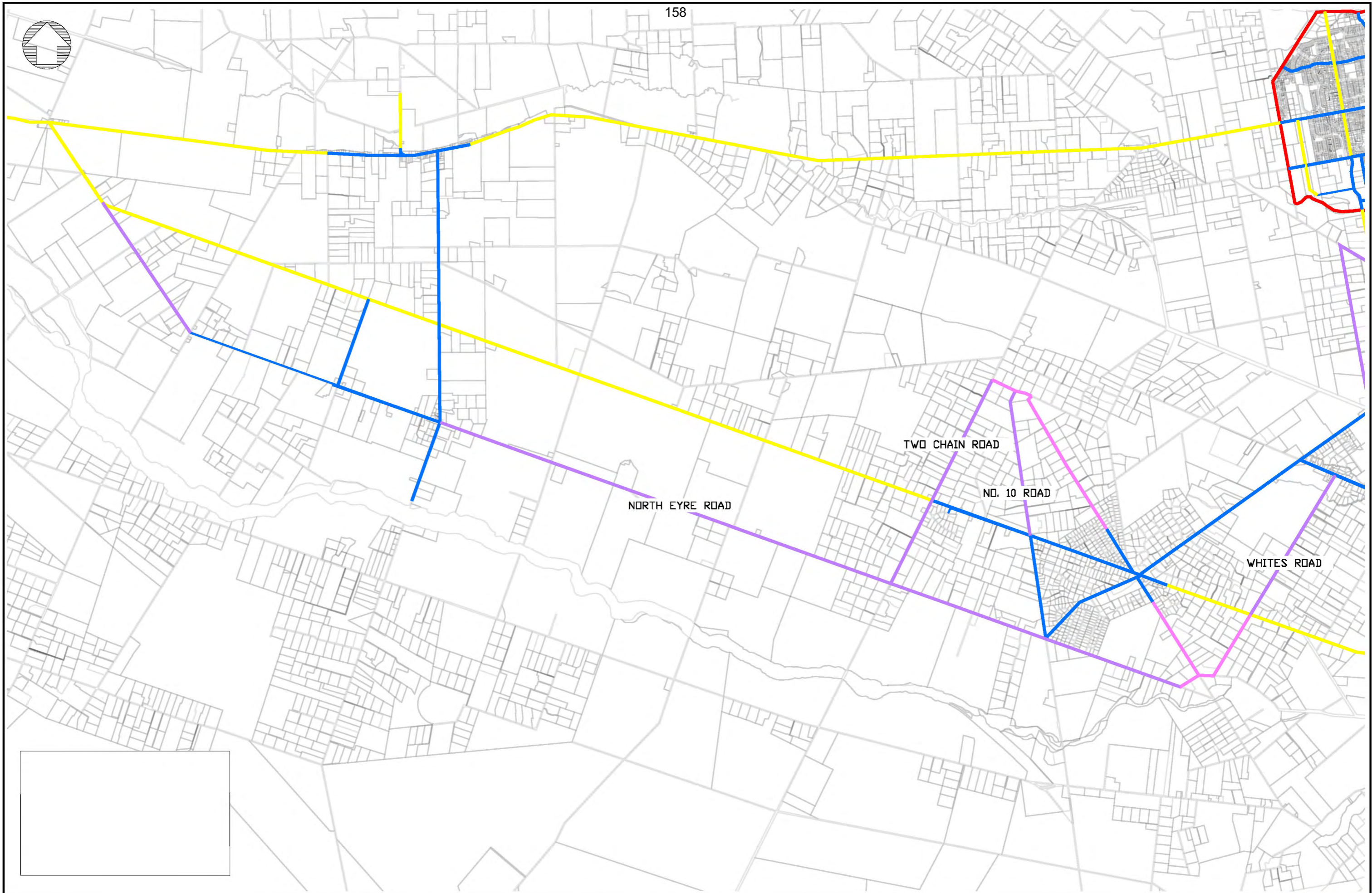
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DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	OXFORD
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
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SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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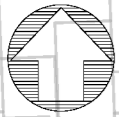
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APPROVED		VERTICAL	



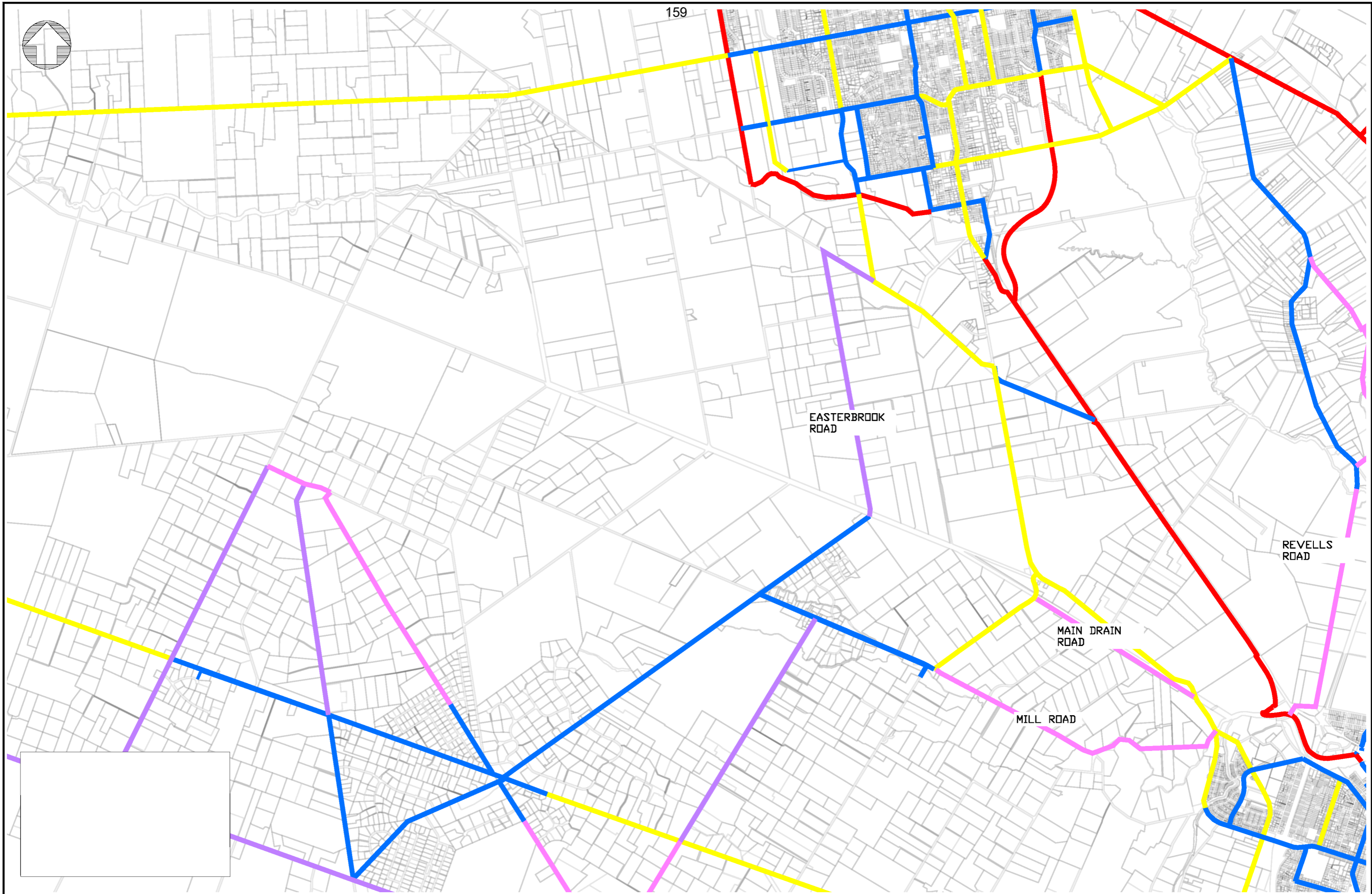
PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	MANDEVILLE/SWANNANOVA
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
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SHEET	REVISION
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159



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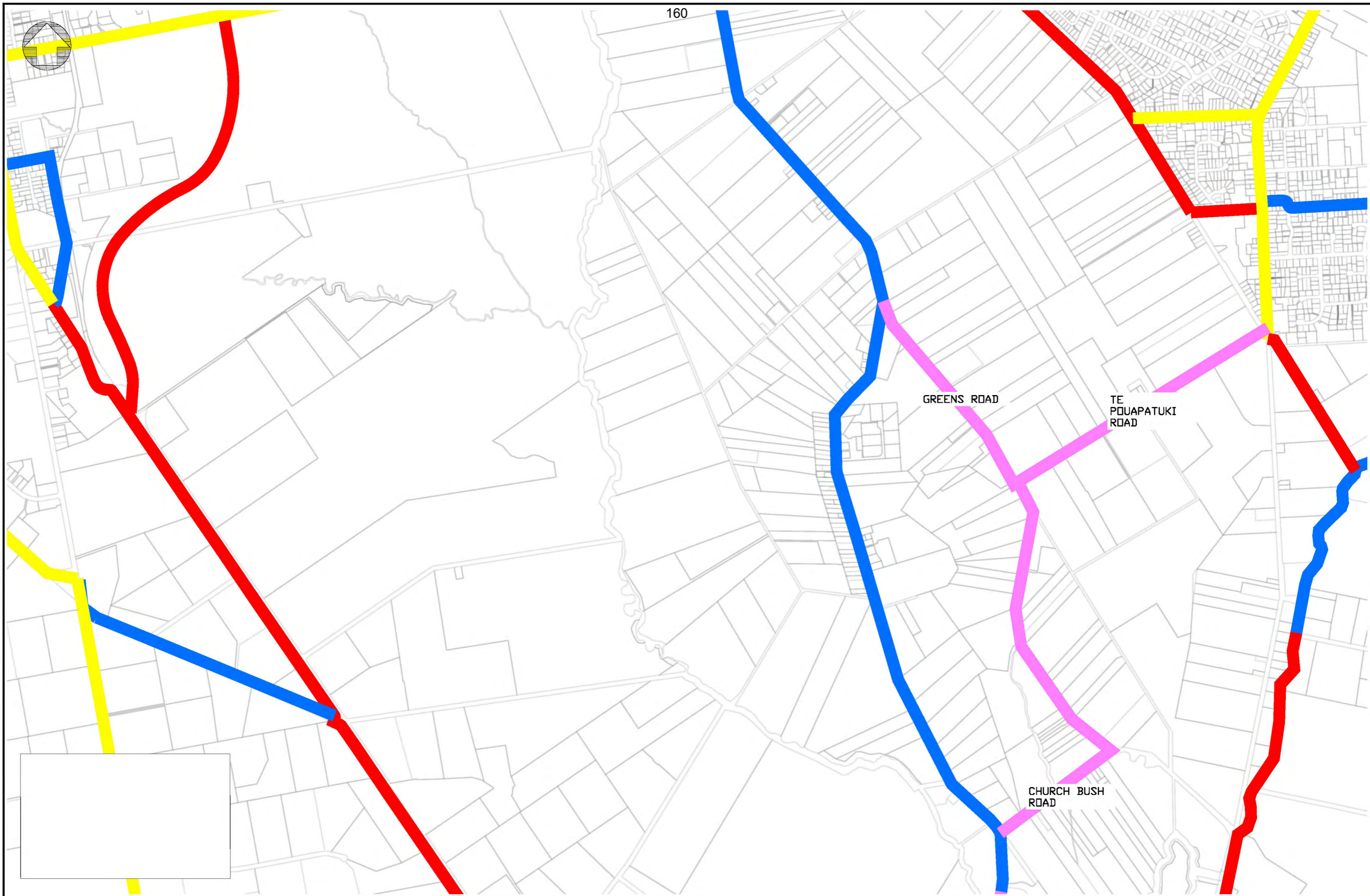
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	RANGIORA
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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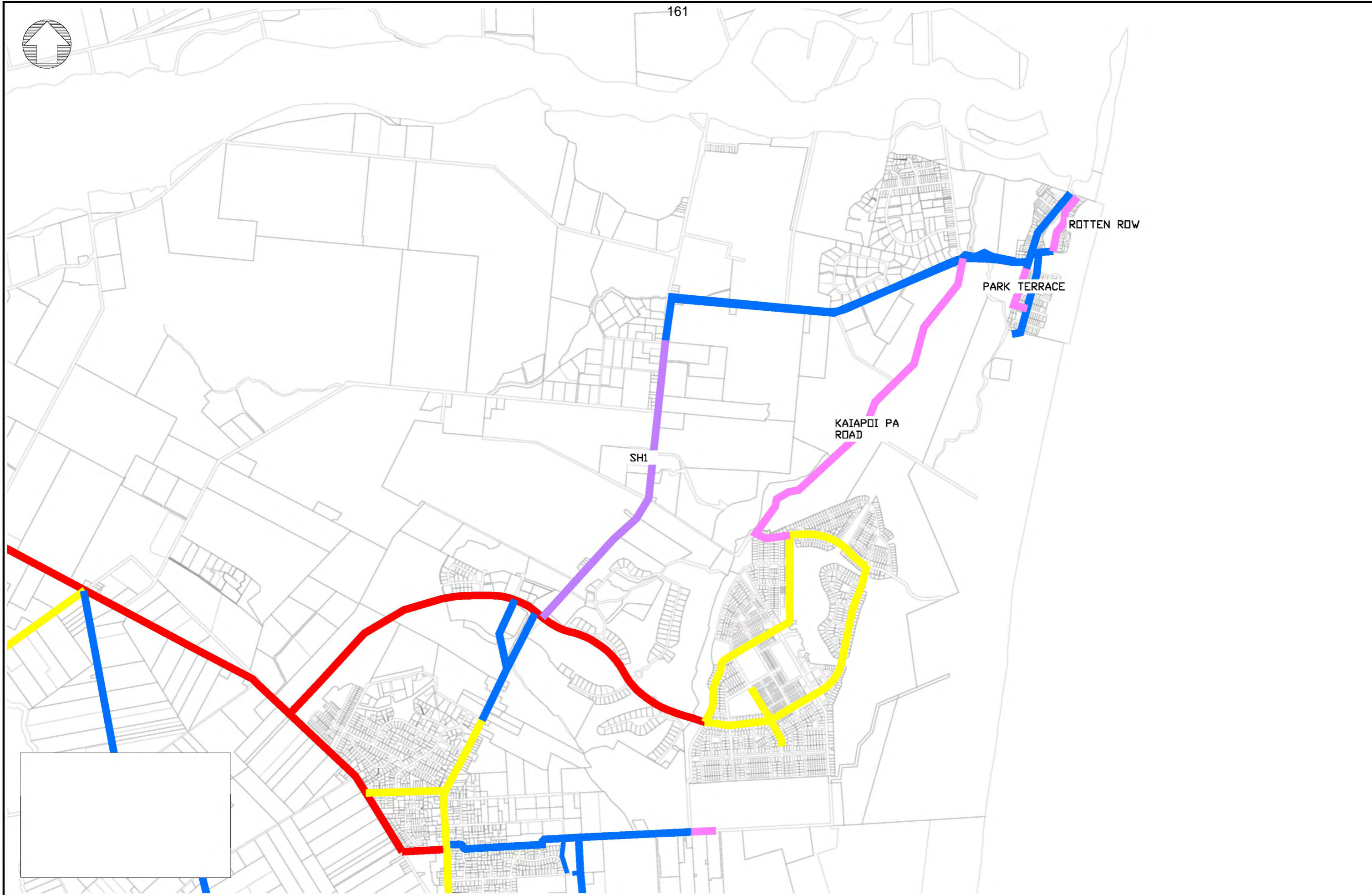
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DRAWING CHKD		SCALE (A3)	NOT TO SCALE
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL	NZTM GD2000
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	TUAHIWI
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
	A



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

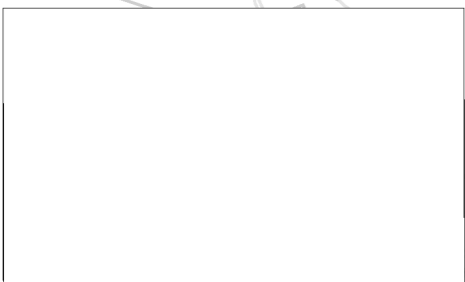
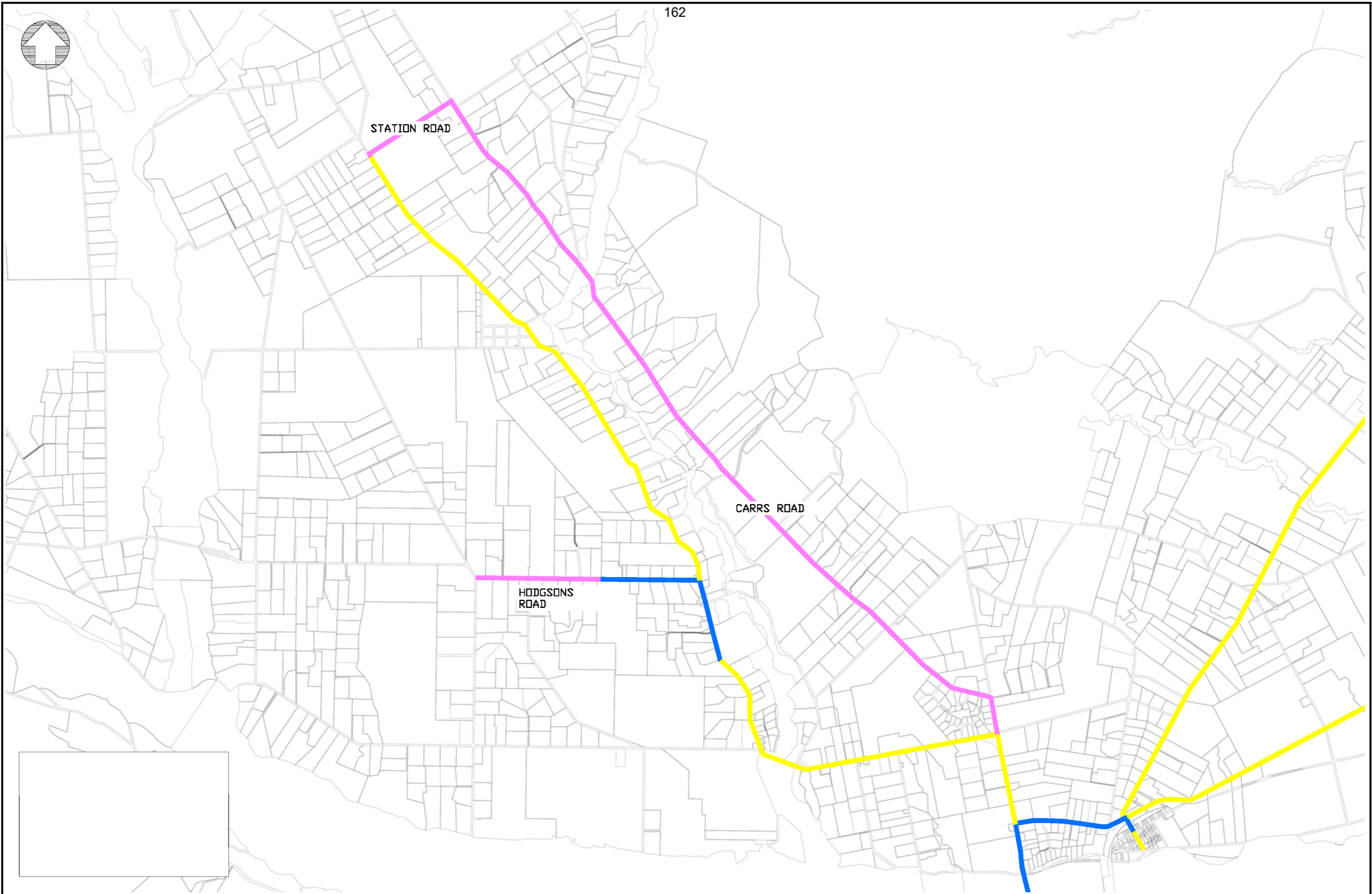
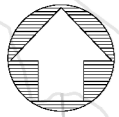
SURVEYED		PROJECT No	PD001583
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APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	WOODEND/WAIKUKU
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NOT FOR CONSTRUCTION	
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SHEET	REVISION
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REV	REVISION DETAILS	DRN	CHK	APP	DATE
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SURVEYED		PROJECT No	PD001583
DRAWN	MB	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	WALKING AND CYCLING NETWORK PLAN
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SHEET TITLE	LOBURN
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FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 220628109375

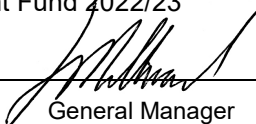
REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 3 August 2022

AUTHOR(S): Thea Kunkel, Governance Team Leader

SUBJECT: Application to the Oxford-Ohoka Community Board's Discretionary Grant Fund 2022/23

SIGNED BY:
(for Reports to Council or Committees)


General Manager


Acting Chief Executive

1 SUMMARY

1.1. The purpose of this report is to consider an application for funding received from:

Name of Organisation	Purpose	Amount requested
Oxford Football Club Incorporated	Towards the cost of replacing playing kit for junior teams	\$500
Total:		\$500

Attachments:

- i. An application from the Oxford Football Club Incorporated (Trim Ref: 220628109169).
- ii. Spreadsheet showing the previous two years' grants.
- iii. Board funding criteria 2022/23 (Trim Ref: 210603089866).

2 RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

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

OR

- (c) **Declines** the application from the Oxford Football Club Incorporated.

3 BACKGROUND

- 3.1 The Oxford Football Club Incorporated is seeking funding to replace the playing kit for its junior teams.
- 3.2 The current balance of the Oxford-Ohoka Community Board's Discretionary Grant Fund 2022/23 is \$5,039.00.

4 **ISSUES AND OPTIONS**

Oxford Football Club Incorporated (the Club)

- 4.1 The Club was established in 2003 to provide opportunities for the communities of Oxford, Cust, West Eyreton, Sheffield, Springfield and Darfield to learn and participate in Football activities. The Club is run by volunteers (Coaches, Managers, Committee, and Fundraising) and welcomes all who wish to join, regardless of age, skill, gender or ethnicity.
- 4.2 The Club's teams play in local Saturday sporting fixtures as part of the Mainland Football League. The Club is based at Pearson Park in Oxford, where they use various pitches for all age groups, including two mini pitches for very young players. The Club is going through an exciting period of growth and intends to improve the facilities, benefits and support for club members over the coming seasons.
- 4.3 The Club wishes to replace and renew its old end-of-life playing kit for its junior teams aged between five and ten years old. This kit will be used by approximately 60 children playing in matches in the wider Waimakariri District Football Programmes. The new uniforms will consist of playing shorts and shirts, estimated to cost \$3,500.
- 4.4 A suitable playing kit is anticipated to ensure that players are easily recognisable at sports events. The kit will also give players a sense of belonging and extra confidence while representing the Club school and the Oxford community. It is also hoped that the new kit will have the added benefit of possibly increasing membership, thereby increasing the number of people undertaking outside activity.
- 4.5 It is estimated that the kit replacement will cost \$3,500, and the project will proceed if this application is unsuccessful. However, further fundraising will be required to cover the expense and possibly delay the purchase. The Club has investigated local companies' sponsorship options and applied to the Christchurch Casino Fund for funding. However, both initiatives have been unsuccessful. This is the Club's first application to the Board for funding.
- 4.6 The Board may approve or decline grants per the grant guidelines.
- 4.7 There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.8 The Management Team has reviewed this report.

5 **COMMUNITY VIEWS**

5.1 **Mana Whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū 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 no other groups and organisations other than the Oxford Football Club Incorporated likely to be affected by or interested in this report's subject matter.

5.2 **Wider Community**

The wider community is not likely to be affected by, or interested in, this report's subject matter. However, it should be noted that the project would positively impact the well-being of Oxford and the surrounding community.

6 OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 Financial Implications

The Annual Plan for 2022/23 includes budget provision for the Oxford-Ohoka Community Board to approve grants to community groups up to \$5,990. An amount of \$549 was carried forward from the 2021/22 financial year, bringing the Discretionary Grant Fund to a total of \$6,539 for this financial year.

The application criteria specify that grants are customarily limited to a maximum of \$500 in any financial year (July to June), even though a group can apply up to twice a year, providing it is for different projects. Where applicable, GST values are calculated and added to appropriately registered groups if decided benefits exceed Board resolved values. The current available balance of the Oxford-Ohoka Community Board's Discretionary Grant Fund 2022/23 is \$5,039.00.

6.2 Sustainability and Climate Change Impacts

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

6.3 Risk Management

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

6.4 Health and Safety

All health and safety-related issues would fall under the auspices of the Oxford Football Club Incorporated.

7 CONTEXT

7.1 Consistency with Policy

These matters are not matters of significance in terms of the Council's Significance and Engagement Policy.

7.2 Authorising Legislation

Not applicable.

7.3 Consistency with Community Outcomes

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 Authorising Delegations

Community Boards have delegated authority to approve Discretionary Grant Funding.

Groups applying for Board Discretionary Grants 2021/2022 ¹⁶⁶Name of Group: Oxford Football Club IncorporatedAddress: [REDACTED]Contact Person within Organisation: Keith GilbyPosition within Organisation: PresidentContact phone number: [REDACTED]Email: [REDACTED]**Describe what the project is and what the grant funding be used for?** *(Use additional pages if needed)*

Oxford FC wish to replace and renew old end of life team playing kit for our junior teams, aged 5 years to 10 years of age. within this bracket we have approximately 60 children, participating in 5 teams playing in Oxford and the wider Waimakariri District football programs. These teams are supported entirely volunteers, with no paid officers, coaches or support staff within the club. The new uniforms consist of Playing Shirts and Shorts. Oxford Football is open to all

What is the timeframe of the project/event date? August 2022 to March 2023Overall Cost of Project: \$3,500Amount Requested: \$500How many people will directly benefit from this project? 60 ChildrenWho are the range of people benefiting from this project? *(You can tick more than one box)* People with disabilities (mental or physical) Cultural/ethnic minorities District Preschool School/youth Older adults Whole community/ward

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

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

Other (please specify): _____

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

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

Yes, it will continue. Due to the sum, this is part of our required fundraising to achieve

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

The use of suitable playing kit, which is fit for purpose and presents a good image of the club and the town of Oxford.

What is the benefit(s) to your organisation?

The replacement of aging and end of life junior playing kit.

What are the benefit(s) to the Oxford-Ohoka community or wider district?

Access to fit for purpose equipment and kit by any child within the Oxford region who wishes to participate in football related activities.

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

If yes, name of parent group: _____

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

N/A

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

Seeking sponsorship options from local companies and an application to the Christchurch Casino Fund, both of which have been unsuccessful.

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

If yes, please supply details:

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

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

Please note: If submitting your application electronically, entering your name in the signature box below will be accepted as your signature:

Signed: Keith James Gilby Date: 28/06/2022

Profit and Loss

Oxford Football Incorporated For the 12 months ended 30 November 2022

	DEC 2021	JAN 2022	FEB 2022	MAR 2022	APR 2022	MAY 2022	JUN 2022	JUL 2022	AUG 2022	SEP 2022	OCT 2022	NOV 2022	YEAR TO DATE
Income													
OFC Senior Player Membership Fees	-	-	-	-	2,041.15	1,021.15	170.00	-	-	-	-	-	-
OFC Intermediate Player Membership Fees	-	-	-	604.60	2,405.00	700.00	-	-	-	-	-	-	-
OFC Junior Player Membership Fees	-	-	-	545.25	2,824.20	540.00	180.00	-	-	-	-	-	-
OFC Merchandise Items	-	-	-	-	240.00	105.00	15.00	-	-	-	-	-	-
Donation	-	-	250.00	-	-	-	-	-	-	-	-	-	-
Petty Cash Revenue	-	-	-	-	-	-	92.00	-	-	-	-	-	-
Transfer from 00 Main Cheque Account	-	-	-	-	-	250.00	-	-	-	-	-	-	-
Interest Income	3.72	3.72	3.36	4.44	5.35	7.48	-	-	-	-	-	-	-
Total Income	3.72	3.72	253.36	1,154.29	7,515.70	2,623.63	457.00	-	-	-	-	-	-
Gross Profit	3.72	3.72	253.36	1,154.29	7,515.70	2,623.63	457.00	-	-	-	-	-	-
Operating Expenses													
Team Levies - Mainland Subs	-	-	-	-	1,302.00	2,877.00	-	-	-	-	-	-	-
Consulting & Accounting	-	-	338.67	-	-	-	-	-	-	-	-	-	-
Xero Monthly Fees	-	-	-	-	-	53.48	53.48	-	-	-	-	-	-
Withholding Tax Savings Account 03	1.23	1.23	1.11	1.47	1.77	2.47	-	-	-	-	-	-	-
Sporty CRM Subscription	-	-	-	-	-	608.35	-	-	-	-	-	-	-
Transfer to 01 Floodlight Fund Account	-	-	-	-	-	250.00	-	-	-	-	-	-	-
Membership Refunds	-	-	-	-	-	150.00	-	-	-	-	-	-	-
Bank Fees	-	-	-	-	-	5.00	-	-	-	-	-	-	-
POLi/Stripe Transaction Fees	-	-	-	-	9.83	6.49	-	-	-	-	-	-	-
Pitch Maintenance Costs	-	-	-	-	114.84	-	-	-	-	-	-	-	-
Website & Domain	-	-	65.56	-	-	-	32.78	-	-	-	-	-	-
Depreciation	33.17	33.16	33.16	33.17	33.16	33.16	33.17	33.16	33.16	33.17	33.16	-	-
Total Operating Expenses	34.40	34.39	438.50	34.64	1,461.60	3,985.95	119.43	33.16	33.16	33.17	33.16	-	-
Net Profit	(30.68)	(30.67)	(185.14)	1,119.65	6,054.10	(1,362.32)	337.57	(33.16)	(33.16)	(33.17)	(33.16)	-	-
	DEC 2021	JAN 2022	FEB 2022	MAR 2022	APR 2022	MAY 2022	JUN 2022	JUL 2022	AUG 2022	SEP 2022	OCT 2022	NOV 2022	YEAR TO DATE
Bank Account Reconciliation													
OFC Main Cheque	2,504.62	2,504.62	2,350.39	3,500.24	9,583.92	9,302.90	8,320.49	8,320.49	8,320.49	8,320.49	8,320.49	8,320.49	8,320.49
OFC Floodlight Fund	-	-	-	-	-	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00
OFC Savings	8,704.69	8,707.18	8,709.43	8,712.40	8,715.98	8,720.99	8,720.99	8,720.99	8,720.99	8,720.99	8,720.99	8,720.99	8,720.99
Total Bank Account Reconciliation	11,209.31	11,211.80	11,059.82	12,212.64	18,299.90	18,273.89	17,291.48	17,291.48	17,291.48	17,291.48	17,291.48	17,291.48	17,291.48

Balance Sheet

Oxford Football Incorporated As at 28 June 2022

28 JUN 2022

Assets

Bank

OFC Floodlight Fund	250.00
OFC Main Cheque	8,320.49
OFC Savings	8,720.99
Total Bank	17,291.48

Current Assets

Accounts Receivable	50.00
Total Current Assets	50.00

Fixed Assets

Club Storage Container	7,959.23
Less Accumulated Depreciation on Club Storage Container	(232.14)
Total Fixed Assets	7,727.09

Total Assets **25,068.57**

Net Assets **25,068.57**

Equity

Club Fixed Assets Register	7,959.23
Current Year Earnings	5,904.46
Retained Earnings	11,204.88
Total Equity	25,068.57



28 Byron Street Christchurch 8023
PO Box 182 Christchurch 8140

New Zealand
Telephone (03) 366 9172
Facsimilie (03) 366 8862
admin@canterburysports.co.nz
www.canterburysports.co.nz

25 May 2022

Quote number: 27998

Oxford Football Club
PO Box 45
Oxford 7443

Dear Jo

Please find our quote as requested

80	Nike Jersey Park Vii Game Bv6741 Y Xs-Xl (12044)	34.00 each	\$2,720.00
1	Transcreen Setup Koru (7480) Club Crest setup- Single Colour + 1 x Sponsors Logo Single colour	70.00 each	\$70.00
80	Transcreen Logo Koru (7485) Printing 1 x Club Crest on Left chest- Single Colour	6.00 each	\$480.00
80	Transcreen Logo Koru (7485) Printing 1 x Sponsors logo on chest - Single colour	6.00 each	\$480.00
1	Packaging, Handling & Freight Nationwide (5001)	25.00 each	\$25.00
			\$3,775.00

ERRORS AND OMISSIONS EXCLUDED.

THE ABOVE PRICES INCLUDE GST

This quote is valid for 90 days from issue date.

Yours sincerely

CANTERBURY SPORTS WHOLESALE

A handwritten signature in black ink, appearing to read "Blair Smith".

Blair Smith



28 Byron Street Christchurch 8023
PO Box 182 Christchurch 8140

New Zealand
Telephone (03) 366 9172
Facsimilie (03) 366 8862
admin@canterburysports.co.nz
www.canterburysports.co.nz

25 May 2022

Quote number: 27997

Oxford Football Club
PO Box 45
Oxford 7443

Dear Jo

Please find our quote as requested

80	Csw Sport Sublimated Football Top (13152) Price includes all logos, names, wording and numbers.	45.00 each	\$3,600.00
1	Packaging, Handling & Freight Nationwide (5001)	30.00 each	\$30.00
			<u>\$3,630.00</u>

ERRORS AND OMISSIONS EXCLUDED.

THE ABOVE PRICES INCLUDE GST

This quote is valid for 90 days from issue date.

Yours sincerely

CANTERBURY SPORTS WHOLESALE

A handwritten signature in dark ink, appearing to read "Blair Smith".

Blair Smith

Spreadsheet Showing Previous Years Discretionary Grants 2022/23 Financial Year

	Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
			2022/23 \$5,990 + Carryover \$ = \$			\$5,990 + \$549 = 6539
	Jul	Swannanoa Volunteer fire brigade	Purchase a BBQ	\$999	\$500	\$ 6,039.00
	Jul	Waimakariri Dog Training Club Inc.	Towards the cost of purchasing a new BBQ.	\$500	\$500	\$ 5,539.00
	Jul	Oxford Senior Citizens Club	Towards the cost of hiring transport during the year.	\$500	\$500	\$ 5,039.00
	Jul	Declined Tasman Young Farmers Region	Towards the cost of hosting a Hauora Health and Wellbeing Event	\$500	Declined	
	Aug	Oxford Football Club	Towards the cost of uniforms for junior teams	\$500		

Spreadsheet Showing Previous Years Discretionary Grants 2021/22 Financial Year

Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance	Meeting considered	Group	Project	Amount Requested	Amount Granted	Running Balance
		2021/22 \$5,820 + Carryover \$3,000 = \$8,820			\$ 8,820.00						
						2-Feb	Nil				
1-Jul	Oxford Arts Trust	Shelving, furniture	\$500	\$500	\$ 8,320.00						
						2-Mar	Oxford Arts Trust	Purchase an air purifier	\$500	\$500	\$ 4,387.00
1-Jul	West Eyreton Primary School	New books and lego	\$456	\$456	\$ 7,864.00						
						6-Apr	Clarkville Playcentre	Purchase bikes and scooters	\$376	\$376	\$ 4,011.00
1-Jul	Swannanoa Volunteer fire brigade	Junior crew uniforms	\$722	\$500	\$ 7,364.00						
						1-Jun	Standardbred Stable to Stirrup Charitable Trust	Ground membership renewal	\$400	\$ 400.00	\$ 3,611.00
1-Jul	Swannanoa Volunteer fire brigade	Cost of holding open day	\$539	\$500	\$ 6,864.00						
						1-Jun	Cancelled Tasman Young Farmers	Community Ball	\$500		
4-Aug	Nil										
9-Sep	Meeting Cancelled										
						1-Jun	Standardbred Stable to Stirrup	uniforms	\$500	\$ 500.00	\$ 3,111.00
6-Oct	Nil										
						1-Jun	Swannanoa Home and School	kappa haka uniforms	\$500	\$ 500.00	\$ 2,611.00
3-Nov	Life Education Trust	Delivery of the Healthy Harold Programme	\$500	\$500	\$ 6,364.00						
						1-Jun	Swannanoa Home and School	football tshirts	\$500	\$ 500.00	\$ 2,111.00
3-Nov	Mandeville Sports Club	Purchase of a Life Members Board	\$477	\$477	\$ 5,887.00						
						1-Jun	Oxford Historical Records Society	securing medal display cabinets	\$697	\$ 697.00	\$ 1,414.00
3-Nov	Eyreton Pony Club	Towards the building of horse yards	\$500	\$500	\$ 5,387.00						
						1-Jun	Oxford Promotions Action Co	Te Papa Matariki Activity Book	\$404	\$ 404.00	\$ 1,010.00
9-Dec	Oxford Community Trust	Purchase gazebos for Christmas Wonderland	\$600	\$500	\$ 4,887.00						
						1-Jun	Swannanoa Preschool	storage for nursery	\$ 461.00	\$ 461.00	\$ 549.00

GOVERNANCE

Oxford-Ohoka Community Board

Discretionary Grant Application

Information to assist groups with their application

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

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

The Board cannot accept applications from individuals. All funding is paid to non-profit community based organisations, registered charities or incorporated societies. Council funding is publicly accountable therefore the Board needs to demonstrate to the community where funding is going and what it is being spent on. This is one of the reasons the Board requires a copy of your financial profit/loss statements and balance sheet for the previous/current financial year. Staff cannot process your application without financial records.

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

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

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

Continued over page

Criteria for application

- Grant applications will be considered every month by the Oxford-Ohoka Community Board. Applications are recommended to be received three weeks prior to Board meeting dates for processing.
- Grant funding will not be allocated for events/projects that have already occurred.
- Generally funding grants will be a maximum of \$500 in any one financial year (July 2022 to June 2023) but the group can apply up to twice in that year, providing it is for different projects.
- The grant funding is limited to projects within the Board area or primarily benefiting the residents of the ward.
- Applications will only be accepted from non-profit community-based organisations, registered charities or incorporated societies.
- Priority is to be given to groups with strong links with the Oxford-Ohoka community.
- The application should clearly state the purpose for which the money is to be used.
- The applicant should submit a 1-2 page summary balance sheet and an income and expenditure statement which shows their current financial assets and liabilities. Applications cannot be processed until financial information is received.
- Where possible, or feasible, applicants must declare other sources from which funding has been applied for, or granted from, for the project being applied to the Oxford-Ohoka Community Board.
- Organisations that are predominately funded by Central Government must provide supporting evidence that the requested grant will not be spent on projects that should be funded by Central Government funding.
- The Board supports a wide range of community activities but the application will only be considered if it is deemed of the nature listed in the table of examples of what the Board can fund (see previous page).
- An Accountability Form must be provided to the Council outlining how the funds were applied, within three months after the event or completion of the project, when funds are spent. A new application will not be accepted until the Council receives the Accountability Forms for previous funding granted. The group should maintain accurate records around the grant including, but not limited to: receipts, banks statements and invoices. In the event that funds are not spent on the project or activity applied for, the recipient may be required to return the grant funding to the Council.
- If the activity/event for which funds have been granted does not take place **or** if the group does not provide the information to enable the grant to be paid within six months of approval of the grant being notified, then in both cases the application will be regarded as closed and funds released for reallocation by the Board.

What happens now?

Return your completed application form (with financial records and any supporting information which you believe is relevant to this application) to:

Post to:

Governance Team
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Or hand deliver to:

- Oxford Library & Service Centre, 34 Main Street, Oxford
- Rangiora Service Centre, 215 High Street, Rangiora
- Ruataniwha Kaiapoi Civic Centre, 176 Williams Street, Kaiapoi

Email: records@wmk.govt.nz

What happens next?

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

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 220629109961

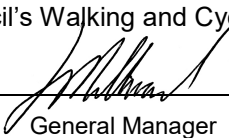
REPORT TO: OXFORD-OHOKA COMMUNITY BOARD


DATE OF MEETING: 3 August 2022

FROM: Thea Kunkel, Governance Team Leader

SUBJECT: Ratification of the Oxford-Ohoka Community Board's submission to the Council's Walking and Cycling Network Plan

SIGNED BY:


 General Manager


 Acting Chief Executive

1 SUMMARY

The purpose of this report is to retrospectively ratify the Oxford-Ohoka Community Board's (the Board) submission to the Council's Walking and Cycling Network Plan.

Attachments:

- i. The Oxford-Ohoka Community Board Submission to the Council's Walking and Cycling Network Plan (Trim Ref: 220623107276).

2 RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

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

3 BACKGROUND

3.1 The Council's Walking and Cycling Network Plan submission period closed on 30 June 2022. The Board agreed to make a submission at its meeting held on Wednesday, 8 June 2022, and a workshop was held on Tuesday, 14 June 2022, to discuss their points of submission. The Chairperson approved the final submission on 28 June 2022, which was lodged on 29 June 2022.

4 ISSUES AND OPTIONS

- 4.1 The Board's goal was to provide feedback on the Council's Walking and Cycling Network Plan, which focused on the following issues:
- Safety measures for the proposed cycleway along Tram Road to Oxford
 - Development of pathways to connect schools within the 3.2-kilometre bus exclusion zone
 - The development of paths along the roads surrounding Swannanoa School should be prioritised
 - Connecting Ohoka, Mandeville and Oxford to the other pathways
 - Development of a cycleway/walkway along Main Street in Oxford
 - Development of cycleways/walkways in semi-rural areas.

- 4.2 The Board is now requested to ratify the attached submissions retrospectively.
- 4.3 There are social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report by way of the Board's submission.
- 4.4 The Management Team have reviewed this report.

5 COMMUNITY VIEWS

5.1 Mana Whenua

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2 Groups and Organisations

No other groups and organisations are likely to be affected by or be interested in this report's subject matter.

5.2 Wider Community

The wider community is likely to be affected by or be interested in this report's subject matter as it deals with communities' connectivity and addresses alternative transport options.

6 IMPLICATIONS AND RISKS

6.1 Financial Implications

Should the Council decide to implement some of the Board submission points, there may be budget implications for the Council. The Board do not receive funding from sources other than the Council.

6.2 Sustainability and Climate Change Impacts

The recommendations in this report have sustainability or climate change impacts, given that this matter deals with the opportunity for the community to choose other modes of transport.

6.3 Risk Management

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

6.4 Health and Safety

None.

7 CONTEXT

7.1 Consistency with Policy

These matters are not matters of significance in terms of the Council's Significance and Engagement Policy.

7.2 Authorising Legislation

The Local Government Act (2002), states that the role of a Community Board is to represent and advocate for the interests of its community.

7.3 Consistency with Community Outcomes

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

7.4 Authorising Delegations

The Board is required to advocate on behalf of the Community to the Council on key issues and priorities for the community area.

TRIM Ref: 220623107276

23 March 2022

The Chief Executive
 The Waimakariri District Council

Dear Sir

SUBMISSION ON THE WAIMAKARIRI DISTRICT COUNCIL'S WALKING AND CYCLING NETWORK PLAN – JUNE 2022

The Oxford-Ohoka Community Board (the Board) thank you for the opportunity to comment on the Walking and Cycling Network Plan (the Plan). The Board is very concerned about the lack of funding for the implantation of the plan, and the false public expectation that consultation on the Plan has created in communities.

The Board supports the Council's commitment to improving multi-modal transport options throughout the District, with the intention of providing safe and accessible facilities which encourage active movements within the community. The Board would, however, like to raise the following:

The Board agree with:

- The extension of the path from No10 Road to the Mandeville Village Centre and from the Mandeville Village Centre to the Mandeville Sports Club.
- Connecting Ohoka and Mandeville and Oxford to the other pathways that link communities such as the Passchendaele Pathway and the path to Christchurch. This could make the Waimakariri a walking and cycling destination similar to the Otago Central Rail Trail. However, the Board believe that it is important to put a basic network in place before funding is spent on creating an extended destination network.

The Board wish to propose the following amendments:

- **The proposed cycleway along Tram Road to Oxford should rather be developed along North Eyre Road instead.**
 North Eyre Road is a much safer route which cyclist of all levels could use, and pathways around West Eyreton School have already been developed. There is also a base for pathways along North Eyre Road due to the old railway line. The Council may even consider including historical sites from the past railway along the way to add interest in the route. Also, the West Eyreton domain could serve as a stop along the way or could be a destination to be bike to. In addition, the extension of the pathway along North Eyre Road would further safely connect the West Eyreton and Swannanoa Schools.

The Board wish to propose that the following be added:

- **Development of pathways to connect schools within the 3.2 kilometre bus exclusion zone**
 Walking to school positively impacts children's mental and physical health and alertness. Although many urban school children have the option to walk to school, rural school children do not have the same opportunity due to the lack of safe walkways and/or cycleways. Allowing children to walk or cycle to school helps promote their independence and open up their community to them to access. The Council is therefore urged to develop pathways to connect schools within the 3.2 kilometre bus exclusion zone. Currently students who live within this zone have to be dropped off and collected from school as there is no public transport or other safe alternative.

Developing pathways in the bus exclusion zone will connect communities and reduce our reliability on vehicles thereby reducing our carbon footprint. It would further provide safe recreational path usage for those who want to go for a run, family walk, family bike rides. Allow children to grow up knowing that there are alternatives to just using cars even in our rural communities may help break the cycle of the reliability on vehicles.

- **The following roads in the block around Swannanoa School should be prioritised:**
 - Tram Road extended to the Mandeville Village Centre.
 - Two Chain Road to North Eyre Road.
 - North Eyre Road between Two Chain Road and five cross roads intersection.
 - Along No 10 Road to Tram Road.

- **Safe crossing zones should be created to allow people to cross from the north side to the south side of Tram Road to access the path.**

- **High Street from Main Street to Harewood Road/ Harewood Road from High Street to Main Street, Oxford**

These two areas have been described in the Plan as a cycleway - Medium Confidence. However, the Board has previously advised that location is now used extensively by pedestrians/walkers. Therefore from the end of the residential area in High Street, Harewood Road to Park Avenue needs to be a shared pathway on the grass verge.

The north side of Harewood Road from Park Avenue to Burnt Hill Road is zoned Residential, without a footpath. The Board therefore believe it should be a pre-requisite to have a formed sealed footpath in this area, as it is Council's policy to have a sealed footpath along one side of the road in urban areas. The Board asked for a new footpath to be laid along Harewood Road in its submission to the 2021/31 Long Term Plan, however, this currently falls outside of the four year plan.

- **Main Street, Oxford**

As the Council is aware the business area up to and including the three pedestrian crossing has been a contentious matter in the community with the current speed limit and the environment. It is a Board priority to make Main Street safer. The Board therefore believe that by narrowing Main Street to incorporate a high confidence cycleway should be done with just sharrow markings with double arrows. These markings indicate a shared-lane environment for cyclists and motorists. They also assist in positioning cyclists on the street and clear of hazards such as car doors. In addition, sharrow markings indicate that motorist should be aware of cyclists. A painted cycleway on the road, with vehicles parked along the kerb may not make it safer.

- **Semi-rural Areas**

For too long rural communities have been left out of the Walking and Cycleway Network Plans. Serious consideration therefore needs to be given to the paving infrastructure that is provided for semi-rural residence, such as the Mandeville/Swannanoa area. Infrastructure should be developed so that semi-rural residents have alternative options than using motor vehicles to take their children to facilities and schools. Further development in these areas will inevitably occur, and the demand for such infrastructure will become increasingly necessary. The Council may wish to consider introducing targeted rates in these areas for the development of footpaths.

In conclusion, the Board wishes to note that with technology and vehicle changes, electric bikes will become far more common place. This will allow people to travel further distances on their bikes. Having the infrastructure to support this is certainly something that we would support for future proofing our communities. However please do not forget our more rural communities when planning for this.

Thank you once again for the opportunity to comment.

Regards



Doug Nicholl
Chairperson
Oxford-Ohoka Community Board

Contact: Thea Kunkel, Governance Team Leader com.board@wmk.govt.nz
C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: Gov-26-10-06 / 220720123597

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 3 August 2022

AUTHOR(S): Thea Kunkel – Governance Team Leader

SUBJECT: Approval of the Oxford-Ohoka Community Board's submission on Private Plan Change 31 (RCP031) – Rolleston Industrial Developments Limited.

SIGNED BY:
for Reports to Council,
Committees or Boards)


General Manager



1. SUMMARY

- 1.1 The purpose of this report is to seek approval for the Oxford-Ohoka Community Board (the Board) to approve an submission on Private Plan Change 31 (RCP031) affecting the Ohoka area between Bradleys and Mill Road.

Attachments:

- i. Proposed Oxford-Ohoka Community Board's submission on Private Plan Change 31 (Trim 220729129517).

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

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

3. BACKGROUND

- 3.1 Proposed Private Plan Change RCP031 has been initiated by Rolleston Industrial Developments Limited seeking to rezone land located at 511, 531, 535 and 547 Mill Road and 290 and 344 Bradleys Road and is for the most part bounded by Whites, Mill and Bradleys roads. The rezoning covers an area of approximately 155.9 hectares. The proposed Private Plan Change will rezone the area from Rural to Residential 3, 4A and Business 4, and create a Residential 8 zone.
- 3.2 The residential development will comprise up to 700 new households within the Residential 3 Zone; 150 new households within the Residential 4A Zone; and a new Residential 8 Zone to provide for a possible school or retirement village or residential activities commensurate with a Residential 3 Zone if neither activity is developed. The new commercial area (Business 4 Zone) will provide approximately 5,700m² to 6,900m² of commercial floor space and car parking.

- 3.3 To enable this Private Plan Change, RCP031 seeks to amend the Operative Waimakariri District Plan to introduce a new Outline Development Plan, amend the associated planning maps, and amend definitions, policies and rules within Chapters 16, 18, 30, 31 and 32, and any consequential renumbering required.
- 3.4 The Private Plan Change was lodged with Council on 14 December 2021, and on 31 May 2022, the Council officially accepted the plan change for processing in accordance with clause 25(2) (b) of Schedule 1 of the Resource Management Act 1991. In addition, Council staff were directed to notify Plan Change 31 at the first available opportunity.
- 3.5 The Private Plan Change was publicly notified on 6 July 2022, with all households and businesses in the District receiving a letter outlining the proposal and seeking submissions. Submissions close on Friday, 5 August 2022, at 5pm.

4. ISSUES AND OPTIONS

- 4.1 At the meeting held on Wednesday, 20 July 2022, the Board authorised that a submission be drafted in objection to Private Plan Change 31 for final consideration and ratification at the Board meeting of 3 August 2022.
- 4.2 A workshop was held on Wednesday, 20 July 2022, for Board members to discuss various submission points. The Board's goal was to highlight their principal areas of concern, such as:
 - The environmental sustainability of development
 - The retention for the rural character of the Ohoka area
 - The inability of the infrastructure in Ohoka to cope with additional households.
 - The environmental constraints created by the high water-table and the potential of future flooding.
 - Spatial design and sustainability, e.g. access and transport
 - The capacity of the local schools to cope with the additional children
 - The views of the community as captured in the District Development Plan.
- 4.3 The Board was assisted by an independent expert to draft its submission and is now requested to approve it before it is lodged with the Council.
- 4.4 Once submissions have closed and processed, the Council will prepare and publicly notify a summary of the submissions. All the submissions will be available for public inspection on line. There will be an opportunity for certain persons to make a further submission in support of, or in opposition to, any of these submissions. A Council hearing, involving independent Commissioners will then be arranged to consider all submissions, and decisions will be made. Anyone who has made a submission will have the right to attend the hearings and present their submission should they wish to do so. Generally, anyone who has made a submission also has the right of appeal against a Council decision to the Environment Court.
- 4.5 It should be noted that there are implications on community wellbeing by the issues and options that are the subject matter of this report. The community has the right to submit on Private Plan Change 31.
- 4.6 The Management Team have reviewed this report.

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. However, they have the right to submit comments through the formal submission process.

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, being residents of the Ohoka Community.

5.3 **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report and have the right to submit comments through the formal submission process. The Council used a Friend of Submitter process to provide independent support for anyone who wanted to submit on Private Plan Change request.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.2 **Financial Implications**

There are financial implications of the decisions sought by this report. The costs associated with the formation of the submission will be funded from operational budgets. It is estimated that the cost for compiling submission and preparation for a hearing will be in the vicinity of \$10,000. This budget is not included in the Council's 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, however the outcomes of any planning decision will have environmental impacts.

6.3 **Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report, as it is a submission conveying views of the Board (incorporating some public views), noting the process of the Plan Change is through Resource Management legislation.

6.3 **Health and Safety**

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

7. **CONTEXT**

7.1 **Consistency with Policy**

This matter is a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2 **Authorising Legislation**

Resource Management Act 1991
Waimakariri District Plan

7.3 **Consistency with Community Outcomes**

Various community outcomes are relevant to the actions arising from the recommendations in this report.

7.4 **Authorising Delegations**

The Board is required to advocate on behalf of the Community on key issues and priorities for the community area.

Oxford-Ohoka Community Board

Submission on Private Plan Change 31 (RCP031)

INTRODUCTION.

1. PC31 is a request by Rolleston Industrial Developments Limited (**RIDL** or **the applicant**) to rezone the land located at or about 535 Mill Road from rural to urban in the Operative Waimakariri District Plan (**District Plan**).
2. The Ohoka Oxford Community Board (**OOCB**) has decided that it should make a submission opposing PC31. Its position on PC31 has been informed by public meetings, discussions with the Ohoka Drainage Group, and by comments made in reviews of the assessments provided with PC31 by experts retained by the Waimakariri District Council (**Council**).
3. The OOCB is aware that the Waimakariri District Council (Council) has determined that it will also submit on PC31. This is understood to be an uncommon move that indicates the extent to which the Council is concerned with PC31. The OOCB shares those concerns and to the extent that any issue raised in this submission is the same as or similar to an issue raised by the Council, the OOCB adopts and supports the Council's position.
4. This relates, in particular, to the Council's position taken on the inappropriateness of resorting to the NPS-UD as justification for PC31. The OOCB does not consider that PC31 will contribute to a well-functioning urban environment at Ohoka. Further, the OOCB considers that the absence of existing or planned public transport, lack of integration with other urban environments in the District, the uncertainty as to the contribution to any affordable housing and the potential contribution to greenhouse gases and the ability to respond to the effects of climate change (especially higher rainfall), amongst the other issues touched on below, mean that PC31 is an inappropriate development for Ohoka and should be declined.
5. The OOCB wish to make it clear however, that they do not oppose development. However, PC31 simply goes too far, though it might be appropriate elsewhere?

ISSUES FOR THE OHOKA COMMUNITY

6. The key issues for the Ohoka Community relate to concerns about:
 - 6.1. drainage, stormwater and flooding;
 - 6.2. water supply;
 - 6.3. the proposal to deal with wastewater;
 - 6.4. the power grid;
 - 6.5. the local roads and transport generally;
 - 6.6. the amenity and 'feel' of Ohoka;
 - 6.7. impacts on the local school;
 - 6.8. potential reverse sensitivity effects on rural community members;

- 6.9. the consistent and supported views of the local community as expressed in existing planning documents;
- 6.10. impacts on Ohoka heritage;
- 6.11. potential to upset ecological restoration works.

Drainage, stormwater and flooding

- 7. The view of the Ohoka Drainage Group is that local drains have already reached peak capacity during high rainfall events. The addition of more surface water from impervious surfaces if PC31 were approved would push local drainage beyond capacity.
- 8. There is limited confidence amongst locals that the proposed stormwater system, in particular the proposed Stormwater Management Areas (SMAs), will work in practice. The high groundwater levels at the site and throughout Ohoka, which the application concedes can be as high as just 140mm below the surface, means that holes and depression in the ground often fill before any additional surface water is added.
- 9. How such a detention system can deal effectively with the volumes of water that are predicted, without placing greater strains on the already stressed network of drains is difficult to comprehend. It is noted that the experts consider it may be possible but all appear to require significant additional work to get to that position. This does not engender local confidence in a satisfactory outcome.
- 10. The OOCB is unaware of any efforts by the applicant to seek local knowledge of these issues, which if true is considered by the OOCB to be a failing.
- 11. It is unclear to what extent the flooding that occurred in 2014 has been taken into account. Such events appear likely to occur more frequently and with, potentially, greater intensity as a result of climate change. The potential that PC31 will focus on 'shifting' the impacts of flooding further downstream (through raising floor/ground levels similar to Silverstream) is considered by the OOCB to be a real one, and such effects do not appear to have been sufficiently addressed.
- 12. There is also concern, given the high water table that the compaction of the land by subdivision will also impede subsurface flows.
- 13. The impacts on drainage, stormwater flows, build up and transfer, leading to flooding at Ohoka and further downstream, is probably the number one concern expressed by locals. The test later and see what happens approach that appears to underlie much of the approach in PC31 is not considered satisfactory, for these and many other issues that are being raised.

Water supply

- 14. It is understood that while there may be limited effects on the current water supply, though of course that is yet to be fully tested, the water supply proposed for PC31 is not intended to be integrated with the remaining Ohoka water supply. This seems a curious decision, and one which suggests an inward-looking approach, as opposed to a proper effort to integrate with Ohoka.
- 15. And returning the testing, which would include water quality and quantity, there are assumptions made regarding the sufficiency of water, though it is not clear whether the restrictions placed on the current water takes would have any impact on that overall, or seasonally? The potential for well interference effects is yet to be tested.
- 16. Whether the recent Aotearoa Water Court of Appeal decision¹ on the ability to transfer takes to different uses will have any impacts on the applicant's plans for water supply is another unknown.

The proposal to deal with wastewater

17. The OOCB notes that the application speaks of options regarding the infrastructure to deal with wastewater/sewage. In reality a pressure system seems the only option given the need to effectively 'push it uphill' from Ohoka to the proposed destination at Rangiora.
18. There will clearly need to be significant investment in this infrastructure if PC13 is approved and will development contributions may account for much of that investment, there does appear to be an expectation that a proportional will need to be covered by the Council.
19. The OOCB is aware that constraints on the route for any new pipe to increase capacity which could lead to additional costs not to mention the likely inconvenience and impacts on roads and berms during construction.
20. That there is apparent 'excess' capacity in the Mandeville pipeline may be due to other development opportunities that are yet to be taken up, including in the existing Ohoka settlement itself.
21. The use of the Rangiora wastewater plant to treat effluent from PC31 must also logically utilise capacity that might otherwise be available closer to Rangiora, in more sensible locations for growth. This suggests that such a development at Ohoka would result in an opportunity costs for development elsewhere.

The power grid

22. The OOCB notes from its members experiences that the power supply to Ohoka can be temperamental. 'Brown outs' are known to occur and when they do they can effect heating, water pumps and general electricity consumption.
23. The OOCB is not aware of any consideration having been given to bolstering the security of electricity supply that would seem to be inevitably impacted by such intensification. Are upgrades to the power grid planned? Who will bear the additional costs?

Local roads and transport generally

24. The potential impacts on the local roads is another critical concern for Ohoka locals.
25. While some upgrades are considered in the application, the extent of the upgrades appears insufficient to enable proper integration with other urban parts of the district. It seems unlikely that waka Kotahi will have available funds to complete the network improvements that would be required to better integrate the PC31 site with the rest pf the District so that would could be many years coming.
26. There are already traffic issues experienced with commuter traffic with in the District and inevitably to Christchurch from Ohoka. 60% of children are schooled in Christchurch.
27. However, there is no current or planned public transport route to or through Ohoka to further afield. The bus to Oxford through this area has been discontinued and according to advice from Ecan appears unlikely to be reinstated in the near to medium future. There are school buses for Kaiapoi and Rangiora High [confirm] but these cater for a small proportion of the total number of students, and do not go as far afield as Christchurch.
28. There are park and ride facilities at Kaiapoi and Southbrook but these are relatively poorly utilised when compared to private – generally motorised – transport. Such transport is even needed to access the park and ride facilities because of the distances involved and the level of safety for cyclists on the local roads.
29. Again, while the network for walking and cycling with PC31 has been considered, how that integrates and can be accommodated by surrounding networks appears to have received limited attention.

30. The effects on transport will also be impacted by the increase in intensity on account of the changing traffic environment and the impacts on local roads. These roads, which often currently boast wide grassed berms, or are constrained by drainage ditches and power poles are expected to change, at least in closer proximity to PC31. How that will be accommodated and how it will change the experience of those roads is another likely cost of PC31.

The amenity and 'feel' of Ohoka

31. Those roads do contribute to the feel and amenity of Ohoka. It is understood that amenity may be a lesser consideration in areas identified for urban intensification under the NPS-UD. But it seems to be drawing a long bow to suggest that the amenity of an area such as Ohoka, that has been identified as a feature and made the subject of efforts for protection, should be ignored in the assessment of whether this is an appropriate place for such intensification in the first place.
32. It is evident that Ohoka and its village 'feel' is something worthy of some protection it provides a sense of place and is the reason many local chose to call Ohoka home. It does raise the issue of whether the locals and the OOCB are simply NIMBYs who don't want to share the experience. The OOCB considers this inaccurate and unfair.
33. Ohoka is a place that still has some scope for development at a scale that will enable the values that have drawn people here to be maintained. What the OOCB would like is for the essence of Ohoka to be something that people will continue to enjoy into the future. It is not for everyone and there is a turnover of residents but what draws them in the first place is precisely what PC31 threatens, the semi-rural or peri-urban feel that comes from low intensity development and the retention of open spaces in between.

Impacts on local schools

34. While, as noted 60% of students study in Christchurch, the local school services a good sized local zone. Pressure will inevitably increase on the school and it is unclear if the Ministry has been consulted or has planned to expand the school if PC31 were approved.
35. To many a new school might be preferable in such a circumstance so that, again the feel of the local school as a rural school servicing broad range of locals is something that they value and would prefer not to lose.
36. As noted above, the local high schools provide school buses that would presumably continue but the impact on these services does not appear to have been the focus of much attention. The OOCB concedes that more students might be good for these schools but the majority of high school age kids appear to travel to Christchurch, so rolls are more likely to be beneficially affected if the development were occurring close to Kaiapoi or Rangiora, not in Ohoka.

Potential reverse sensitivity effects on rural community members

37. The potential for more reverse sensitivity impacts seems logically likely to increase the more intensive a development in the middle of rural land. While the impact may be a limited one, the potential impacts on farmers having to change practices because of nuisance complaints from new residents more sensitive to the noises and smells of the rural zone should not be underestimated.
38. Certainly, it should be something that the applicant can show has been considered and has been guarded against.

The consistent and supported views of the local community as expressed in existing planning documents

39. One of the biggest issues with the proposal for PC31 is that it isn't like people haven't suggested more intensive development before. The fact is they have been rebuffed by the Council who have seen the value in having different types of settlement in Waimakariri and have maintained larger sized lots and an absence of too much intensification.
40. That is not to say things haven't changed over the years but they have done so in a way and at a rate that is in keeping with the goals for the area and constraints that exist.
41. It is not surprising that some landowners are tempted by the potential returns that intensive urban development can provide. But that does not mean, in the OOCB's view that such development will always be appropriate.
42. The OOCB, consistent with the views of locals, considers that there are several, already identified and in some cases already planned for areas in which such development would be better accommodated, will be better serviced by public transport and efficient transport networks, will have access to urban scale services, and with little need for disruption or significant levels of uncertainty about the ability to deliver what's being considered.
43. Those areas around Rangiora, Kaiapoi, and Woodend/Pegasus, should be developed and extended as planned. They already are approaching the scale of development that will see the labour force stay more local and, reduce, though not eliminate the need for excess commuter traffic. They can be provided with interconnective public transport and cycle ways that can also reduce the commuter load.
44. However, those things will be more difficult at Ohoka. In short it is simply not the most appropriate place for such a level of development.

Impacts on Ohoka heritage

45. Ohoka has a history and some heritage sites. It is presumed that these would remain protected but with the level of intensification envisaged it is likely that places will lose a great deal of their context. If possible, the OOCB says that this context should be maintained, which would seem unlikely if PC31 is approved.

Potential to upset ecological restoration works

46. Similarly, the OOCB is aware of areas of ecological restoration work that even include part of the subject site for PC31 that may be impacted by the level of intensification proposed. It is not entirely clear what those impacts will be, and it is acknowledged that some additional mitigation in terms of waterways may be provided for. But it would seem that, again with the level of intensification that is proposed, there will be limits to what can be preserved along with a heightened risk that ecological values in this rural area may be adversely affected.

CONCLUSIONS

47. The OOCB is not anti-development but for it to be pro-development, the development in question needs to be in the appropriate location and to an appropriate scale. The OOCB considers that PC31 is neither.
48. The potential impacts on infrastructure including 3-waters, roading and local services such as the school, do not appear very well understood. Certainly not to the extent that the OOCB would expect them to have to be to justify such a significant departure from recent, current, and future expectations for Ohoka.
49. The OOCB accepts that the applicant is entitled to apply for a plan change, but this development seems to go too far and affect too much to be a worthwhile endeavour. The OOCB

thinks that, as has it has been intended to do, the District Plan Review process is a better place to examine further development, which might even be a little more intensive, for Ohoka. But not to the extent that PC31 seeks to impose.

50. A plan change, such as PC31, should not effectively usurp the WDC's role to plan for the District and for its people.
51. The OOCB does not consider that needs to occur, or that demand for a dwelling in Waimakariri is such that rejecting PC31 will cause significant supply issues in the near term. It would be better to plan properly for the future than allow an *ad hoc* development that it seems few, other than those who would benefit directly, want to see happen at Ohoka.

The OOCB wishes to be heard on its submission. The OOCB is happy to consider presenting a combined case with others who share its views on PC31.

DRAFT