Council Agenda

COUNCIL MEETING

Tuesday 2 October 2018
Commencing at 1.00pm

Waimakariri District Council Chamber
215 High Street
Rangiora

Members:
Mayor David Ayers
Deputy Mayor Kevin Felstead
Councillor Neville Atkinson
Councillor Kirstyn Barnett
Councillor Al Blackie
Councillor Robbie Brine
Councillor Wendy Doody
Councillor Dan Gordon
Councillor John Meyer
Councillor Sandra Stewart
Councillor Paul Williams
The Mayor and Councillors

WAIMAKARIRI DISTRICT COUNCIL

A meeting of the WAIMAKARIRI DISTRICT COUNCIL will be held in the COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA on TUESDAY 2 OCTOBER 2018 at 1.00PM.

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

1. APOLOGIES

2. CONFLICTS OF INTEREST
   
   Conflicts of interest (if any) to be reported for minuting.

3. ACKNOWLEDGEMENTS

4. CONFIRMATION OF MINUTES

   4.1. Minutes of a meeting of the Waimakariri District Council held on 4 September 2018

   RECOMMENDATION
   
   THAT the Council:
   
   (a) Confirms as a true and correct record the circulated minutes of a meeting of the Waimakariri District Council held on 4 September 2018.

   4.2. Minutes of the public excluded portion of a meeting of the Waimakariri District Council held on 4 September 2018

   (refer to Blue agenda papers)

MATTERS ARISING

5. DEPUTATIONS AND PRESENTATIONS

6. ADJOURNED BUSINESS

Nil.
7. REPORTS

7.1. Delay of Refresh of the Waimakariri Zone Committee Community Members – Geoff Meadows (Policy Manager)

RECOMMENDATION

THAT the Council:

(a) Receives report No. 180918108059
(b) Approves the delay in refreshing the Community Members of the Waimakariri Zone Committee until 30 June 2019.

7.2. Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook Road Speed Limit Review Consultation – Bill Rice (Senior Transport Engineer)

RECOMMENDATION

THAT the Council:

(a) Receives report No. 180919108756.
(b) Approves consultation being carried out on the proposed speed limit changes summarised below

<table>
<thead>
<tr>
<th>Location</th>
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<tbody>
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(c) Notes the consultation on this proposal will be carried out between 8th October and 4th November 2018.
(d) Notes the Community Boards will be updated at the end of the consultation process.
(e) Notes that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.
7.3 Review of the Local Alcohol Policy 2018 Recommendations of the Hearing Panel – Councillors N Atkinson (Chair), W Doody and J Meyer

RECOMMENDATION

THAT the Council:

(a) Receives report No. 180820093718.

(b) Adopts the Provisional Local Alcohol Policy 2018 for publication on 26 October 2018.

(c) Notes the provisional Local Alcohol Policy will come back to Council for adoption, once the appeal process is complete, under Section 90 of the Act. Council must then give notice of the adoption of the Waimakariri District Council’s Local Alcohol Policy; and may then bring it into force on a day stated by Council resolution.

(d) Notes the current Local Alcohol Policy 2015 continues to guide the District Licensing Committee until the review process is complete.

7.4 District Road Network – Term Service Contract 2015-18 – Extension of Service Period to 2019 – Ken Avant (Roads Project Engineer) and Joanne McBride (Roading and Transport Manager)

RECOMMENDATION

THAT the Council:

(a) Receives report No. 180822095061.

(b) Approves the extension of Contract 15/31-District Road Maintenance Services for one further year to 31 October 2019.

(c) Notes that there is one further extension to the service period will be available following this, extending to 31 October 2020.

(d) Circulates this report to the Utilities and Roading Committee and the Community Boards for their information.

8. HEALTH AND SAFETY

8.1 Health and Safety Report to Council October 2018 – Jim Palmer (Chief Executive)

RECOMMENDATION

THAT the Council:

(a) Receives report No 180919108753

(b) Notes that there are no significant Health and Safety issues at this time, and that WDC is, so far as is reasonably practicable, compliant with the PCBU duties of the Health and Safety at Work Act 2015.

9. MATTER REFERRED FROM COMMUNITY BOARDS

9.1 Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook Road Speed Limit Review – Bill Rice (Senior Transport Engineer) and Nick Rochford (Graduate Engineer)
(this matter was considered at the September round of Community Board meetings, as follows:

Oxford-Ohoka Community Board 6 September, report no. 180815092344
Woodend-Seton Community Board 10 September, report no. 180829098531
Rangiora-Ashley Community Board 12 September, report no. 180829098530
Kaiapoi-Tuahiwi Community Board 17 September, report no. 180809089699

All Boards supported the following recommendation:

**THAT** the Council:

(a) **Receives** report No. 180809089699.

(b) **Approves** consultation being carried out on the proposed speed limit changes summarised below,

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(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

Refer to Item 7.2 in this agenda for the report to Council on this item.
10. COMMITTEE/WORKING PARTY/JOINT COMMITTEE MINUTES FOR INFORMATION

10.1 Minutes of a meeting of the Utilities and Roading Committee held on 21 August 2018
119 – 133

10.2 Minutes of a meeting of the Waimakariri Youth Council held on 28 August 2018
134 - 135

10.3 Minutes of a meeting of the Regeneration Steering Group held on 3 September 2018
136 - 139

RECOMMENDATION
THAT the information in items 10.1-10.3 be received.

11. COMMUNITY BOARD MINUTES FOR INFORMATION

11.1 Minutes of a meeting of the Oxford-Ohoka Community Board held on 6 September 2018
140 - 147

11.2 Minutes of a meeting of the Woodend-Sefton Community Board held on 10 September 2018
148 - 155

11.3 Minutes of a meeting of the Rangiora-Ashley Community Board held on 12 September 2018
156 - 167

11.4 Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board held on 17 September 2018
168 - 179

RECOMMENDATION
THAT the information in items 11.1 to 11.4 be received.

12. CORRESPONDENCE

13. MAYOR'S DIARY

13.1 Mayor's Diary 28 August – 24 September 2018
180 - 183

RECOMMENDATION
THAT the Council:
(a) Receives report no. 180921109749.

14. COUNCIL PORTFOLIO UPDATES

14.1 Iwi Relationships
14.2 Canterbury Water Management Strategy
14.3 International Relationships
14.4 Regeneration (Kaiapoi)
15. QUESTIONS
(under Standing Orders)

16. URGENT GENERAL BUSINESS
(under Standing Orders)

17. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

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

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Minutes/Report of:</th>
<th>General subject of each matter to be considered</th>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.1</td>
<td>Minutes of the public excluded portion of Council meeting of 4 September 2018</td>
<td>Confirmation of minutes</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>17.2</td>
<td>Report of Fraser Scales (Senior Project Engineer), Duncan Roxborough (Implementation Project Manager) and Mark Andrews (Civil Engineer)</td>
<td>Contract 18/34 Kaiapoi East Enabling Works and Beswick Stormwater Management Area</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>17.3</td>
<td>Report of Daniel Thompson (Special Projects Manager) and Kalley Simpson (3 Waters Manager)</td>
<td>Contract 17/11 Central Rangiora Sewer Capacity Update</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>17.4</td>
<td>Report of Cameron Wood (Senior Policy Planner) and Trevor Ellis (Development Planning Manager)</td>
<td>Draft Settlement Pattern Update (Future Development Strategy) for Greater Christchurch</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
</tbody>
</table>
REPORTS REFERRED FROM THE AUDIT AND RISK COMMITTEE MEETING OF 18 SEPTEMBER

<table>
<thead>
<tr>
<th>Item</th>
<th>Report</th>
<th>Topic</th>
<th>Reason</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.5</td>
<td>Report of Jolanda Simon (Chief Information Officer) and Jeff Millward (Manager Finance and Business Support)</td>
<td>Multi-Year Technology One licensing Contract</td>
<td>Good reason to withhold exists under Section 7</td>
<td>48(1)(a)</td>
</tr>
<tr>
<td>17.6</td>
<td>Report of Jeff Millward (Manager Finance and Business Support)</td>
<td>Procurement of Maturity Assessment and Contract Management Assessment</td>
<td>Good reason to withhold exists under Section 7</td>
<td>48(1)(a)</td>
</tr>
<tr>
<td>17.7</td>
<td>Report of Jeff Millward (Manager Finance and Business Support)</td>
<td>Tranche 10 Electricity Tender</td>
<td>Good reason to withhold exists under Section 7</td>
<td>48(1)(a)</td>
</tr>
<tr>
<td>17.8</td>
<td>Report of Jeff Millward (Manager Finance and Business Support)</td>
<td>Te Kōhaka o Tūhaitara Trustee Appointment</td>
<td>Good reason to withhold exists under Section 7</td>
<td>48(1)(a)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Reason for protection of interests</th>
<th>Ref NZS 9202:2003 Appendix A</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.1 – 17.8</td>
<td>Protection of privacy of natural persons To carry out commercial activities without prejudice</td>
<td>A2(a) A2(b)ii</td>
</tr>
</tbody>
</table>

CLOSED MEETING
See Public Excluded Agenda (blue papers)

OPEN MEETING

18. NEXT MEETING
The next scheduled meeting of the Council is on Tuesday 16 October 2018 commencing at 3.15pm.

BRIEFING
At the conclusion of the meeting there will be a briefing to discuss 3 Waters resourcing and scope of activity. K Simpson and G Cleary will be present for this Briefing.
MINUTES OF THE MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON TUESDAY 4 SEPTEMBER 2018, COMMENCING AT 1PM.

PRESENT:

IN ATTENDANCE:
J Palmer (Chief Executive), G Cleary (Manager Utilities & Roading), J McBride (Roading and Transport Manager), R Hawthorne (Property Manager), D Lewis (Engineer), Kieran Straw (Civil Project Team Leader), B Rice (Senior Transport Engineer), K Waghorn (Solid Waste Asset Manager), C Roxburgh (Water Asset Manager), C Brown (Community Greenspace Manager), M O'Connell (Senior Policy Analyst), S Allen (Water Environment Advisor), and A Smith (Committee Advisor).

The meeting adjourned at 3.20pm and reconvened at 3.35pm.

1. APOLOGIES

Moved Councillor Williams seconded Councillor Gordon

THAT an apology for absence be received and sustained from Councillor Stewart.

CARRIED

2. CONFLICTS OF INTEREST

Councillor Brine declared a conflict of interest in Items 7.1 Cones Road Safety Improvements (depending on which option is taken) and Item 7.3 Adoption of the Alcohol Control Bylaw 2018, Recommendations from the Hearing Panel.

3. ACKNOWLEDGEMENTS

Mayor Ayers noted that today is the eighth anniversary of the September 2010 Canterbury earthquake and acknowledged the impact on the residents of the district. There were many people who came from within our district and also from across the country to assist the recovery in the worst hit areas of Kaiapoi and The Pines Beach, and Kairaki – including the Student Army and Defence Forces. There were many people who were volunteering as well as having to deal with their own suffering as a result of the earthquakes. There was significant disruption on housing, jobs and everyday life. On a positive note, Mayor Ayers noted the recovery progress and regeneration that has been made in the recent years, highlighting the new Feldwick Drive which replaces something that was broken by the earthquakes. Mayor Ayers also paid tribute to members of the business community, who have remained under huge pressure and keep our towns alive following the earthquakes. This has been an historic time for the district and there are still exciting things to happen in the regeneration areas in the future.
4. CONFIRMATION OF MINUTES

4.1 Minutes of a meeting of the Waimakariri District Council held on 7 August 2018

Moved Councillor Atkinson seconded Councillor Blackie

(a) Confirms as a true and correct record the circulated minutes of a meeting of the Waimakariri District Council held on 7 August 2018.

CARRIED

MATTERS ARISING

There were no matters arising.

5. DEPUTATIONS AND PRESENTATIONS

There were no deputations or presentations.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Cones Road Safety Improvements—Gerard Cleary (Manager Utilities and Roading), Bill Rice (Senior Transport Engineer), and Chris Brown (Community Greenspace Manager)

G Cleary and C Brown presented this report. G Cleary noted that there had been a site visit (last week) with a number of Councillors and staff who have been involved with this project. Following questions raised and some issues identified, a memo was circulated to members yesterday, in addition to the report in the agenda. Staff sought geotechnical advice and on the basis of this Mr Cleary advised the Council that it should not pursue any significant roading works on this section of Cones Road due to the physical constraints of the site and that it would also open up the potential cost of those works. Council would have to construct a retaining wall, due to the potential for slumping and this would put the project into a different budget category.

Mr Cleary spoke to the revised Staff Recommendations which had been circulated to members that morning. These recommend an option of approving a 30km per hour speed limit for the whole of the road, which would be consistent with the earlier advice received from Ableys and would not require any remedial or other roading works. Several safety improvements (signs indicating there are pedestrians present, convex mirror outside 352 Cones Road) were recommended and there was a list of maintenance that needed to be carried out on that road regardless. Cost of the signage and a convex mirror would be a little over $2,000. There is an allocation of $11,800 in the LTP towards the cost of the track. Staff proposed they would carry out a speed survey and traffic count after the improvements have been carried out and report back to the Utilities and Roading Committee and the Rangiora-Ashley Community Board. The other option for the Council is to instruct staff to not proceed any further on this project.
Questions

Following a question from Councillor Doody, Mr Cleary confirmed that all the safety improvements would need to be put in place. It was noted that there is already pedestrian signs at the lower end of Cones Road. There would be two pedestrian signs go up near the hilly section of Cones Road, on either side of the road. The 30km/h speed limit sign would be positioned at the start of the road.

Councillor Williams noted that at the bottom of the proposed walkway, there is a stream which would require a bridge. Who would fund the cost of this bridge? Mr Brown advised that the standard of the track to be built would not necessarily include a bridge and would depend on how much water is in the stream and how steep the sides of the banks are. The stream is very small and the proposed track would be to Department of Conservation track standards which do require people to potentially have to cross streams. Mr Brown said it is anticipated that there will not be the need for a $20,000 bridge. Councillor Williams noted that yesterday afternoon there was just under a metre of water flowing through the stream. Mr Brown said the Council has a 20 metre area to work with crossing the stream and it would be the intention to stay away from the areas with larger amounts of water.

Councillor Barnett asked about budget for the project and any potential future costs. Mr Cleary said there will be no additional budget being requested other than the $11,800 in the LTP. (The original report included $20,000 budget for lowering the road on the two humps, and this has been removed).

Councillor Brine asked about the earlier comments on geotechnical report. Mr Cleary advised that the original report included this funding, on the basis that it was a basic cut and fill operation on the road. There has recently been some slumping in the area and there is concern that any work such as this, could cause a maintenance issue, far beyond any issues that are already there. The geotechnical advice was sought following these concerns, and it has confirmed that there is a maintenance issue there. The advice received was that if there was any cut carried out, it is likely to require a retaining wall and that it would not be advisable to put any substantial fill on the downhill side of the road. The Council would not be able to do the work for $20,000 and Mr Cleary’s advice is that it would not be a good thing for the Council to pursue doing these physical works. Councillor Brine asked whether it would be responsible for the Council to continue with this project. Mr Cleary said the original advice received from Ableys was not to undertake any work on the road and reduce the speed limit to 30km an hour. The reason that the 40km an hour speed limit has been previously recommended is a result of the consultation with the residents of this part of Cones Road, who did not support the lower speed limit and wanted it to be higher than 30km an hour. In order to try to accommodate this, the 40km an hour speed limit was suggested. Having 40km an hour would require longer sight distances and therefore involved some site works, which, as advised, would require more work than originally anticipated.

Councillor Felstead asked if the track did not go ahead, would the Council be recommending any speed limits on this part of Cones Road or some physical work to go ahead anyway, now that the Council has had a look at it? Mr Cleary said this probably would not be the case, as having the track in place was the reason for the Council was considering speed restrictions due to more pedestrians using the road.

Mayor Ayers questioned the width of the road and the safety of pedestrians when vehicles pass at the top of the rise. Mr Cleary said there is very little room to widen the road. The Council could undertake some maintenance there which
would provide some relief, but it will always be constrained with traffic passing pedestrians. It was noted that there are several roads in the district that have similar constraints, with frequent mountain bikers and walkers on and mostly drivers and pedestrians are courteous.

Councillor Gordon noted that the report states that the clearing of vegetation on the sides of the road could assist with improving the situation on the crests of the road. Mr Cleary said there are definitely some areas that need maintenance, (including some wilding trees) which would help improve the situation, but there are still constraints on that road.

Councillor Meyer asked if there are any other public roads with the same width of carriageway for vehicles that are also used as public walkways? Mr Cleary clarified that the other roads are not designated as walkways and nor would he put Cones Road into that category. There has been no measurement or assessment carried out on other roads in the district in comparison to Cones Road. Mr Cleary said there are any gravel roads in the district that are not wide enough for two trucks to pass. Councillor Meyer said there is not room for two cars to pass on Cones Road. Councillor Meyer sought confirmation that any people using the proposed track would need to walk on the southern end of Cones Road and is there any intention for this to be designated as a walkway? Mr Cleary said there is no intention to change the designation of the road to a walkway and he pointed out that people walk on that road today, as they do on many roads in the district. If the walkway was built, the issue is that the road would be used by more pedestrians.

Councillor Barnett noted on page 55 of agenda, it was advised that some of the fences are on road reserve and is there a case for these fences to be moved? Mr Cleary replied that there are other situations where fences are on road reserve and it could be that these are moved in the future. The main issue is the physical constraints on the site, rather than just the fences themselves. It is quite steep and getting more land will create more of a maintenance issue.

Moved Councillor Gordon seconded Councillor Barnett

**THAT** the Council:

(a) **Receives** report No. 180823095984 and memo No. 180903100247.

(b) **Notes** that the walkway is supported by the Rangiora Ashley Community Board

(c) **Approves** a speed limit of 30km/h on Cones Road, north of Carrs Road, along with the following safety improvements:

- Speed advisory and pedestrian warning signage.
- Improvements to the timber site rails at the beginning of the unsealed portion of Cones Road.
- Outdoor convex mirror opposite the driveway at 352 Cones Road.
- Clearing of vegetation adjacent to the road and including the berm areas in the Council’s maintained mowing list.
- Letter drops to residents, who are the predominant users of this road, leading up to the installation of the new walking track. These will outline the protocols to enable safe operation of this section of road.

(d) **Notes** that the Register of Speed Limits will be updated to include the changed speed limit.
(e) **Notes** that the Speed Limits Bylaw 2009 allows speed limits to be changed by Council resolution following consultation as required by the Land Transport Rule: Setting of Speed Limits.

(f) **Notes** the signage and maintenance costs will be met by existing road maintenance budgets. The estimated cost of the signs and convex mirror is approximately $2,100 plus GST.

(g) **Notes** that the Council, during the LTP deliberations, approved $11,800 towards the cost of the track construction in the 2018/19 financial year.

(h) **Notes** that post track completion staff will monitor speed and traffic count and report this back to the Rangiora Ashley Community Board and Utilities and Roading Committee.

(i) **Circulates** this report, memo and resolution to the Rangiora Ashley Community Board.

**LOST**

A division was called.

For 4: Councillors Felstead, Barnett, Gordon, Mayor Ayers
Against 5: Councillors Atkinson, Blackie, Doody, Meyer and Williams
Councillor Brine abstained

Councillor Gordon said the debate today is not about the walkway itself, which is a delegated decision of the Community Board. This has been dealt with by both the former Woodend-Ashley Community Board and latterly the Rangiora-Ashley Community Board. The decision today is about the speed limits and this is the matter that concerns Council today. Councillor Gordon advised he has had many site visits with both Community Board members and recently with Council colleagues and staff. The original 40km recommendation was with the crest removed and this is no longer the recommendation. The series of recommendations deal with safety improvements and the reduced speed limit of 30km/h. This is back to where the Rangiora-Ashley Community Boards original recommendation was. Councillor Gordon noted that if a pedestrian is walking on a shingle road, the noise of a vehicle approaching can be heard from some distance away. With clearing of vegetation on the roadsides, this will allow time for pedestrians to step away in the event of a car approaching. This is a difficult issue and safety is extremely important and Councillor Gordon appreciated that a number of residents have rightly expressed their concerns. On the other side, there is support from other members of the community for the walkway to proceed. Councillor Gordon supports this community built project and it is in the hands of the community as it is not a Council walkway. He would like to be part of a Council that has an enabling philosophy rather than a negative one, providing that safety is not compromised.

Council Barnett supported the comments of Councillor Gordon and supported the benefits of this walkway to the area, with the safety concerns addressed. Councillor Barnett noted she was on the Woodend-Ashley Community Board when it was first approached regarding this project in 2015 and noted that there was strong support to investigate the potential for this area, knowing it was of benefit to the local residents. The Rangiora-Ashley Community Board has continued to support the project, as long as safety issues were addressed. There have been a number of consultations and conversations regarding this and already one safety improvement has been put in place in the area (Cones/Carrs Road intersection improvements). Having visited the site, Councillor Barnett supports the 30km per hour speed limit. Councillor Barnett had an issue with the cost but there is no extra rating for this project. This project does show some community benefit overall. All rural drivers have to drive with care, and this recommendation addresses the safety concerns that
were raised by the Rangiora-Ashley Community Board. She thanked staff for the thorough way they have approached this matter and the information that had been provided. This is a community project and Councillor Barnett wished the community group well with progressing the project and believes this recommendation addresses any safety concerns that have been raised.

Councillor Williams pointed out that the Rangiora-Ashley Community Board did not fully support this project. When this was passed by the Community Board, it was to be at no cost to the Council. Since then $11,800 has been included in the Council LTP budget. He has real concerns with the safety of having pedestrians using this part of Cones Road, noting that local residents do not allow their own children to walk along the road. Simply by installing 30km per hour signs on this road, will not mean that traffic will actually travel at that speed. Councillor Williams also has concerns that where the track is currently marked is on private land in some places and not in the reserve and suggests there may need to be survey undertaken which will involve another cost to the Council. The major concern is pedestrian safety and there are too many questions for this road to be a walkway as well. Councillor Williams noted that slumping has occurred in recent times on the roadway and believes there will be slumping on the walkway as well, and questioned who would be responsible for the maintenance of the walkway in the future? The majority of local residents who responded to the consultation do not want this walkway to proceed and Councillor Williams suggested that the Council needs to start spending money wisely and this is one project that is not needed.

Councillor Blackie noted that his major concern is safety, with the potential increase in the number of people using this road as a walkway to join with the proposed track. It is the strangers or those unfamiliar with the road and speed who will cause a fatality. There is no way for vehicles to get off this road with the bank on one side and the drop off on the other side. Councillor Blackie said he would not let his grandchildren walk on this road to get to the proposed track.

Mayor Ayers said the walkway depends on this road being safe. No road is totally safe and this is a public road that anybody is entitled to walk on. People will continue to walk on it and there are other country roads that people walk on. Most of these roads do not have footpaths. It is important to remember that there are two parties, the pedestrians and the motorists. Mayor Ayers believes that pedestrians have a good view of vehicles coming from either direction on this part of Cones Road and there is no issue with not hearing the vehicles. Pedestrians are standing higher than most motorists are. There needs to be thought given to the pedestrians’ reactions as well as the drivers. “Hoons” may go on this road, but they go on all roads in the district and sometimes poor drivers cause crashes. That should not stop us from doing projects that are desirable. Some of these people can be on motorbikes as well, but once again, these will be seen and heard by pedestrians. This is part of the lifestyle of the district and people will continue to use some of the roads for walking. By allowing the walkway to go ahead would increase the number of pedestrians using that part of Cones Road and it is possible that having more pedestrians on the road may make it safer, as drivers will be more aware of pedestrians.

Councillor Meyer commented that walkways are becoming more popular than they used to be and will continue to. Councillor Meyer does not oppose the walkway nor is he against the people in the community building it. The challenge is the safety issue, having been involved with the Road Safety Committee and also noted that there is a degree of common sense required. Councillor Meyer has concerns with the Cones Road carriageway and travelling in a car cannot guarantee that people walking on the road would hear any cars. This road is not safe and he does not want to be part of this especially if something negative happens and encouraged fellow Councillors to vote very carefully on this matter. Councillor Meyer believes what the Community Board was trying to do was right, but it is in the wrong place at the wrong time. There
is not the money to spend on being able to provide the safety measures needed to have people accessing the proposed walking track.

Councillor Felstead acknowledged the differing opinions of fellow Councillors around the table, but also referred to the expert opinions that have been sourced by the Council, from Abley Consulting. On their safety assessment of the unsealed section of the road, with the reduced speed limit of 30 km per hour, pedestrian warning signage, mirror and clear the area next to the road to give users more space, overall the proposed walking route along Cones Road can be supported from a traffic and safety perspective. Councillor Felstead noted he will be taking the opinion of these experts on this matter.

Councillor Atkinson noted he had been to Cones Road on two occasions in the past week. On one of these occasions when driving up the road he was met by four motor cross riders travelling together at speed coming over the crest of the hill. These drivers may not be there every weekend, but it only needs them to be there once to cause a road death. Residents that live on this road have children who would walk to neighbouring properties or to bus stops. Councillor Atkinson understands that all the residents of Cones Road are against this proposed walkway due to the proposal increasing pedestrian traffic and the resulting safety issues. Councillor Atkinson asked where does the Council and Councillors personally stand with Health and Safety and where does the responsibility lie? He does support walkways and use of these is gaining support in the district but is looking at the long term pedestrian safety. Councillor Atkinson said allowing this project to happen as a catalyst for the walkway to happen, would be a very sad mistake for the Council to make.

Councillor Doody had been to the site visit to Cones Road and noted that she was not comfortable walking on the higher part of Cones Road. Councillor Doody agrees with the Community Board considering this matter, but does not believe that the car park is in the right place and will not be supporting this recommendation.

In reply, Councillor Gordon noted the comments of fellow Councillors. People travelling at speed will always be an issue on the district’s rural roads, noting that being a resident in this area, there are many other users of the surrounding roads that vehicle drivers share the road with - e.g. cyclists, runners and walkers. Responding to comments from Councillor Williams, he noted that it was always acknowledged that the Council would be including some funding in the LTP. The road safety concerns of fellow Councillors were acknowledged, noting that this is a concern for all around the table. Regarding community support, Councillor Gordon mentioned a petition that had 120+ signatures supporting this proposal and some of these people who signed the petition live on Cones Road and in the local area. Also noted there was a public meeting with over 100 people attending the meeting with the views expressed. The view was taken from that meeting to ask Council staff to progress the matter. He acknowledged the comments on the Abley Report with the recommended speed limit of 30km/h with the safety improvements in place. The comment from Councillor Doody regarding the location of the walking track, Councillor Gordon said there is no other location to link this piece of public road. This is not an easy issue, but the project will only proceed if the community are enthused enough to construct the walkway. He asked Councillors to consider the comments of Councillor Felstead and the advice of experts, and that the Community Board supported this project, Councillor Gordon urged colleagues to support it.

Mayor Ayers provided clarification on the alternative staff recommendation for this matter.

Moved Councillor Williams seconded Councillor Atkinson

THAT the Council
(a) Receives report No. 180823095984 and memo no. 180903100247

(b) Notes that the walkway is supported by the Rangiora Ashley Community Board.

(c) Instructs staff not to proceed any further on this project.

CARRIED

A division was called

For: Six: Councillors Atkinson, Blackie, Doody, Meyer and Williams, Mayor Ayers
Against: Four: Councillors Felstead, Barnett, Brine and Gordon

Councillor Atkinson believes this is not a safe environment and does not support this project with the catalyst for this being the proposed walkway.

Councillor Brine is in favour of the walkway, noting that there are safety issues on all our roads. There are safety issues on our beaches and these need to be mitigated, with people being responsible for their children.

Councillor Barnett does not support this motion and believes it sets a dangerous precedent. This matter has been supported by a majority of members of two community boards. There have been concerns raised by residents who live on this road, but there are many roads in the district where people have to take care. This is a matter of personal safety and personal responsibility. Councillor Barnett does not believe we should be living in a district where people do not obey the road rules or drive to the conditions and it is not the Council’s job to decide the road rules. This walkway is on a paper road, which would connect between Boundary Road and Cones Road. The support for this track was from the local community, who were prepared to fundraise, do the work and would have removed the gorse and broom and made it an ecological area which would have been a great benefit for the district. Councillor Barnett is disappointed that the Council has made this decision today to not proceed with the community board’s recommendation.

Councillor Gordon noted he would not be supporting this recommendation. He felt that a thorough process has been followed, supports the project proceeding, subject to the road safety concerns being addressed, as agreed they would and also because of the community related project that was to follow, as mentioned by Councillor Barnett.

Mayor Ayers noted that the legal description of the area where the proposed walkway would have gone is on a legal unformed road. If it was not for the gorse etc, people could be using it now.

Councillor Williams voiced disagreement with the comments of Councillor Barnett on safety issues and believes it is the responsibility of the Council to consider safety and speed limits on the district’s road. He referred to comments on this not being a popular track at the moment – maybe not at the moment, but it would become so, and this could create the problem in the area. It is the job of the Council to consider safety in every aspect around the community.

7.2 Ashley Gorge Road Trunk Main – Colin Roxburgh (Water Asset Manager)

Mr G Cleary and Mr C Roxburgh presented this report which requested that $35,000 of funding be brought forward from the Ashley Gorge Road Trunk Main budget of $218,000 in 2024/25 to allow a section of new 125mm diameter main along Ashley Gorge Road to be constructed and to move the existing main out of private property. This would be constructed in the current financial year. This
is to resolve an ongoing issue with a section of shared lateral in private property that has been a cause of an ongoing dispute between two property owners and has involved the Council. Council staff have checked what water is going through the restrictor and can verify the property at 101 Ashley Gorge Road is receiving its full allocation at its point of supply, but they have concerns that this full allocation is not making its way through the private section of infrastructure, which goes through the neighbouring property at 120 Sales Road.

Councillor Williams asked why should the Council be looking at bringing in an extra line, when it is the issue of the property owner. G Cleary commented that though this is bringing the money forward, it is at no additional cost to the Council. C Roxburgh said the property owners are still having to invest some money for some infrastructure as well.

Councillor Felstead sought confirmation of the funding for this proposal. C Roxburgh said the $35,000 would come from the $218,000 capital budget of 2024/25, but this is a growth budget to come from development contributions. It was noted that this proposal would have a fairly minor rate component.

Moved Councillor Doody seconded Councillor Felstead

THAT the Council:

(a) Receives report No. 180717079353.

(b) Approves $35,000 of the $218,000 capital budget in 2024/25 to be brought forward to the 2018/19 financial year to allow a section of this project to be constructed early.

(c) Notes that this work is ultimately required to accommodate growth on the scheme, but by constructing this portion early it will allow Council to resolve an ongoing dispute by providing a point of supply at the property frontage to 101 Ashley Gorge Road, rather than their point of supply requiring pipework through a neighbouring property.

CARRIED

Councillor Doody supported this recommendation and this was a wise decision for the Council to make.

Councillor Felstead agreed that with little or no rating impact this is the sensible decision to make.
7.3 **Adoption of the Alcohol Control Bylaw 2018 Recommendation of the Hearing Panel – Councillors N Atkinson (Chair), W Doody and J Meyer**

Councillor Brine left the table during consideration of this report and took no part in discussion or voting.

Mr N Harrison presented this report, in the absence of L Beckingsale, on behalf of the Hearing Panel that considered submissions to the draft Alcohol Control Bylaw 2018. A total of 11 submissions were received on the Bylaw during the consultation process. The Hearing Panel heard the submissions and agreed to retain a Bylaw. Key changes to come out of this process were the addition of Murphy Park, Kaiapoi, to be covered by the Bylaw, during the rugby league season. The Hearing Panel did not agree to include Pegasus Town areas in the Bylaw area, as supported by some of the submissions received. Currently there is no evidence to support the extension of the alcohol control areas to Pegasus Lake and surrounding area, but it has been recommended that ongoing monitoring should be undertaken.

Councillor Atkinson, as Chairperson of the Hearing Panel, commented that the request by some submitters to include Pegasus Town was not supported, as there has currently been no alcohol related issues experienced there. This is a requirement under legislation, before the bylaw can extend coverage of any area. Including Murphy Park was as a result of submissions received and that there had been issues with supporters drinking alcohol for extended periods of time on the side-line of rugby league matches at Murphy Park and subsequent issues between different Clubs’ supporters.

Councillor Meyer as a member of the Hearing Panel commended the Chair of the Hearing Panel and that of the late Councillor Peter Allen in the role of Chair of the District Licensing Committee.

Councillor Felstead asked about whether the drainage reserve in Weka Street, Oxford which could be included. It was then pointed out that there may need to be some consistency on drainage reserves across the district.

Following a question from Council Barnett on the next review date for this Bylaw, Mr Harrison advised that the Bylaw is required to be reviewed again by 1 September 2023 but it can be reviewed at any other time before that date as determined by resolution of the Council.

Moved Councillor Gordon seconded Councillor Barnett

**THAT** the Council:

- **Receives** report No. 180815091951.
- **Adopts** the draft Alcohol Control Bylaw 2018 (TRIM: 180409037733), incorporating the changes made by the Hearing Panel as attached, to take effect from 1 October 2018.
- **Notes** the extension of the alcohol control area to Murphy Park during the rugby/rugby league season (1 April to 1 September).
- **Revolks** the Liquor Ban Bylaw 2007 on 1 October 2018.
- **Notes** an audit of all signage will be undertaken by staff.
- **Notes** a copy of this report will be sent to the Community Boards for their information.

**CARRIED**
Councillor Gordon commented on the importance of having such a Bylaw and thanked the Hearing Panel. Noted that Waimakariri is the envy of a number of other Councils in the way that alcohol matters are handled in this district and commended the work of Councillor Atkinson in his role of Chairperson of the DLC and this Hearing Panel.

Councillor Barnett supported having the areas that are included in the Bylaw, and this gives the Police the extra “teeth” in dealing with any issues in these areas. Councillor Barnett believes that it is important to keep Pegasus under observation.

Councillor Atkinson is extremely disappointed in the NZ Police and the Medical Officer of Health who did submit on this matter, but did not attend the hearing. The Council are asked to take these matters extremely seriously and believe they should also. The Police did have a representative present at the deliberations, upon invitation from the DLC Secretary.

Mayor Ayers also extended thanks to the Hearing Panel and staff involved in this process.

7.4. **Draft Business Zone 1 and 2 Public Spaces Policy – Mike-O’Connell (Senior Policy Analyst)**

M O’Connell presented this report to seek adoption of the Business Zone 1 and 2 Public Spaces Policy following public consultation during June and July 2018. Seventeen submissions were received during this process, predominantly from Rangiora and Southbrook business owners. Most submitters were in support of the Policy.

Following a question from Councillor Atkinson on signage, S Markham noted that the Policy gives direction for the existing Signage Bylaw 2012.

Councillor Barnett regarding smoking in public places, specifically outdoor dining areas, asked is this not something that other local authorities have already introduced? Mr Palmer noted that the Council has a smokefree policy which encourages smokefree in reserve areas, but cannot legally enforce this. Councillor Barnett asked with the amount of feedback that the Council is receiving, is there something that the Council should be revisiting, in view of Smokefree 2025. Mr Markham noted that the Council can strongly encourage, advocate, advertise and lead, but it cannot enforce a smoking ban. Enforcing this would be challenging for the Council. Mr Markham is hoping that there will be clearer national direction and set of tools that will be made available to Councils and other agencies, as a means of enforcement, as it gets closer to Smokefree 2025. Mr O’Connell added that the District Health Board has been working with local cafes and bar owners to discourage outdoor smoking.

Councillor Blackie noted the definition of skateboarding as being an “annoyance”. He understands there has been an issue with Rangiora, but is not aware of this being the case in Kaiapoi Business 1 and 2 Zone. Staff advised there has been no definition of annoyance, but did note that there have been reported issues with skateboarders in Kaiapoi. Mr Markham added that with more public spaces being made available, there was potential for this to become an issue and encouraged Council to include Kaiapoi zones in this Policy.

Councillor Atkinson noted the instances of children travelling to school on skateboards or scooters with a parent, who then rides these home, and then
returns in the afternoon to collect the child on the said skateboard or scooter. Councillor Atkinson said he would not want to see the Council becoming draconian in the matter.

Moved Councillor Gordon seconded Councillor Felstead

**THAT** the Council:

(a) **Receives** report No. 180803087217.

(b) **Adopts** the Business Zones 1 & 2 Public Spaces Policy following minor amendments noted in officer recommendations with the Policy to come into effect from Wednesday 5 September 2018.

(c) **Notes** that public consultation took place from 25 June to 30 July 2018 with a total of fifteen submissions received in support of the policy.

(d) **Notes** that feedback received through consultation was considered by a staff Working Group and, where appropriate has been reflected in the final policy.

(e) **Notes** that the final policy will be circulated for information to all Community Board members and to Advisory Group members who provided input into policy development.

CARRIED

Councillor Gordon supported this recommendation and would also like to see more exploration on smoking in public spaces.

Mayor Ayers noted that living in a Business 1 zone, having skateboards and scooters going straight past his gate, can be hazardous. Sensibly ridden, all these plus mobility scooters are not an issue. Mayor Ayers has concerns with skateboarders using the cenotaph area, riding along the edges of the concrete and finds this unacceptable. Mayor Ayers would like to see education and work with schools, noting that not all users are school children and changing behaviours.

Councillor Barnett noted that she has had an issue with nearly being run over by a mobility scooter and suggested referring the skateboard issue to the Youth Council. Councillor Barnett questioned whether the Council has a responsibility for having its own properties being smokefree (which would include footpaths and therefore also include outdoor dining areas of restaurants and cafes). Councillor Barnett would like to see some “teeth” included in a Bylaw, suggesting a $50 fine for breaching the bylaw. This would make it a bit more of an actual deterrent. Mr Markham responded that there is currently a Government Bill with the Select Committee. This is being supported by LGNZ, SOLGM and a number of Councils (including Waimakariri).
The meeting adjourned at this time at 3.20pm and reconvened at 3.35pm.

7.5. **Amended Appointments to two Hearing Panels – Sarah Nichols (Governance Manager)**

Mayor Ayers spoke to this report which seeks support for amendments to previous Council decisions on membership of two upcoming hearing panels.

There were no questions.

Moved Councillor Brine seconded Councillor Felstead

**THAT** the Council:

(a) **Receives** report No. 180822095200.

(b) **Appoints** Councillor Meyer to the Unreinforced Masonry Building Hearing Panel, in the place of Councillor Gordon.

(c) **Appoints** Mayor Ayers to the Kaiapoi Town Centre Hearing Panel, in the place of Councillor Barnett.

**CARRIED**

8. **HEALTH AND SAFETY**


Mr Palmer presented this monthly update report.

There were no questions.

Moved Councillor Atkinson seconded Councillor Blackie

**THAT** the Council:

(a) **Receives** report No.180821094715,

**CARRIED**

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

9.1. **Increase in Transwaste Disposal Charges for Expanded Polystyrene – Kitty Waghorn (Solid Waste Asset Manager)**

(refer attached report no. 180802086601 to the Solid and Hazardous Waste Working Party meeting of 15 August 2018)

K Waghorn (Solid Waste Asset Manager) was present for consideration of this report which was taken as read.

There were no questions.

Moved Councillor Brine seconded Councillor Williams

**THAT** the Council:

(a) **Receives** report No. 180802086601.

(b) **Approves** limiting acceptance at Southbrook resource recovery park of low density materials such as expanded polystyrene to a “domestic
load” which is equivalent to a standard trailer holding up to a volume of 1.7m³ or up to a maximum weight of 40kg as from 8 September 2018.

(c) **Notes** that changing a gate fee after the fee has been adopted through the Long Term Plan process would require Council to undertake some form of consultation which would delay the implementation of such an increase.

(d) **Notes** that expanded polystyrene is not accepted separately at Oxford transfer station and that general waste is charged by volume at this site.

(e) **Notes** that staff will bring a report to Council in October to request approval of changes to the Terms and Conditions of the Solid Waste and Waste Handling Licensing Bylaw 2016, and that maximum limits on acceptance of low density materials will be included in those proposed changes.

CARRIED

9.2. **Annual Dog Control Report for 2017/18** – Malcolm Johnston (Environmental Services Manager)

*(refer attached report no. 180704074535 to the District Planning and Regulation Committee meeting of 21 August 2018)*

Mr Palmer presented this report noting that it has been to the DP&R Committee. It is a requirement that this information on the number of dogs registered, the number declared dangerous or menacing, and the number and nature of dog complaints received for each fiscal year is submitted to the Department of Internal Affairs. These statistics will also be publicly notified.

There were no questions.

Moved Councillor Gordon seconded Councillor Blackie

**THAT** the Council:

(a) **Receives** report No. 180704074535.

(b) **Approves** the attached 2017/2018 Annual Report on Dog Control to the Department of Internal Affairs.

(c) **Circulates** a copy of this report to the Boards.

CARRIED

9.3. **Management of Nitrate Levels for WDC Community Water Supplies** – Sophie Allen (Water Environment Advisor) and Colin Roxburgh (Water Asset Manager)

*(refer attached report no.180719080422 to the Utilities and Roading Committee meeting of 21 August 2018)*

Mr K Simpson and Ms S Allen presented this report which recommends the Council adopt a position on limits for nitrate levels in community water supplies in the Waimakariri Water Zone. The key position is that staff want to make sure that the community water supplies are not compromised in the long term. Staff see this as something that will require work in the future, working closely with Environment Canterbury. It was also noted that with farmers and other ratepayers in the district, as they improve their farming practices as new technologies and different ways of doing things, this will be ongoing work. It is intended that this matter will be revisited on a ten yearly basis by the Waimakariri Water Zone Committee as the Land and Water Regional Plan is updated.
Following a question from Councillor Doody on how long it takes for any change to practices to make an impact on nitrate levels, Mr Simpson said it is difficult to determine this. Some of the nitrates that have been applied are already coming through in the groundwater. One of the matters for consideration is possibly installing additional monitoring bores in between the Kaiapoi and Rangiora supplies to the west to get a better indication of what is happening and how to respond to this. It is possibly going to take decades to see improvements to nitrate levels.

Moved Councillor Williams seconded Councillor Brine

THAT the Council:

(a) Receives report No. 180719080422
(b) Acknowledges that 3 Waters staff, who are responsible for providing safe high quality drinking water, will advocate for the management of nitrate leaching to groundwater in the Waimakariri Water Zone to limit groundwater nitrate levels to not exceed more than 50% of the Maximum Allowable Value (MAV), as defined in the Drinking-Water Standards New Zealand, for community drinking water supplies.
(c) Notes that a groundwater nitrate limit will be proposed by the Waimakariri Water Zone Committee in the draft Zone Implementation Plan Addendum, to be presented to the Council on the 11th September 2018.
(d) Notes staff are integrating management and monitoring of nitrate levels into current WDC management practices i.e. Activity Management Plans, and Water Safety Plans under the Drinking-Water Standards New Zealand.
(e) Notes that staff are working with Environment Canterbury for increased data input into the nitrate groundwater model from WDC water supply wells, to reduce modelled uncertainty and allow for more informed management.
(f) Notes that water treatment for nitrate removal is not considered a preferred option with current technology, however options such as catchment management, and blending of water supplies are viable options.

CARRIED

Councillor Williams said this matter is something that the Council needs to be looking at now to determine what is going to be involved.
10. COMMITTEE/WORKING PARTY/JOINT COMMITTEE MINUTES FOR INFORMATION

10.1. Minutes of a meeting of the Community and Recreation Committee held on 24 July 2018

10.2. Minutes of a meeting of the Audit and Risk Committee held on 24 July 2018

10.3. Minutes of a meeting of the Waimakariri Youth Council held on 31 July 2018

10.4. Minutes of a meeting of the Regeneration Steering Group held on 6 August 2018

10.5. Minutes of a meeting of the Solid and Hazardous Waste Working Party held on 15 August 2018

10.6. Minutes of a meeting of the District Planning and Regulation Committee held on 21 August 2018

Moved Councillor Atkinson seconded Councillor Felstead

THAT the information in items 10.1-10.6 be received.

CARRIED

11. COMMUNITY BOARD MINUTES FOR INFORMATION

11.1. Minutes of a meeting of the Rangiora-Ashley Community Board held on 8 August 2018

11.2. Minutes of a meeting of the Oxford-Ohoka Community Board held on 9 August 2018

Members were advised that Reynolds Pavilion is to have an opening function this Friday afternoon, 7 September

11.3. Minutes of a meeting of the Woodend-Sefton Community Board held on 13 August 2018

Councillor Blackie noted that there was an update provided by G Byrnes on Tekohaka Trust and the forestry work.

11.4. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board held on 20 August 2018

Moved Councillor Barnett seconded Councillor Meyer

THAT the information in items 11.1 to 11.4 be received.

CARRIED

12. REPORTS REFERRED TO COUNCIL FOR INFORMATION FROM THE UTILITIES AND ROADING COMMITTEE MEETING OF 21 AUGUST 2018 (refer to committee agenda to view)

12.1. Avian Botulism at the Kaiapoi Wastewater Treatment Plant –
Sophie Allen (Water Environment Advisor) and Rob Frizzell (Wastewater Engineer)

12.2 20 February 2018 Storm Event – Update on Service Requests – Kailey Simpson (3 Waters Manager)

12.3 Seal Extensions and Roading Subdivision Contribution Budget – Joanne McBride (Roading and Transport Manager)

12.4 Approval of new Footpaths Programme – Joanne McBride (Roading and Transport Manager)

Moved Councillor Atkinson seconded Councillor Meyer

THAT the information in items 12.1 to 12.4 be received.

CARRIED

13. CORRESPONDENCE

There was no correspondence.

14. MAYOR’S DIARY

14.1. Mayor’s Diary 31 July – 27 August 2018

Mayor Ayers thanked Councillors for attending the meeting with Christchurch City Council. Further joint meetings are to be arranged with Selwyn District Council and Environment Canterbury in the coming months. Regarding the meeting recently arranged with ECan Councillors for Tuesday 18 September, members were advised that it had been necessary to cancel this meeting and another date would be advised for this meeting once confirmed.

Moved Councillor Barnett seconded Councillor Williams

THAT the Council:

(a) Receives report no. 180827096666.

CARRIED

15. COUNCIL PORTFOLIO UPDATES

15.1. Iwi Relationships

Nothing to report.

15.2. Canterbury Water Management Strategy

Mayor Ayers conveyed the following update submitted by Councillor Stewart. The draft Zone Implementation Programme Addendum (ZIPA) will get its final look-over by committee members on Monday, September 10 and Waimakariri councillors will be briefed on its content on Tuesday, September 11.

Many hours of debate, discussion and technical scientific reports have been digested to get to this point, with some targeted consultation with affected water abstraction consent holders.
As councillors were aware the first full public consultation was July/August on the nitrates issue in Waimakariri.

The Draft ZIPA will go out for full public input on September 17 with drop-in sessions around the district from September 21 to October 5.

People who want to present a submission will be heard by the Zone Committee on October 8 with feedback and amendments to the ZIPA discussed over several meetings by the Zone Committee until a final document is settled on November 19.

This will then be presented to WDC on December 4 and ECAn on December 6.

The ZIPA process is NOT an RMA process which will occur next year with notification of the Waimakariri sub-regional plan - Plan Change 8 under the Canterbury Land and Water Plan.

But the ZIPA and all the consultation, technical reports, science and debate behind it is the precursor to the plan change and goes to form the basis for preparation of PC 8 for Waimakariri, which is scheduled for notification by June 2019.

Mayor Ayers added that in terms of nitrates, the initial target was to meet GMP (Good Management Practice). There was agreement with the first tranche of this, but there was discussion whether the next phase to 2030 was achievable. There was a range of views at the community meetings of the percentage achievable – from a 10 – 25% reduction. This is a complex matter but it is very important.

15.3. **International Relationships**

Councillor Felstead noted that a report will be presented to the Council in the near future to formalise the Waimakariri-Passchendaele Advisory Group, to replace the Trust which had never been formalised.

A business delegation from China is visiting from Enshi. ENC are hosting this visit and Mr Palmer added that this will also involve linking with Lincoln University

15.4. **Regeneration (Kaiapoi)**

Councillor Blackie noting the Reserves Master Plan goes out for consultation for four weeks, opening next week. The design and building contract for the floating pontoons on the Kaiapoi River is open at the moment. The works enablement contract is also out for tender, and closes on 12 September.

16. **QUESTIONS**

*(under Standing Orders)*

There were no questions.
17. URGENT GENERAL BUSINESS
(under Standing Orders)
There was no urgent general business.

18. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED
Section 48, Local Government Official Information and Meetings Act 1987

Moved Mayor Ayers seconded Councillor Felstead

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

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Minutes/Report of:</th>
<th>General subject of each matter to be considered</th>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.1</td>
<td>Minutes of the public excluded portion of Council meeting of 6 August 2018</td>
<td>Confirmation of minutes</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.2</td>
<td>Report of Joanne McBride (Road and Transport Manager)</td>
<td>New Link Road Land Purchase</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.3</td>
<td>Report of Joanne McBride (Road and Transport Manager)</td>
<td>Gladstone Road Cycleway – Purchase of property</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.4</td>
<td>Report of Greg Barnard (Parks Community Assets Officer)</td>
<td>Contract 17/22 – Street, Reserve and Cemetery Tree Maintenance Contract Tender Report</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.5</td>
<td>Report of Rob Hawthorne (Property Manager)</td>
<td>Contract 17/06 – Logging Contract 17/19 – variation to Harvest Contract</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.6</td>
<td>Report of Rob Hawthorne (Property Manager)</td>
<td>Purchase of Southbrook Property</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>18.7</td>
<td>Report of Mayor Ayers</td>
<td>Chief Executive</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Reason for protection of interests</th>
<th>Ref NZS 9202:2003 Appendix A</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.1 – 18.7</td>
<td>Protection of privacy of natural persons To carry out commercial activities without prejudice</td>
<td>A2(a) A2(b)ii</td>
</tr>
</tbody>
</table>

CARRIED

CLOSED MEETING

The public excluded portion of the meeting took place from 4.10pm until 5.11pm.

Moved Mayor Ayers seconded Councillor Felstead

THAT open meeting resumes and the business discussed with the public excluded remains public excluded, with the recommendations as per the reports.

CARRIED

OPEN MEETING

19. NEXT MEETING

The next scheduled meeting of the Council is on Tuesday 2 October 2018 commencing at 1pm.

There being no further business, the meeting closed at 5.12pm.

CONFIRMED

____________________________
Chairperson

____________________________
Date
1. **SUMMARY**

1.1 The purpose of this report is to seek Council’s approval to delay the 2018 refresh of the Waimakariri Zone Committee Community Members until June 2019.

**Attachments:**

i. General Information Council paper to Environment Canterbury to extend the appointment of four members of the Waimakariri Zone Committee (TRIM No.180918107925).

2. **RECOMMENDATION**

THAT the Council:

(a) **Receives** report No. 180918108059

(b) Approves the delay in refreshing the Community Members of the Waimakariri Zone Committee until 30 June 2019.

3. **BACKGROUND**

3.1 The Canterbury Water Management Strategy (CWMS) refreshment processes for the zone and regional committee membership was approved by the Mayoral Forum at its meeting on 19 July 2013. Community members are appointed for 3 years.

3.2 Waimakariri Zone Committee has four community members whose terms expired on 31 August 2018. The Zone Committee is currently in the process of finalising its recommendations for a Solutions Package in the Waimakariri zone. Current members have worked hard to finalise their recommendations, and are on schedule to present these to both Environment Canterbury and Waimakariri District Council in December.

3.3 An extension to June 2019 will allow the current committee to complete their recommendations and develop an on-going work programme. Extending the appointment period to 30 June 2019 will also allow Waimakariri members to be refreshed at the same time as the Regional committee community members. No other zone committees are due to be refreshed in 2019, however, memberships will change after the local government elections in October.
4. DISCUSSION

4.1 The Waimakariri Zone Committee is comprised of the following membership:

- One elected member or Councillor appointed by Environment Canterbury.
- One elected member appointed by Waimakariri District Council.
- Two members from Te Rūnanga o Tūāhuriri.
- Between 4-7 members appointed from the community and who come from a range of backgrounds and interests within the community.

4.2 In accordance with the refreshment process approved by the Mayoral Forum, the Waimakariri Zone Committee confirmed its refreshment schedule in September 2013, to provide for the replacement or renewal of community members. Members whose term was up for refreshment at 31 August 2018 are Judith Roper-Lindsay, Grant Edge, Gary Walton and Carolyne Latham.

4.3 List of full membership

The membership and names of the Waimakariri Zone Committee are:

1. Waimakariri District Council appointee: Cr Sandra Stewart
2. Environment Canterbury appointee: Cr Claire McKay
3. Rūnanga appointees: Arapata Reuben (Tūāhuriri), Cherie Williams (Tūāhuriri)
4. Community Representatives: Judith Roper-Lindsay (to 30 June 2019), Grant Edge (to 30 June 2019), Gary Walton (to 30 June 2019), Carolyne Latham (to 30 June 2019), David Ashby (to 30 June 2020), Cam Henderson (to 30 June 2020), Michael Blackwell (to 30 June 2020)

5. ISSUES AND OPTIONS

5.1. The delay of the refreshment process needs to be approved by the three partner agencies, Environment Canterbury, Te Rūnanga O Nai Tahu, and the Waimakariri District Council.

5.2. The delay of the refreshment process to June 2019 was endorsed by the Rūnanga executive representatives at the Rūnanga / Council liaison meeting on 20 September 2018.

5.3. The Management Team have reviewed this report and support the recommendations.

6. COMMUNITY VIEWS

6.1. Groups and Organisations

6.1.1. Not sought

6.2. Wider Community

6.2.1. Not sought

7. IMPLICATIONS AND RISKS

7.1. Financial Implications

7.1.1. Not relevant

7.2. Community Implications
7.2.1. Expressions of interest from the community to be considered for membership of the Waimakariri Zone Committee will be delayed until mid-2019.

7.3. Risk Management
   7.3.1. Not relevant

7.4. Health and Safety
   7.4.1. No workplace health and safety issues.

8. CONTEXT

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

8.2. Legislation

Local Government Act 2002 Section 41 (3)

8.3. Community Outcomes
There are wide ranging opportunities for people to contribute to the decision making that effects our District
- The Council makes information about its plans and activities readily available. ¹, ³
- The Council takes account of the views across the community including mana whenua. ¹, ³
- The Council makes known its views on significant proposals by others affecting the District’s wellbeing. ³
Council paper

General Information

<table>
<thead>
<tr>
<th>Agenda item number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portfolio</td>
<td>CWMS</td>
</tr>
<tr>
<td>Councillor</td>
<td>Claire McKay</td>
</tr>
<tr>
<td>Author</td>
<td>Caroline Hart, Programme Manager CWMS</td>
</tr>
<tr>
<td>Endorsed by</td>
<td>Katherine Trought, Director Strategy and Programmes</td>
</tr>
</tbody>
</table>

Title
Extend the appointment of four members of Waimakariri Zone Water Management Committee.

Purpose
To extend the appointment of four community members of the Waimakariri Zone Water Management Committee from 31 August 2018 to 30 June 2019.

Recommendation
That the Council extends the appointment of Judith Roper-Lindsay, Grant Edge, Gary Walton and Carolyne Latham as community members of the Waimakariri Zone Water Management Committee from 31 August 2018 to 30 June 2019.

Background
The Canterbury Water Management Strategy (CWMS) refreshment processes for the zone and regional committee membership was approved by the mayoral forum at its meeting on 19 July 2013. Community members are appointed for 3 years.

Waimakariri Zone Committee has four community members whose terms expire 31 August 2018. The Zone Committee is currently in the process of finalising its recommendations to improve water management in Waimakariri zone. Current members have worked hard to finalise their recommendations and are on schedule to present these to both Environment Canterbury and Waimakariri District Council in December.

An extension will allow the current committee to complete their recommendations and develop an on-going work programme. Extending the appointment period to 30 June 2019 will also allow Waimakariri members to be refreshed at the same time as the Regional committee community members. No other zone committees are due to be refreshed in 2019, however, memberships will change after the local government elections in October.
Discussion

The Waimakariri Zone Water Management Committee is comprised of the following membership:

- One elected member or Councillor appointed by Environment Canterbury.
- One elected member appointed by the following Territorial Authorities: Waimakariri District Council.
- Two members from Te Rūnanga o Tūāhuriri.
- Between 4-7 members appointed from the community and who come from a range of backgrounds and interests within the community.

In accordance with the refreshment process approved by the Mayoral Forum, the Waimakariri Zone Water Management Committee confirmed its refreshment schedule in September 2013, to provide for the replacement or renewal of community members. Members whose term was up for refreshment at 31 August 2018 are Judith Roper-Lindsay, Grant Edge, Gary Walton and Carolyne Latham.

List of full membership

The membership and names of the Waimakariri Zone Water Management Committee are:

| 1. Waimakariri District Council appointee: | Cr Sandra Stewart |
| 2. Environment Canterbury appointee: | Cr Claire McKay |
| 3. Rūnanga appointees | Arapata Reuben (Tūāhuriri) Cherie Williams (Tūāhuriri) |
1. SUMMARY

1.1. This report seeks Council's approval to consult on the proposed speed limit change as shown on Figure 1, and summarised in Table 1.

![Figure 1 Map of Proposed Speed Limit Changes](image-url)
Table 1 Summary of Proposed Speed Limit Changes

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</tr>
</tbody>
</table>

1.1. The safe and appropriate speeds for these roads have been assessed using NZTA’s Speed Management Guide (2016)

1.2. The road environment on the section of Rangiora Woodend Road through, and immediately north west of Woodend is likely to be affected by both the Ravenswood development, and any measures implemented by NZTA as part of their project to improve access onto and across State Highway 1 through Woodend.

1.3. Construction of stage 1B of the residential portion of the Ravenswood development is expected to start in October 2018. This stage will include a new roundabout north west of Chinnerys Road, and residential development fronting onto Rangiora Woodend Road between the roundabout and Chinnerys Road. It is considered desirable to have a new speed limit in place prior to completion of these works.

1.4. The 60km/h speed limit proposed for the urban section of Rangiora Woodend Road is higher than the assessed safe and appropriate speed. This is because physical measures to reduce the operating speeds are likely to be necessary. Implementation of these measures is not considered justified until there is more clarity about the impacts of NZTA’s possible proposals for SH1 on Rangiora Woodend Road.

1.5. Feedback has been sought from the community on the question of whether the speed limits on these roads should be reduced (without suggesting a proposed new limit). Printed survey forms were distributed to adjacent property owners, and to pupils of Woodend School. An online survey was also carried out using Survey Monkey.

1.6. A summary of feedback responses, excluding the Woodend School responses, is shown in Table 2. A more detailed breakdown of responses is shown in Error! Reference source not found..

Table 2 Summary of Feedback Responses

<table>
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<tr>
<th>Road</th>
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</tr>
</thead>
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<td>121 (52%)</td>
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<td>Boys Road</td>
<td>124 (53%)</td>
<td>106 (46%)</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>140 (61%)</td>
<td>89 (38%)</td>
</tr>
</tbody>
</table>
1.7. Each of the Community Boards has recommended that Council approves consultation being carried out on these speed limit changes.

**Attachments:**
i. Report to Council Rangiora Woodend Speed limit Review 7th August 2018 (Trim 180706075194[v2])

2. **RECOMMENDATION**

**THAT** the Council:

(a) **Receives** report No. 180919108756.

(b) **Approves** consultation being carried out on the proposed speed limit changes summarised below

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</table>

(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

3. **BACKGROUND**

3.1 Council considered report No. 180706075194 (attachment i) at its meeting on 7th August 2018. This report requested approval to consult on reducing speed limits on Rangiora Woodend Road, Gressons Road, Boys Road, and Northbrook Road. Council resolved to “Refer this report to all Community Boards to seek feedback, and report back to the Council, prior to consultation on proposed speed limits.”

3.2 This report has been presented to the following Community Board meetings:

- Oxford-Ohoka Community Board 6th September 2018
- Woodend – Sefton Community Board 10th September 2018
- Rangiora – Ashley Community Board 12th September 2018
- Kaiapoi – Tuahiwi Community Board 17th September 2018
3.3 At their meetings each of the Community Boards resolved:

THAT the Community Board recommends:

THAT the Council:

- Receives report No. 180809089699.
- Approves consultation being carried out on the proposed speed limit changes summarised below

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- Notes the consultation on this proposal will be carried out between 8th October and 4th November 2018.
- Notes the Community Boards will be updated at the end of the consultation process.
- Notes that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

4. ISSUES AND OPTIONS

4.1. The issues and options are discussed in the original report to Council.

4.2. The Woodend Community Association has written to each of the Community Boards recommending that the limit on Rangiora Woodend Road be reduced to 50km/h between the proposed Ravenswood roundabout and the 50km/h limit at School Road, rather than the 60km/h proposed to be consulted on.

4.3. The following comments are made in response to the suggestion to reduce this section of Rangiora Woodend Road to 50km/h:

- This section of Rangiora Woodend Road doesn’t look or feel like a 50km/h environment.
- The current mean speed is 63km/h
- Compliance with a 50km/h speed limit is therefore expected to be low unless some engineering work is done to make the road feel more like a 50km/h environment
- NZTA currently has a project under way to identify and implement options improve access across and onto State Highway 1 through Woodend. Some of these options are likely to result in changes to the road environment on Rangiora Woodend Road.
• It is not recommended to make changes to Rangiora Woodend Road to suit a 50km/h speed environment until there is more clarity on NZTA’s preferred options for State Highway 1.

4.4. The Management Team have reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Groups and Organisations** During the proposed consultation process the views of the following key stakeholder groups will be sought:
- The local community that is considered to be affected by the proposed speed limit
- Te Ngāi Tūāhuriri Rūnanga
- The Commissioner of Police
- The Chief Executive Officer of NZ Transport Agency
- The Chief Executive Officer of the NZ Automobile Association Inc
- The Chief Executive Officer of the Road Transport Forum NZ

5.2. **Wider Community** the views of the wider community on these specific speed limit changes will be sought through the consultation process. The wider community, including users of the affected roads, will be informed of the consultation process through social media, advertisements in the local newspapers, Variable Message Signs on the affected roads, and a drop in session.

5.3. In addition, residents on the affected roads will be informed of the consultation through a letterbox drop.

5.4. Feedback has been sought from the wider community regarding the wider question of whether speed limits on these roads should be lowered. The feedback process did not propose any specific speed limits. Full details of the feedback received are included in the previous report to Council (Attachment i)

6. **IMPLIEDATIONS AND RISKS**

6.1. **Financial Implications** There are no financial implications in consulting on this

6.2. **Community Implications** The views of the community are being sought

6.3. **Risk Management** The risks associated with consulting on this are considered low

6.4. **Health and Safety** There are considered to be few health and safety implications associated with consulting on this.

7. **CONTEXT**

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

7.2. **Legislation**
Section 145 of the Local Government Act 2002 empowers the Council to make a bylaw for its district to protect, promote and maintain public health and safety.
The Land Transport Rule: Setting of Speed Limits Rule (2017) requires that permanent speed limits be set by bylaw.

The Speed Limits Bylaw 2009 enables the Council to set speed limits by Council resolution.

7.3. Community Outcomes

Governance

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

- The Council makes information about its plans and activities readily available. \(^1,^3\)
- The Council takes account of the views across the community including mana whenua. \(^1,^3\)
- The Council makes known its views on significant proposals by others affecting the District’s wellbeing. \(^3\)
- Opportunities for collaboration and partnerships are actively pursued. \(^1,^2,^3,^4\)

7.4. Delegations

The Speed Limits Bylaw 2009 enables the Council to set speed limits by Council resolution.
1. SUMMARY

1.1. This report seeks Council’s approval to consult on the proposed speed limit change as shown on Figure 1, and summarised in Table 1:

![Figure 1 Map of Proposed Speed Limit Changes](image-url)
Table 1 Summary of Proposed Speed Limit Changes

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1.2. Community Boards normally approve requests to consult on speed limit changes. However, in this instance, the speed limits being reviewed fall within the Rangiora Ashley, Woodend Sefton, and Kaiapoi Tuahiwi Community Board areas. It was therefore considered more appropriate to seek Council approval on behalf of all three affected Boards. Each of the affected Boards will receive a copy of this report.

1.3. The safe and appropriate speeds for these roads have been assessed using NZTA’s Speed Management Guide (2016)

1.4. The road environment on the section of Rangiora Woodend Road through, and immediately north west of Woodend is likely to be affected by both the Ravenswood development, and any measures implemented by NZTA as part of their project to improve access onto and across State Highway 1 through Woodend.

1.5. Construction of stage 1B of the residential portion of the Ravenswood development is expected to start in October 2018. This stage will include a new roundabout north west of Chinnerys Road, and residential development fronting onto Rangiora Woodend Road between the roundabout and Chinnerys Road. It is considered desirable to have a new speed limit in place prior to completion of these works.

1.6. The 60km/h speed limit proposed for the urban section of Rangiora Woodend Road is higher than the assessed safe and appropriate speed. This is because physical measures to reduce the operating speeds are likely to be necessary. Implementation of these measures is not considered justified until there is more clarity about the impacts of NZTA’s possible proposals for SH1 on Rangiora Woodend Road.

1.7. Feedback has been sought from the community on the question of whether the speed limits on these roads should be reduced (without suggesting a proposed new limit). Printed survey forms were distributed to adjacent property owners, and to pupils of Woodend School. An online survey was also carried out using Survey Monkey.

1.8. A summary of feedback responses, excluding the Woodend School responses, is shown in Table 2. A more detailed breakdown of responses is shown in Table 9.

Table 2 Summary of Feedback Responses

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2. **RECOMMENDATION**

THAT the Council

(a) Receives report No. 180706075194.

(b) Approves consultation being carried out on the proposed speed limit changes summarised below

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(c) Notes the consultation on this proposal will be carried out between 13 August and 9 September 2018.

(d) Notes the Community Boards will be updated at the end of the consultation process.

(e) Notes that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 2 October 2018 for approval.

(f) Circulates this report to the Community Boards.

3. **BACKGROUND**

3.1. The review of speed limits on Rangiora-Woodend Road has been prompted by the addition of the cycleway along this road, and the increase of traffic flows associated with changing land uses in the District. In particular, the Ravenswood development is likely to have a significant impact on the environment adjacent to the Rangiora Woodend Road, and on traffic flows and make up.

3.2. The other roads included in this review have been included because it was considered valuable to maintain a consistency of approach to speed limits in the area.

3.3. This speed limit review has been based on the 2017 Speed Limit Setting rule, and the 2016 Speed Management Guide.

4. **ISSUES AND OPTIONS**

4.1. Each of the specific sections of road are discussed in the sections below
RANGIORA WOODEND ROAD

4.2. Rangiora-Woodend Road is an Arterial road between Smarts Road and Chinnerys Road and a Primary collector between Chinnerys Road and School Road. The road consists of an undivided sealed carriageway with narrow shoulders with numerous roadside hazards such as power poles, ditches and vehicle entrances along its length.

4.3. The existing speed limits on Rangiora Woodend Road are:
- 80km/h to the west of Smarts Road (outside area under review)
- 100 km/h from Smarts Road to Chinnerys Road
- 70km/h from Chinnerys Road to School Road
- 50km/h from School Road to SH1 (outside area under review)

4.4. Current land use on both sides of Rangiora Woodend Road is rural between Smarts Road and Chinnerys Road. Beyond Chinnerys Road the land uses are residential on the north eastern side of the road, and rural on the south western side.

Ravenswood Development

4.5. The Ravenswood development is expected to have significant impacts on the section of Rangiora Woodend Road to the north west of Chinnerys Road.

4.6. Stage 1A of the residential portion of Ravenswood is currently under construction. It includes properties fronting onto Chinnerys Road, and new internal roading connecting onto Chinnerys Road. It does not include properties or roading with access onto Rangiora Woodend Road.

4.7. Construction of Ravenswood Stage 1B is scheduled to run from October 2018 to May 2019. This stage will include properties with access onto Rangiora Woodend Road, and a roundabout at the intersection of Rangiora Woodend Road and the new Bob Robertson Drive. Bob Robertson Drive will eventually link Rangiora Woodend Road with the commercial section of the Ravenswood development and the roundabout on State Highway 1 at Pegasus Boulevard.

4.8. The speed limit assessment has therefore assumed that the land uses adjacent to the section of Rangiora Woodend Road between Chinnerys Road and the new Ravenswood roundabout will be similar to those adjacent to the section between Chinnerys Road and School Road.

4.9. Table 3 shows the recorded Average Daily Traffic (ADT) volumes on Rangiora Woodend Road:

<table>
<thead>
<tr>
<th>Count Date</th>
<th>Location</th>
<th>ADT (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>08/05/2018</td>
<td>South of Woodend Rd</td>
<td>3,653</td>
</tr>
<tr>
<td>15/09/2017</td>
<td>100m south of Chinnerys Rd</td>
<td>5,630</td>
</tr>
<tr>
<td>29/05/2018</td>
<td>140m east of Boys Road</td>
<td>10,195</td>
</tr>
<tr>
<td>29/05/2018</td>
<td>350m west of Boys Rd</td>
<td>6,680</td>
</tr>
</tbody>
</table>
NZTA projects

4.10. NZTA has a project underway to provide safer access across and onto State Highway 1 in Woodend. This project is likely to result in improved access onto SH1 in a limited number of locations. This may result in some routes accessing SH1 becoming more attractive than others, thereby contributing to changed traffic patterns on Rangiora Woodend Road. This may prompt changes to intersection, or other, layouts along Rangiora Woodend Road.

4.11. The nature and timing of any changes associated with improving access to SH1 are currently unknown. The speed limit assessment has therefore assumed no changes associated with these measures.

Assessment – Smarts Road to Proposed Ravenswood Roundabout

4.12. Full speed limit assessments are included in Attachment 1. The assessment for Rangiora Woodend Road – Smarts Road to proposed Ravenswood roundabout is summarised in Table 4.

Table 4 Speed Limit Assessment Rangiora Woodend Road - Smarts Road to Proposed Ravenswood Roundabout

<table>
<thead>
<tr>
<th>Current Speed Limit</th>
<th>100km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of feedback respondents supporting a lower speed limit (See section 5)</td>
<td>65%</td>
</tr>
<tr>
<td>Road Function</td>
<td>Class 2 (Arterial)</td>
</tr>
<tr>
<td>Collective Risk</td>
<td>Medium</td>
</tr>
<tr>
<td>Personal Risk</td>
<td>Low</td>
</tr>
<tr>
<td>Infrastructure Risk Rating</td>
<td>Medium</td>
</tr>
<tr>
<td>Assessed Safe and Appropriate Speed</td>
<td>80km/h</td>
</tr>
<tr>
<td>Recorded Mean Speed</td>
<td>85.3km/h</td>
</tr>
<tr>
<td>Recommended Speed Limit</td>
<td>80km/h</td>
</tr>
</tbody>
</table>

Options - Smarts Road to Proposed Ravenswood Roundabout

4.13. The assessed safe and appropriate speed is 80km/h. In addition, the Speed Limit Setting Rule recommends that mean operating speeds are no more than 10% above the posted speed limit. The current recorded mean speed (85km/h) meets this recommendation with a posted speed limit of 80km/h. It is therefore recommended that consultation be carried out on reducing the speed limit to 80km/h on Rangiora Woodend Road between Smarts Road to the Proposed Ravenswood roundabout. Other options considered include:

1. **Leave Speed Limit at 100km/h.**

4.14. This option is not recommended because the roadside features, including power poles, roadside drains, intersections, property accesses, and the cycleway pose significant hazards. The speed survey suggests that this section of road is currently operating as an 80km/h road rather than a 100km/h road.

2. **Consult on reducing the speed limit lower than 80km/h.**

4.15. 70km/h speed limits are not supported by the current Speed Limit Setting rule. A dispensation would be required by NZTA to set a new 70km/h speed limit. An application...
for a dispensation would need to show how the 70km/h limit would be phased out. It is considered unlikely that NZTA would approve a 70km/h limit.

4.16. A 60km/h limit is considered too slow for this environment. The roadside environment and road alignment do not suggest a 60km/h speed environment to drivers. This is reflected in the current mean speed. Compliance with a 60km/h limit in this environment is likely to be poor without significant changes to the roadside and road environment.

4.17. This option is therefore not recommended.

Assessment – Proposed Ravenswood Roundabout to School Road

4.18. Full speed limit assessments are included in Attachment 1. The assessment for Rangiora Woodend Road – Smarts Road to proposed Ravenswood roundabout is summarised in Table 5.

| Table 5 Speed Limit Assessment Rangiora Woodend Road - Ravenswood Roundabout to School Road |
|----------------------------------------|----------------------------------------|
| Current Speed Limit                   | 70 km/h and 100km/h                   |
| Percentage of feedback respondents supporting a lower speed limit (See section 5) | 52%                                   |
| Road Function                         | Class 3 (Primary Collector)           |
| Collective Risk                       | Low                                   |
| Personal Risk                         | Low                                   |
| Infrastructure Risk Rating            | Low-Medium                            |
| Assessed Safe and Appropriate Speed   | 50km/h                                |
| Recorded Mean Speed                   | 62.6km/h                              |
| Recommended Speed Limit               | 60km/h                                |

Options – Proposed Ravenswood Roundabout to School Road

4.19. It is recommended that consultation be carried out on reducing the speed limit to 60km/h on Rangiora Woodend Road between the proposed Ravenswood roundabout and the existing 50km/h speed limit west of School Road for the following reasons:

1. Although the safe and appropriate speed is assessed at 50km/h, the recorded mean speed suggests that significant engineering works would be required reduce the operating speed to within 10% of 50km/h. Such works are not recommended prior to confirmation of SH1 access works being proposed by NZTA.
2. The current mean speed is less than 10% higher than the recommended speed limit;
3. Residential development is expected to extend to the section of road between the proposed roundabout and the current urban edge of Woodend at Chinnerys Road by mid 2019.

4.20. Other options considered include:

1. Leave Speed Limits at 100 and 70km/h.

4.21. This option is not recommended because the roadside features, including, existing and proposed urban development, intersections, and property accesses make a lower speed limit appropriate for this section of road. The speed survey suggests that this section of road is currently operating as a 60km/h road rather than a 70 or 100km/h road.
2. **Consult on Lowering the Rural Section (proposed roundabout to Chinnerys Road) to 80km/h.**

4.22. The proposed roundabout will perform a significant “gateway” function for Woodend, traffic approaching the town.

4.23. The proposed residential development on this section of Rangiora Woodend Road will give the north eastern side of this section of road a much more urban feel than it currently has.

4.24. A detailed construction programme for the roundabout and other construction works on Rangiora Woodend Road, including services installation and road and footpath construction, will not be available until a contractor is appointed for the construction of Ravenswood Stage 1B. However, the developer’s programme is for construction to start in October 2018, and continue until May 2019. It is likely that this section of Rangiora Woodend Road will be under some form of temporary traffic management for much of this period.

4.25. There is a small risk that stage 1B of the Ravenswood development does not proceed within the proposed timeframe. However, it is considered unlikely that the roundabout and development on this section of Rangiora Woodend Road will not proceed at some stage. It is considered appropriate to consult on speed limits to suit a likely well defined development.

4.26. This option is therefore not recommended.

3. **Delay Consultation until Future NZTA Projects are confirmed**

4.27. NZTA’s projects to improve access across and to SH1 may have an effect on the layout and nature of Rangiora Woodend Road, and other roads in Woodend. It may also affect the location and nature of the future extension of the cycleway into the Woodend urban area.

4.28. Both of these factors are likely to influence the safe and appropriate speeds on Rangiora Woodend Road within Woodend. It is therefore possible that a further review of speed limits on this section of Rangiora Woodend Road may be required once there is clarity about the nature and timing of NZTA’s proposals for access to SH1, including pedestrian and cycle connections to and across the highway. Delaying consultation, and any subsequent speed limit changes, minimises the likelihood of needing to review the speed limits again. However, it does not address the likely changes to the road environment associated with the Ravenswood stage 1B development.

4.29. Not adjusting the speed limit to suit these developments has some potentially significant safety effects. This option is therefore not recommended.

4.30. A variation of this option is to extend the 70km/h limit to include the section between Chinnerys Road and the proposed Ravenswood roundabout, and delay consultation on the extended 70km/h section until there is clarity around the nature and timing of NZTA’s proposals.

4.31. An extension of the 70km/h limit will require a special dispensation from NZTA. An argument could be made that the 70km/h limit would be reviewed once there was clarity about the wider Woodend access proposals, and that it was therefore comparatively short term. This is considered a reasonably strong argument, but there is still some uncertainty over how NZTA would view it.
4.32. This option has some advantages over the preferred option, but its inability to address the speed on the existing urban section of Rangiora Woodend Road and the uncertainty over NZTA’s response mean that it is not the preferred option. It should be noted that this is a subjective assessment, and it is not unequivocal.

4. Consult on Reducing the Speed Limit to 50km/h

4.33. The safe and appropriate speed for this section of road is assessed at 50km/h. However, it is considered that the combination of long sections of very wide road and a rural environment on one side is likely to result in poor compliance with a 50kmh speed limit.

4.34. The recorded mean speed is 63km/h. A reduction in mean speed of 8km/h is required to meet the target that mean operating speed not exceed the posted speed limit by more than 10%. This is unlikely to be met by merely reducing the speed limit and enforcement. Further engineering measures are likely to be required.

4.35. Measures to make the road “feel” more like a 50km/h road, and thereby reduce the operating speed, include provision cycle lanes, lane narrowing, and road narrowing. These measures are not recommended prior to confirmation of measures that NZTA might be implementing on the State Highway.

4.36. This option also has some advantages over the preferred option, but the need to implement physical measures to achieve compliance mean that it is not the preferred option. This is also a subjective assessment, and is not unequivocal.

GRESSONS ROAD

4.37. Gressons Road is primary collector linking Rangiora-Woodend Road with SH1. The road is an undivided sealed carriageway with multiple hazards such as power poles, ditches and Vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 2,313 Vehicles per day.

4.38. Current land use on both sides of Gressons Road is rural.

Assessment –Gressons Road

4.39. Full speed limit assessments are included in Attachment 1. The assessment for Gressons Road is summarised in Table 6.

Table 6 Speed Limit Assessment Gressons Road

<table>
<thead>
<tr>
<th>Current Speed Limit</th>
<th>100km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of feedback respondents supporting change (See section 5)</td>
<td>52%</td>
</tr>
<tr>
<td>Road Function</td>
<td>Class 2 (Arterial)</td>
</tr>
<tr>
<td>Collective Risk</td>
<td>Medium High</td>
</tr>
<tr>
<td>Personal Risk</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure Risk Rating</td>
<td>Medium</td>
</tr>
<tr>
<td>Assessed Safe and Appropriate Speed</td>
<td>80km/h</td>
</tr>
<tr>
<td>Recorded Mean Speed</td>
<td>93.0km/h</td>
</tr>
<tr>
<td>Recommended Speed Limit</td>
<td>80km/h</td>
</tr>
</tbody>
</table>
Options – Gressons Road

4.40. The assessed safe and appropriate speed is 80km/h. In addition, the Speed Limit Setting Rule recommends that mean operating speeds are no more than 10% above the posted speed limit. The current recorded mean speed (93km/h) does not meet this recommendation with a posted speed limit of 80km/h. A mean speed reduction of 5km/h is required to meet this target. A reduction of this magnitude is considered to be a stretch, but achievable with a speed limit change and enforcement.

4.41. It is therefore recommended that consultation be carried out on reducing the speed limit to 80km/h on Rangiora Woodend Road between Smarts Road to the Proposed Ravenswood roundabout. Other options considered include:

1. Leave Speed Limit at 100km/h.

4.42. The roadside features, including power poles, roadside drains, intersections, property accesses, and the cycleway pose significant hazards on this road.

4.43. The speed limit on SH1 at the intersection with Gressons Road is 80km/h. If the limit on Rangiora Woodend Road reduces to 80km/h and Gressons Road stays at 100km/h then Gressons Road would be inconsistent with both the adjacent roads.

4.44. This option is therefore not recommended.

BOYS ROAD – Rangiora Woodend Road to 50km/h Limit East of Railway Line

4.45. Boys Road is a primary collector linking Rangiora-Woodend Road with the urban area of Rangiora at South Belt. The road is an undivided sealed carriageway with multiple hazards such as power poles, ditches and Vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 1,638 Vehicles per day.

4.46. Current land use on both sides of Boys Road is rural.

Assessment –Boys Road

4.47. Full speed limit assessments are included in Attachment 1. The assessment for Boys Road is summarised in Table 7.

Table 7 Speed Limit Assessment Boys Road

<table>
<thead>
<tr>
<th>Current Speed Limit</th>
<th>100km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of feedback respondents supporting change (See section 5)</td>
<td>53%</td>
</tr>
<tr>
<td>Road Function</td>
<td>Class 3 (Primary Collector)</td>
</tr>
<tr>
<td>Collective Risk</td>
<td>Medium High</td>
</tr>
<tr>
<td>Personal Risk</td>
<td>High</td>
</tr>
<tr>
<td>Infrastructure Risk Rating</td>
<td>Medium</td>
</tr>
<tr>
<td>Assessed Safe and Appropriate Speed</td>
<td>80km/h</td>
</tr>
<tr>
<td>Recorded Mean Speed</td>
<td>88.5km/h</td>
</tr>
<tr>
<td>Recommended Speed Limit</td>
<td>80km/h</td>
</tr>
</tbody>
</table>
Options – Boys Road

4.48. The assessed safe and appropriate speed is 80km/h. In addition, the Speed Limit Setting Rule recommends that mean operating speeds are no more than 10% above the posted speed limit. The current recorded mean speed (89km/h) is extremely close to meeting this recommendation with a posted speed limit of 80km/h. A reduction in mean speed of 1km/h is required to meet this target. A reduction of this magnitude is considered to be readily achievable with a speed limit change and enforcement.

4.49. It is therefore recommended that consultation be carried out on reducing the speed limit to 80km/h on Boys Road. Other options considered include:

1. Leave Speed Limit at 100km/h.

4.50. The roadside features, including power poles, roadside drains, intersections, property accesses, and the cycleway pose significant hazards. The speed survey suggests that this section of road is currently operating more as an 80km/h road rather than a 100km/h road.

4.51. If the limit on Rangiora Woodend Road reduces to 80km/h and Boys Road stays at 100km/h then Boys Road would be inconsistent with adjacent roads.

4.52. This option is therefore not recommended.

NORTHBROOK ROAD – Boys Road to 50km/h Limit East of Goodwin Street

4.53. Northbrook Road is primary collector to the south-west of Rangiora-Woodend Road. It connects Boys Road to the eastern part of the Rangiora urban area. The road is a narrow, undivided sealed carriageway with multiple hazards such as power poles, ditches and Vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 4,795 Vehicles per day.

4.54. Land uses on the section of Northbrook Road being reviewed are rural.

Assessment – Northbrook Road

4.55. Full speed limit assessments are included in Attachment 1. The assessment for Northbrook Road is summarised in Table 8.

Table 8 Speed Limit Assessment Boys Road

<table>
<thead>
<tr>
<th>Current Speed Limit</th>
<th>100km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of feedback respondents supporting change (See section 5)</td>
<td>61%</td>
</tr>
<tr>
<td>Road Function</td>
<td>Class 3 (Primary Collector)</td>
</tr>
<tr>
<td>Collective Risk</td>
<td>Low</td>
</tr>
<tr>
<td>Personal Risk</td>
<td>Low</td>
</tr>
<tr>
<td>Infrastructure Risk Rating</td>
<td>Medium</td>
</tr>
<tr>
<td>Assessed Safe and Appropriate Speed</td>
<td>80km/h</td>
</tr>
<tr>
<td>Recorded Mean Speed</td>
<td>82.6km/h</td>
</tr>
<tr>
<td>Recommended Speed Limit</td>
<td>80km/h</td>
</tr>
</tbody>
</table>
Options – Northbrook Road

4.56. The assessed safe and appropriate speed is 80km/h. In addition, the Speed Limit Setting Rule recommends that mean operating speeds are no more than 10% above the posted speed limit. The current recorded mean speed (83km/h) meets this target with a posted speed limit of 80km/h.

4.57. It is therefore recommended that consultation be carried out on reducing the speed limit to 80km/h on Boys Road. Other options considered include:

1. Leave Speed Limit at 100km/h.

4.58. The roadside features, including power poles, roadside drains, intersections, property accesses, and the cycleway pose significant hazards. The speed survey suggests that this section of road is currently operating more as an 80km/h road rather than a 100km/h road.

4.59. If the limit on Rangiora Woodend and Boys Roads reduce to 80km/h and Boys Road stays at 100km/h then Boys Road would be inconsistent with adjacent roads.

4.60. This option is therefore not recommended.

4.61. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations During the proposed consultation process the views of the following key stakeholder groups will be sought:
- The local community that is considered to be affected by the proposed speed limit
- Te Ngāi Tūāhuriri Rūnanga
- The Commissioner of Police
- The Chief Executive Officer of NZ Transport Agency
- The Chief Executive Officer of the NZ Automobile Association Inc
- The Chief Executive Officer of the Road Transport Forum NZ

5.2. Wider Community Feedback has been sought from the wider community regarding the wider question of whether speed limits on these roads should be lowered. The feedback process did not propose any specific speed limits. Full details of the feedback received are included in Attachment iii, and summarised in Table 9.

5.3. Printed feedback forms were made distributed to adjacent property owners and made available through Council service centres and libraries. Returns from these forms are referred to as “Returned Survey Form Results” in the table. Survey forms were distributed to pupils of Woodend School by the school. Returns from the school pupils are referred to as “Woodend School Results”. An online option was also available. This option used Survey Monkey to process the responses. This is referred to as “Survey Monkey Results”.

5.4. There is much stronger support for reducing the speed limit amongst the responses using the survey forms than amongst those using the online survey. This may reflect the demographic of respondents who do not have ready access to the internet or are uncomfortable using it. It may also reflect a bias towards those who live adjacent to the affected roads and received the hard copy questionnaire.

5.5. The Survey Monkey results may be more reflective of those who travel these roads.
### Table 9 Feedback Results

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Answer</th>
<th>Yes, I think this road should have a lower speed limit</th>
<th>No, I think the speed limit should stay the same</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road between existing 80 km/h sign east of Smarts Road to the 70 km/h sign at Chinnerys Road - current speed limit 100 km/h</td>
<td>Yes, I think this road should have a lower speed limit</td>
<td>62</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>No, I think the speed limit should stay the same</td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>Rangiora Woodend Road from Chinnerys Road to School Road - current speed limit 70 km/h</td>
<td>Yes, I think this road should have a lower speed limit</td>
<td>51</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>No, I think the speed limit should stay the same</td>
<td>56</td>
<td>25</td>
</tr>
<tr>
<td>Boys Road from the railway line to Rangiora Woodend Road - current speed limit 100 km/h</td>
<td>Yes, I think this road should have a lower speed limit</td>
<td>56</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>No, I think the speed limit should stay the same</td>
<td>62</td>
<td>19</td>
</tr>
<tr>
<td>Northbrook road east of Goodwin Street to Boys Road - current speed limit 100 km/h</td>
<td>Yes, I think this road should have a lower speed limit</td>
<td>62</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>No, I think the speed limit should stay the same</td>
<td>62</td>
<td>19</td>
</tr>
</tbody>
</table>

#### Returned Survey Forms Results

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Total (Yes/No)</th>
<th>% (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Yes/No)</td>
<td>174</td>
<td>66%</td>
</tr>
<tr>
<td>% (Yes/No)</td>
<td>102</td>
<td>38%</td>
</tr>
</tbody>
</table>

#### Woodend School Results

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Total (Yes/No)</th>
<th>% (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Yes/No)</td>
<td>88</td>
<td>59%</td>
</tr>
<tr>
<td>% (Yes/No)</td>
<td>70</td>
<td>41%</td>
</tr>
</tbody>
</table>

#### Survey Monkey Results

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Total (Yes/No)</th>
<th>% (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Yes/No)</td>
<td>174</td>
<td>66%</td>
</tr>
<tr>
<td>% (Yes/No)</td>
<td>102</td>
<td>38%</td>
</tr>
</tbody>
</table>

#### Total Survey Results

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Total (Yes/No)</th>
<th>% (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Yes/No)</td>
<td>174</td>
<td>66%</td>
</tr>
<tr>
<td>% (Yes/No)</td>
<td>102</td>
<td>38%</td>
</tr>
</tbody>
</table>

#### Total Survey Results Excl Woodend School

<table>
<thead>
<tr>
<th>Road Description</th>
<th>Total (Yes/No)</th>
<th>% (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (Yes/No)</td>
<td>150</td>
<td>65%</td>
</tr>
<tr>
<td>% (Yes/No)</td>
<td>106</td>
<td>38%</td>
</tr>
</tbody>
</table>
6. IMPLICATIONS AND RISKS

6.1. Financial Implications There are no financial implications in consulting on this.

6.2. Community Implications The views of the community are being sought

6.3. Risk Management

6.4. Health and Safety

7. CONTEXT

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

7.2. Legislation
Section 145 of the Local Government Act 2002 empowers the Council to make a bylaw for its district to protect, promote and maintain public health and safety.

The Land Transport Rule: Setting of Speed Limits Rule (2017) requires that permanent speed limits be set by bylaw.

The Speed Limits Bylaw 2009 enables the Council to set speed limits by Council resolution.

7.3. Community Outcomes

Governance
There are wide ranging opportunities for people to contribute to the decision making that effects our District
- The Council makes information about its plans and activities readily available. ¹,³
- The Council takes account of the views across the community including mana whenua. ¹,³
- The Council makes known its views on significant proposals by others affecting the District’s wellbeing. ³
- Opportunities for collaboration and partnerships are actively pursued. ¹,²,³,⁴

7.4. Delegations
The Speed Limits Bylaw 2009 enables the Council to set speed limits by Council resolution.
1.0 Background

The purpose of this memo is to report on the findings of a speed limit review undertaken on Rangiora-Woodend Road as well as the surrounding roads of Gressons Road, Boys Road and Northbrook Road.

Rangiora-Woodend Road is an Arterial road between Smarts Road and the proposed Ravenswood Roundabout and a Primary collector between the proposed Ravenswood Roundabout and School Road between Rangiora and Woodend. The road is an undivided sealed carriageway with narrow shoulders, roadside hazards along its length such as power poles, ditches and vehicle entrances. The road itself has multiple speed limits of 80 km/hr, 100 km/hr, 70 km/hr and 50 km/hr between Golf Links road and Schools Road. The Average Daily Traffic (ADT) is 10,195 vehicles per day.

Gressons Road is primary collector to the north-east of Rangiora-Woodend road. The road is an undivided sealed carriageway with multiple hazards such as power poles, ditches and vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 2,313 Vehicles per day.

Northbrook Road is primary collector to the south-west of Rangiora-Woodend road towards Rangiora. The road is an undivided sealed carriageway with multiple hazards such as power poles, ditches and vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 4,795 Vehicles per day.

Boys Road is primary collector to the south-west of Rangiora-Woodend road. The road is an undivided sealed carriageway with multiple hazards such as power poles, ditches and vehicle entrances along its length with a speed limit of 100 km/hr. The Average Daily Traffic (ADT) is 1,638 Vehicles per day.

The reasons for reviewing the speed limit on Rangiora-Woodend Road and its surrounding roads is due to the increase of traffic flows and new addition of the cycleway along Rangiora-Woodend road. As well as the eventual development of Ravenswood increasing the population in the area and therefore the traffic flows. A roundabout is slated to be added to Rangiora-Woodend Road outside the Ravenswood development in time to the north of the Rangiora-Woodend and Proposed Ravenswood Roundabout intersection connecting to the Pegasus roundabout.
Figure 1.1 Road Environment - Rangiora-Woodend Road

Figure 1.2 Road Environment - Gressons Road
Figure 1.3 Roadside Hazards – Gressons Road

Figure 1.4 Road Environment – Northbrook Road
2.0 Analysis and Results

NZTA has recently reviewed the way speed limits are managed nationally and in 2016 the new NZ Speed Management Guide was published. The NZ Speed Management Guide sets out a framework to assess safe and appropriate speeds for different road environments. The recommended safe and appropriate speed ranges for different Road Classes are outlined in Table 2.1 below.

Table 2.1 Recommended safe and appropriate speed ranges for Road Classes (Figure 2.3 from NZ Speed Management Guide)

<table>
<thead>
<tr>
<th>Classification</th>
<th>Straight open road / urban motorways</th>
<th>Curved open road</th>
<th>Winding open road</th>
<th>Urban (not motorway)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 1 High volume national</td>
<td>100–110km/h</td>
<td></td>
<td></td>
<td>60-80km/h</td>
</tr>
<tr>
<td></td>
<td>Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 2 National, Regional, Arterial</td>
<td>80-100km/h</td>
<td></td>
<td></td>
<td>50km/h</td>
</tr>
<tr>
<td></td>
<td>Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds</td>
<td></td>
<td></td>
<td>60-90km/h where safety risk allows, e.g. fewer intersections, mode separation for active users</td>
</tr>
<tr>
<td>Class 3 Primary and secondary collector</td>
<td>60-80km/h</td>
<td></td>
<td>30-50km/h</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not</td>
<td></td>
<td></td>
<td>30km/h if high volumes of cyclists/pedestrians Recognise access and place</td>
</tr>
<tr>
<td></td>
<td>All winding/tortuous</td>
<td></td>
<td></td>
<td>10km/h for Shared Spaces</td>
</tr>
</tbody>
</table>

It should be noted that the Guide considers new 70km/h and 90km/h speed limits to be interim speeds rather than permanent speed limits, and requires written approval from NZTA prior to implementing.

3.0 Function / Feature

The majority of land adjacent to Rangiora-Woodend road is zoned ‘Rural’, with the exception of the Eastern end which consists of the new Ravenswood development and the surrounding urban areas entering woodend. For the purpose of this investigation Rangiora-Woodend road up to the new Ravenswood development, Gressons Road, Boys Road and Northbrook Road are considered to be rural, with Rangiora-Woodend Road from Proposed Ravenswood Roundabout to School Road considered to be a combination of rural and urban.

According to the ONRC and the Waimakariri District Council road hierarchy the roads under consideration can be seen below with their classifications in Table 3.1.
Table 3.1 ONRC and WDC Road Hierarchy

<table>
<thead>
<tr>
<th>Road</th>
<th>ONRC</th>
<th>WDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road (Rangiora to Proposed Ravenswood Roundabout)</td>
<td>Arterial</td>
<td>Arterial</td>
</tr>
<tr>
<td>Rangiora-Woodend Road (Ravenswood Roundabout to School Road)</td>
<td>Primary Collector</td>
<td>Arterial</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>Primary Collector</td>
<td>Collector</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>Primary Collector</td>
<td>Collector</td>
</tr>
<tr>
<td>Boys Road</td>
<td>Primary Collector</td>
<td>Collector</td>
</tr>
</tbody>
</table>

The majority of vehicles using all of these roads are motorcycles, cars, trucks and vans. There is minimal cyclist and pedestrian activity on Gressons, Northbrook and Boys Road. The addition of the cycleway along Rangiora-Woodend Road means that cyclist and pedestrian traffic has been removed from the road edge. However total numbers are likely to increase. There are reasonable sized grass verges on both sides of all roads in areas but in some sections these grass verges are minimised due to road sized ditches and trees.

4.0 Road Safety Metric

The Road Safety Metric includes two different measures of risk: Collective Risk (Crash density) and Personal Risk (Crash rate). Collective and Personal Risks are formulated using crash data over a length of road and then categorised into a respective Risk Rating band, as shown in Table 4.1 below.

Table 4.1 Risk Ratings Associated with Collective and Personal Risk

<table>
<thead>
<tr>
<th>RISK RATING</th>
<th>COLLECTIVE RISK</th>
<th>PERSONAL RISK</th>
<th>COLOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>(&lt;0.039)</td>
<td>(&lt;4)</td>
<td>Green</td>
</tr>
<tr>
<td>Low-medium</td>
<td>(0.04 \leq 0.069)</td>
<td>(4 \leq 4.9)</td>
<td>Yellow</td>
</tr>
<tr>
<td>Medium</td>
<td>(0.07 \leq 0.10)</td>
<td>(5 \leq 6.9)</td>
<td>Orange</td>
</tr>
<tr>
<td>Medium-high</td>
<td>(0.11 \leq 0.109)</td>
<td>(7 \leq 8.9)</td>
<td>Red</td>
</tr>
<tr>
<td>High</td>
<td>(0.19+)</td>
<td>(9+)</td>
<td>Black</td>
</tr>
</tbody>
</table>

Tables 4.2 – 4.6 show the number of fatal and serious crashes recorded of each section of road in the last 5 years. By using formulas (1) and (2) given in the KiwiRAP Road Assessment Programme for collective and personal risk, calculations were made to determine the risk levels of each section of road. Once calculated and referencing Table 4.1 the risk levels of each section of road was determined for the analysis of the sections. The risk levels can be seen in Table 4.7.

\[
\text{Collective Risk} = \frac{(\text{Fatal Crashes} + \text{Serious Injury Crashes})}{\text{Number of Years of Data} \times \text{Length of Road Section (Excl Urban Sections)}} \tag{1}
\]

\[
\text{Personal Risk} = \frac{(\text{Fatal Crashes} + \text{Serious Injury Crashes}) \times 100 \times 10^6}{\text{Distance Travelled} \times \text{ADT} \times \text{Number of Years} \times 365} \tag{2}
\]
### Table 4.2 Rangiora-Woodend Road (Smarts to Ravenswood Roundabout) Analysis

<table>
<thead>
<tr>
<th></th>
<th>Collective Risk (or Crash Density)</th>
<th>Personal Risk (or Crash Rate)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Serious injury Crashes</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>number of years of data</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>length of road section, Excl urban sections (km)</td>
<td>4.06</td>
</tr>
<tr>
<td>Calculations</td>
<td>Medium</td>
<td>0.099</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fatal Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Serious injury Crashes</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>number of years of data</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Period (days)</td>
<td>1825</td>
</tr>
<tr>
<td></td>
<td>ADT</td>
<td>10195</td>
</tr>
<tr>
<td></td>
<td>Distance Travelled (km)</td>
<td>4.06</td>
</tr>
<tr>
<td>Calculations</td>
<td>Low</td>
<td>2.648</td>
</tr>
</tbody>
</table>

### Table 4.3 Rangiora-Woodend Road (Ravenswood Roundabout to School Road) Analysis

<table>
<thead>
<tr>
<th></th>
<th>Collective Risk (or Crash Density)</th>
<th>Personal Risk (or Crash Rate)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Serious injury Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>number of years of data</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>length of road section, Excl urban sections (km)</td>
<td>0.876</td>
</tr>
<tr>
<td>Calculations</td>
<td>Low</td>
<td>0.000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fatal Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Serious injury Crashes</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>number of years of data</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Period (days)</td>
<td>1825</td>
</tr>
<tr>
<td></td>
<td>ADT</td>
<td>10195</td>
</tr>
<tr>
<td></td>
<td>Distance Travelled (km)</td>
<td>0.876</td>
</tr>
<tr>
<td>Calculations</td>
<td>Low</td>
<td>0.000</td>
</tr>
</tbody>
</table>
### Table 4.4 Gressons Road Analysis

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fatal Crashes</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>Serious injury Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Number of years of data</strong></td>
<td>5</td>
</tr>
<tr>
<td><strong>Length of road section, Excl urban sections (km)</strong></td>
<td>4.5</td>
</tr>
<tr>
<td><strong>Calculations</strong></td>
<td>Medium-High</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personal Risk (or Crash Rate)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fatal Crashes</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>Serious injury Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Number of years of data</strong></td>
<td>5</td>
</tr>
<tr>
<td><strong>Period (days)</strong></td>
<td>1825</td>
</tr>
<tr>
<td><strong>ADT</strong></td>
<td>2313</td>
</tr>
<tr>
<td><strong>Distance Travelled (km)</strong></td>
<td>4.5</td>
</tr>
<tr>
<td><strong>Calculations</strong></td>
<td>High</td>
</tr>
</tbody>
</table>

### Table 4.5 Boys Road Analysis

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fatal Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Serious injury Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Number of years of data</strong></td>
<td>5</td>
</tr>
<tr>
<td><strong>Length of road section, Excl urban sections (km)</strong></td>
<td>2.57</td>
</tr>
<tr>
<td><strong>Calculations</strong></td>
<td>Medium-High</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personal Risk (or Crash Rate)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fatal Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Serious injury Crashes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Number of years of data</strong></td>
<td>5</td>
</tr>
<tr>
<td><strong>Period (days)</strong></td>
<td>1825</td>
</tr>
<tr>
<td><strong>ADT</strong></td>
<td>2099</td>
</tr>
<tr>
<td><strong>Distance Travelled (km)</strong></td>
<td>3.17</td>
</tr>
<tr>
<td><strong>Calculations</strong></td>
<td>High</td>
</tr>
</tbody>
</table>
### Table 4.6 Northbrook Road Analysis

<table>
<thead>
<tr>
<th>Collective Risk (or Crash Density)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crashes</td>
</tr>
<tr>
<td>Serious injury Crashes</td>
</tr>
<tr>
<td>number of years of data</td>
</tr>
<tr>
<td>length of road section, Excl urban sections (km)</td>
</tr>
<tr>
<td>Calculations</td>
</tr>
</tbody>
</table>

### Personal Risk (or Crash Rate)

| Fatal Crashes | 0 |
| Serious injury Crashes | 0 |
| number of years of data | 5 |
| Period (days) | 1825 |
| ADT | 16272 |
| Distance Travelled (km) | 1.13 |
| Calculations | **Low** 0.000 |

### Table 4.7 Personal and Collective Risk levels

<table>
<thead>
<tr>
<th>Road</th>
<th>Collective Risk</th>
<th>Personal Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora-Woodend Road (Rangiora to Proposed Ravenswood Roundabout)</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Rangiora-Woodend Road (Ravenswood Roundabout to School Road)</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>Medium-High</td>
<td>High</td>
</tr>
<tr>
<td>Boys Road</td>
<td>Medium-High</td>
<td>High</td>
</tr>
</tbody>
</table>

### 5.0 Infrastructure Risk Rating

The Infrastructure Risk Rating (IRR) is a predictive model used to assess the road safety risk. Eight key features are used to determine the road safety risk along a section of road. These are road stereotype, alignment, carriageway width, roadside hazards, land use, intersection density, access density and traffic volume. The model then assigns an IRR score which is allocated within a rural or urban risk band, as shown in Table 4 below.
Tables 5.2 - 5.6 below summarise the key features and risk ratings determined along Rangiora-Woodend road (both sections), Gressons Road, Boys Road and Northbrook Road. A summary of the risk ratings is shown in Table 5.7.

**Table 5.2. Key features of Infrastructure Risk Rating for Rangiora-Woodend Road (Smarts to Proposed Ravenswood Roundabout)**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Stereotype Risk Score</td>
<td>Two lane undivided</td>
<td>3.7</td>
</tr>
<tr>
<td>Alignment Risk Score</td>
<td>Straight</td>
<td>1</td>
</tr>
<tr>
<td>Carriageway Risk Score</td>
<td>3.0 m &lt; road &lt; 3.5 m</td>
<td>1.79</td>
</tr>
<tr>
<td></td>
<td>0 m &lt; shoulder &lt; 0.5 m</td>
<td></td>
</tr>
<tr>
<td>Left side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Right side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Land Use Risk Score</td>
<td>Rural residential</td>
<td>1.5</td>
</tr>
<tr>
<td>Intersection Density Risk Score</td>
<td>1 &lt; 2 intersections / km</td>
<td>1.15</td>
</tr>
<tr>
<td>Access Density Risk Score</td>
<td>5 to 10 accesses / km</td>
<td>1.06</td>
</tr>
<tr>
<td>Traffic Volume Risk Score</td>
<td>6,000 &lt;- 12,000 veh/day</td>
<td>2.2</td>
</tr>
<tr>
<td><strong>Calculation</strong></td>
<td></td>
<td><strong>1.58</strong></td>
</tr>
</tbody>
</table>

**Table 5.1 IRR Score and Risk Band**

<table>
<thead>
<tr>
<th>IRR Score</th>
<th>Rural</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 &lt; 0.8</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>0.8 &lt; 1.2</td>
<td>Low-Medium</td>
<td>Low</td>
</tr>
<tr>
<td>1.2 &lt; 1.6</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>1.6 &lt; 2.0</td>
<td>Medium-High</td>
<td>Low-Medium</td>
</tr>
<tr>
<td>2.0 &lt; 2.4</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>2.4 &lt; 2.8</td>
<td>High</td>
<td>Medium - High</td>
</tr>
<tr>
<td>2.8+</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>
### Table 5.3. Key features of Infrastructure Risk Rating for Rangiora-Woodend Road (Ravenswood Roundabout to School Road)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Stereotype Risk Score</td>
<td>Two lane undivided</td>
<td>3.7</td>
</tr>
<tr>
<td>Alignment Risk Score</td>
<td>Straight</td>
<td>1</td>
</tr>
<tr>
<td>Carriageway Risk Score</td>
<td>3.5 m &lt; road</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1.0 m &lt; shoulder &lt; 2.0 m</td>
<td></td>
</tr>
<tr>
<td>Left side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Right side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Land Use Risk Score</td>
<td>Rural Town / Rural Residential</td>
<td>2</td>
</tr>
<tr>
<td>Intersection Density Risk Score</td>
<td>3 &lt; 5 intersections / km</td>
<td>1.5</td>
</tr>
<tr>
<td>Access Density Risk Score</td>
<td>20 + accesses / km</td>
<td>1.3</td>
</tr>
<tr>
<td>Traffic Volume Risk Score</td>
<td>6,000 -&lt; 12,000 veh/day</td>
<td>2.2</td>
</tr>
<tr>
<td><strong>Calculation</strong></td>
<td></td>
<td><strong>1.66</strong></td>
</tr>
</tbody>
</table>

### Table 5.4. Key features of Infrastructure Risk Rating for Boys Road

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Stereotype Risk Score</td>
<td>Two lane undivided</td>
<td>3.7</td>
</tr>
<tr>
<td>Alignment Risk Score</td>
<td>Straight</td>
<td>1</td>
</tr>
<tr>
<td>Carriageway Risk Score</td>
<td>3.0 m &lt; road</td>
<td>1.79</td>
</tr>
<tr>
<td></td>
<td>0 m &lt; shoulder &lt; 0.5 m</td>
<td></td>
</tr>
<tr>
<td>Left side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Right side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td>Land Use Risk Score</td>
<td>Rural residential</td>
<td>1.5</td>
</tr>
<tr>
<td>Intersection Density Risk Score</td>
<td>1 &lt; 2 intersections / km</td>
<td>1.15</td>
</tr>
<tr>
<td>Access Density Risk Score</td>
<td>2 to 5 accesses / km</td>
<td>1.03</td>
</tr>
<tr>
<td>Traffic Volume Risk Score</td>
<td>1,000 -&lt; 6,000 veh/day</td>
<td>1.4</td>
</tr>
<tr>
<td><strong>Calculation</strong></td>
<td></td>
<td><strong>1.37</strong></td>
</tr>
</tbody>
</table>
### Table 5.5. Key features of Infrastructure Risk Rating for Northbrook Road

<table>
<thead>
<tr>
<th>Rural Road</th>
<th>Feature</th>
<th>Description</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbrook Road</td>
<td>Road Stereotype Risk Score</td>
<td>Two lane undivided</td>
<td>3.7</td>
</tr>
<tr>
<td></td>
<td>Alignment Risk Score</td>
<td>Straight</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Carriageway Risk Score</td>
<td>3.0 m &lt; road &lt; 3.5 m</td>
<td>1.79</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0 m &lt; shoulder &lt; 0.5 m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Left side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td></td>
<td>Right side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td></td>
<td>Land Use Risk Score</td>
<td>Rural residential</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>Intersection Density Risk Score</td>
<td>&lt; 1 Intersection / km</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Access Density Risk Score</td>
<td>2 to 5 accesses / km</td>
<td>1.03</td>
</tr>
<tr>
<td></td>
<td>Traffic Volume Risk Score</td>
<td>1,000 - &lt; 6,000 veh/day</td>
<td>1.4</td>
</tr>
<tr>
<td></td>
<td>Calculation</td>
<td></td>
<td>1.31</td>
</tr>
</tbody>
</table>

### Table 5.6. Key features of Infrastructure Risk Rating for Gressons Road

<table>
<thead>
<tr>
<th>Rural Road</th>
<th>Feature</th>
<th>Description</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gressons Road</td>
<td>Road Stereotype Risk Score</td>
<td>Two lane undivided</td>
<td>3.7</td>
</tr>
<tr>
<td></td>
<td>Alignment Risk Score</td>
<td>Straight</td>
<td>1.8</td>
</tr>
<tr>
<td></td>
<td>Carriageway Risk Score</td>
<td>3.0 m &lt; road &lt; 3.5 m</td>
<td>1.79</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0 m &lt; shoulder &lt; 0.5 m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Left side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td></td>
<td>Right side Roadside Hazard Risk Score</td>
<td>moderate</td>
<td>1.43</td>
</tr>
<tr>
<td></td>
<td>Land Use Risk Score</td>
<td>Remote rural</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Intersection Density Risk Score</td>
<td>&lt; 1 Intersection / km</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Access Density Risk Score</td>
<td>5 to 10 accesses / km</td>
<td>1.1</td>
</tr>
<tr>
<td></td>
<td>Traffic Volume Risk Score</td>
<td>1,000 - &lt; 6,000 veh/day</td>
<td>1.4</td>
</tr>
<tr>
<td></td>
<td>Calculation</td>
<td></td>
<td>1.42</td>
</tr>
</tbody>
</table>

### Table 5.7 Personal and Collective Risk levels

<table>
<thead>
<tr>
<th>Road</th>
<th>Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora-Woodend Road (Rangiora to Proposed Ravenswood Roundabout)</td>
<td>Medium</td>
</tr>
<tr>
<td>Rangiora-Woodend Road (Ravenswood Roundabout to School Road)</td>
<td>Low</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>Medium</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>Medium</td>
</tr>
<tr>
<td>Boys Road</td>
<td>Medium</td>
</tr>
</tbody>
</table>
6.0 Discussion and Recommendation

Table 6.2 and 6.3 below were taken from the NZTA speed management guide and used to determine the recommended speeds for each road section. A summary of all the findings and recommended speeds can be seen in Table 6.4. The resulting classifications indicate that a speed limit of 80 km/hr for Rangiora-Woodend Road (Smarts to Proposed Ravenswood Roundabout) and Northbrook Road. A speed of "less than 80 km/h" is a safe and appropriate speed along Boys Road and Gressons Road. A proposed speed change to 60 km/h on Rangiora-Woodend Road (Ravenswood Roundabout to School Road).

The urban area around the southern end Woodened-Rangiora Road is considered to be urban through to the proposed extent of the new Ravenswood development. This will be defined by a roundabout that is due to be added at the end of the year once stage two of the development is started. The roundabout will make a suitable break point to transition between the two speed limits when entering Woodend from the north along Rangiora-Woodend Road.

Special speed testing sites were used to determine the current operating speeds along all five sections of analysed road. The mean speed and 85th percentile speeds were utilised to confirm the reports finding on the proposed speed limits. The Land Transport Rule: Setting of Speed Limits 2017 requires an RCA to aim to achieve a mean speed no more than 10% over the set speed. Table 6.1 displays each test site, mean speed, 85th percentile and proposed new speed.

<table>
<thead>
<tr>
<th>Section of Road</th>
<th>Test site</th>
<th>Mean Speed (km/hr)</th>
<th>85th percentile (km/hr)</th>
<th>Proposed new Speed (km/hr)</th>
<th>Within 10% of Mean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road</td>
<td>400m north of Chinnerys</td>
<td>85.3</td>
<td>95</td>
<td>80</td>
<td>Yes</td>
</tr>
<tr>
<td>Rangiora Woodend Road</td>
<td>South of Woodend Road</td>
<td>62.6</td>
<td>69.3</td>
<td>60</td>
<td>Yes</td>
</tr>
<tr>
<td>Boys Road</td>
<td>400m west of Northbrook</td>
<td>88.5</td>
<td>99.9</td>
<td>&lt;80</td>
<td>Yes</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>600 m West of Boys Road</td>
<td>82.6</td>
<td>94.2</td>
<td>80</td>
<td>Yes</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>North of Rangiora Woodened Road</td>
<td>93</td>
<td>102.3</td>
<td>&lt;80</td>
<td>No</td>
</tr>
</tbody>
</table>

From Table 6.1 it can be stated that Rangiora-Woodend Road (Between Smarts Road and Ravenswood), Boys Road and Northbrook Road all are suited to have their speed limits lowered to the proposed new limits of 80 km/hr for each section. Rangiora-Woodend Road (Ravenswood to School Road) is also within the 10% threshold for the proposed new speed of 60 km/hr. Gressons Road is outside the 10% threshold required by The Land Transport rules. This section will either require special approval to be lowered to the proposed limits of 80 km/hr or engineered to change the road environment to match the calculations.

Both Boys Road and Gressons Road were assessed to be < 80 km/hr by using Table 6.3. Combining this assessment with the observed speed data on both sections of road it is more feasible to lower limits to 80 km/hr rather than the next limit of 60 km/hr.
Table 6.2 Proposed Safe and Appropriate Speed Classification Method – Urban Roads (Figure 2.2 from NZ Speed Management Guide)

<table>
<thead>
<tr>
<th>Function / Feature</th>
<th>Road safety metric</th>
<th>Infrastructure Risk Rating</th>
<th>Safe and Appropriate Speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• ONRC is Class 1 or 2 • Identified as a Freight Priority Route in a Network Operating Framework • Limited Access Road controls • Median Divided</td>
<td>• Personal Risk ≤ Low-Medium;</td>
<td>• ‘Low’ or ‘Low-Medium’</td>
<td>• 80</td>
</tr>
<tr>
<td>• ONRC is Class 1 or 2 • Non-commercial adjacent land use</td>
<td>• Personal Risk ≤ Medium;</td>
<td>• ‘Low’ or ‘Low-Medium’</td>
<td>• 60</td>
</tr>
<tr>
<td>• ONRC is Class 1 or 2 • Non-commercial adjacent land use</td>
<td>No road safety metric used in the assessment</td>
<td>• Any IRR</td>
<td>• 50</td>
</tr>
<tr>
<td>• ONRC is Primary Collector • Residential adjacent land use</td>
<td>• Personal Risk ≤ Medium-High</td>
<td>• Low to Medium</td>
<td>• 50</td>
</tr>
<tr>
<td>• Any ONRC • Non-commercial and non-residential adjacent land use</td>
<td>• Personal Risk ≤ Medium-High</td>
<td>• ‘Low’ to ‘Medium’</td>
<td>• 50</td>
</tr>
<tr>
<td>• Any ONRC • CBD/town centre • Residential neighbourhoods</td>
<td>No road safety metric used in the assessment</td>
<td>• ‘low’ to ‘Medium-High’</td>
<td>• 40</td>
</tr>
<tr>
<td>• Any ONRC • CBDs or town centres with high place function and concentration of active road users</td>
<td>No road safety metric used in the assessment</td>
<td>• ‘High’</td>
<td>• 30</td>
</tr>
<tr>
<td>• Parks</td>
<td>No road safety metric used in the assessment</td>
<td>• Any rating</td>
<td>• 20</td>
</tr>
<tr>
<td>• Shared spaces with high place function and concentration of active road users • Car parks</td>
<td>No road safety metric used in the assessment</td>
<td>• Any rating</td>
<td>• 10</td>
</tr>
</tbody>
</table>

Note 2: Commercial land use excludes industrial land use activities.
Note 3: No road safety metrics are used in the assessment of roads with a safe and appropriate speed of 40km/h or less, but the corridor’s look and feel should be conducive to achieving the safe and appropriate speeds.
Table 6.3 Proposed Safe and Appropriate Speed Classification Method – Rural Roads (Figure 2.2 from NZ Speed Management Guide)

<table>
<thead>
<tr>
<th>Function / Feature</th>
<th>Road Safety Metric</th>
<th>Infrastructure Risk Rating</th>
<th>Safe and Appropriate Speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• ONRC is Class 1</td>
<td>• Personal Risk ≤ Low-Medium; • Collective Risk ≤ Medium-High;</td>
<td>• ‘Low’</td>
<td>• 110</td>
</tr>
<tr>
<td>• Median Divided and at least 2 lanes in each direction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• No direct property access</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Grade separated intersections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ONRC is Class 1 – 3</td>
<td>• Personal Risk ≤ Medium; • Collective Risk ≤ Medium-High;</td>
<td>• ‘Low’ or ‘Low-Medium’</td>
<td>• 100</td>
</tr>
<tr>
<td>• Sealed road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Any ONRC</td>
<td>• Personal Risk ≤ Medium-High;</td>
<td>• ‘Low’ to ‘Medium’</td>
<td>• 80</td>
</tr>
<tr>
<td>• Any ONRC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Not in a rural town²</td>
<td>No road safety metric used in the assessment</td>
<td>• ‘Low’ to ‘High’</td>
<td>• &lt;80</td>
</tr>
<tr>
<td>• Sealed road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Any ONRC</td>
<td>No road safety metric used in the assessment</td>
<td>• ‘Low’ to ‘High’</td>
<td>• &lt;80</td>
</tr>
<tr>
<td>• Not in a rural town²</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Unsealed road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ONRC is Class 1 – 2</td>
<td>• Personal Risk ≤ Low-Medium • Collective Risk ≤ Medium-High</td>
<td>• ‘Low’ or ‘Low-Medium’</td>
<td>• 80</td>
</tr>
<tr>
<td>• Rural town³</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ONRC is Class 1 – 3</td>
<td>• Personal Risk ≤ Medium</td>
<td>• ‘Low’ to ‘Medium’</td>
<td>• 60</td>
</tr>
<tr>
<td>• Rural town³</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Any ONRC rural town³</td>
<td>• Personal Risk ≤ Medium-High,</td>
<td>• ‘Low’ to ‘Medium’</td>
<td>• 50</td>
</tr>
<tr>
<td>• Rural town³</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• High place function and concentration of active road users</td>
<td>No road safety metric used in the assessment</td>
<td>• ‘Low’ to ‘Medium-High’ • Or ‘High’</td>
<td>• &lt;50</td>
</tr>
</tbody>
</table>

Note 2: Not classified as Urban according to Statistics New Zealand definition.
### Table 6.4 Summary of Findings

<table>
<thead>
<tr>
<th>Section of Road</th>
<th>Current Speed limit</th>
<th>Function/Feature</th>
<th>Personal Risk</th>
<th>Collective Risk</th>
<th>Infrastructure Risk Rating</th>
<th>Table used</th>
<th>Change Required</th>
<th>Proposed Speed limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road (Smarts Road to Ravenswood Roundabout)</td>
<td>80 km/hr and 100 km/hr</td>
<td>Class 2 (Arterial)</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>2.2 (Rural Roads)</td>
<td>Yes</td>
<td>80 km/hr</td>
</tr>
<tr>
<td>Rangiora Woodend Road (Ravenswood Roundabout Road to School Road)</td>
<td>70 km/hr</td>
<td>Class 2 (Arterial)</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>2.1 (Urban Roads)</td>
<td>Yes</td>
<td>60 km/hr</td>
</tr>
<tr>
<td>Boys Road</td>
<td>100 km/hr</td>
<td>Class 3 (Primary Collector)</td>
<td>High</td>
<td>Medium-High</td>
<td>Medium</td>
<td>2.2 (Rural Roads)</td>
<td>Yes</td>
<td>&lt; 80 km/hr</td>
</tr>
<tr>
<td>Northbrook Road</td>
<td>100 km/hr</td>
<td>Class 3 (Secondary Collector)</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>2.2 (Rural Roads)</td>
<td>Yes</td>
<td>80 km/hr</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>100 km/hr</td>
<td>Class 3 (Primary Collector)</td>
<td>High</td>
<td>Medium-High</td>
<td>Medium</td>
<td>2.2 (Rural Roads)</td>
<td>Yes</td>
<td>&lt; 80 km/hr</td>
</tr>
</tbody>
</table>
7.0 Next Steps

The setting of speed limits rule requires formal consultation on the proposed changes. The next step will be formally requesting the Board to approve a proposal and timeframe for consultation.

Nick Rochford
Graduate Engineer
Waimakariri District Council Metrocount Report
Speed Statistics by Hour

Datasets:
Site: [0545E] RANGIORA WOODEND RD 400m north of Chinnerys Rd <100> @ 1.844
Attribute: [-43.315467 +172.652360]
Direction: 7 - North bound A>B, South bound B>A. Lane: 1
Survey Duration: 10:55 Thursday, 10 August 2017 => 10:46 Tuesday, 22 August 2017,
Zone: 
File: 0545E 0 2017-08-22 1046.EC1 (Plus )
Identifier: CE95B6T3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 10:56 Thursday, 10 August 2017 => 10:46 Tuesday, 22 August 2017 (11.9935)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (NZTA2011)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 78148 / 78177 (99.96%)
Speed Statistics by Hour

SpeedStatHour-51
Site: 0545E.1.2NS
Description: RANGIORA WOODEND RD 400m north of Chinnerys Rd <10 0> @ 1.844
Filter time: 10:56 Thursday, 10 August 2017 => 10:46 Tuesday, 22 August 2017
Scheme: Vehicle classification (NZTA2011)
Filter: Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 78148
Posted speed limit = 100 km/h, Exceeding = 4382 (5.61%), Mean Exceeding = 104.52 km/h
Maximum = 145.4 km/h, Minimum = 17.6 km/h, Mean = 85.3 km/h
85% Speed = 94.98 km/h, 95% Speed = 100.36 km/h, Median = 85.23 km/h
20 km/h Pace = 76 - 96, Number in Pace = 55998 (71.66%)
Variance = 95.32, Standard Deviation = 9.76 km/h

Hour Bins (Partial days)

<table>
<thead>
<tr>
<th>Time</th>
<th>Bin</th>
<th>Min</th>
<th>Max</th>
<th>Mean</th>
<th>Median</th>
<th>85%</th>
<th>95%</th>
<th>&gt;100 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000</td>
<td>239</td>
<td>0.3%</td>
<td>59.1</td>
<td>135.8</td>
<td>89.6</td>
<td>101.7</td>
<td>107.5</td>
<td>43 18.0%</td>
</tr>
<tr>
<td>0100</td>
<td>139</td>
<td>0.2%</td>
<td>36.5</td>
<td>128.5</td>
<td>89.7</td>
<td>90.0</td>
<td>99.7</td>
<td>21 15.1%</td>
</tr>
<tr>
<td>0200</td>
<td>124</td>
<td>0.1%</td>
<td>36.1</td>
<td>126.3</td>
<td>90.0</td>
<td>89.8</td>
<td>104.6</td>
<td>21 16.6%</td>
</tr>
<tr>
<td>0300</td>
<td>79</td>
<td>0.1%</td>
<td>45.0</td>
<td>132.0</td>
<td>90.0</td>
<td>89.8</td>
<td>104.6</td>
<td>21 26.6%</td>
</tr>
<tr>
<td>0400</td>
<td>207</td>
<td>0.3%</td>
<td>52.0</td>
<td>121.8</td>
<td>89.6</td>
<td>102.4</td>
<td>111.7</td>
<td>51 24.6%</td>
</tr>
<tr>
<td>0500</td>
<td>524</td>
<td>0.7%</td>
<td>31.5</td>
<td>124.5</td>
<td>90.6</td>
<td>90.8</td>
<td>101.9</td>
<td>106 20.2%</td>
</tr>
<tr>
<td>0600</td>
<td>1839</td>
<td>2.4%</td>
<td>36.5</td>
<td>137.9</td>
<td>91.1</td>
<td>90.0</td>
<td>99.7</td>
<td>272 14.8%</td>
</tr>
<tr>
<td>0700</td>
<td>3233</td>
<td>4.1%</td>
<td>33.4</td>
<td>126.1</td>
<td>91.9</td>
<td>90.5</td>
<td>99.7</td>
<td>228 14.8%</td>
</tr>
<tr>
<td>0800</td>
<td>5297</td>
<td>6.8%</td>
<td>22.8</td>
<td>135.6</td>
<td>85.9</td>
<td>85.9</td>
<td>94.9</td>
<td>265 5.0%</td>
</tr>
<tr>
<td>0900</td>
<td>4983</td>
<td>6.4%</td>
<td>21.3</td>
<td>124.9</td>
<td>84.9</td>
<td>85.0</td>
<td>94.4</td>
<td>232 4.7%</td>
</tr>
<tr>
<td>1000</td>
<td>5261</td>
<td>6.7%</td>
<td>17.6</td>
<td>142.0</td>
<td>84.3</td>
<td>84.2</td>
<td>93.9</td>
<td>246 4.7%</td>
</tr>
<tr>
<td>1100</td>
<td>5697</td>
<td>7.3%</td>
<td>17.7</td>
<td>135.1</td>
<td>83.9</td>
<td>83.7</td>
<td>93.3</td>
<td>220 3.9%</td>
</tr>
<tr>
<td>1200</td>
<td>5889</td>
<td>7.5%</td>
<td>20.9</td>
<td>128.6</td>
<td>84.1</td>
<td>84.2</td>
<td>93.7</td>
<td>238 4.0%</td>
</tr>
<tr>
<td>1300</td>
<td>5597</td>
<td>7.2%</td>
<td>32.2</td>
<td>145.4</td>
<td>84.5</td>
<td>84.6</td>
<td>93.8</td>
<td>239 4.3%</td>
</tr>
<tr>
<td>1400</td>
<td>6433</td>
<td>8.2%</td>
<td>25.0</td>
<td>140.6</td>
<td>84.4</td>
<td>84.4</td>
<td>93.9</td>
<td>262 4.1%</td>
</tr>
<tr>
<td>1500</td>
<td>7302</td>
<td>9.3%</td>
<td>22.6</td>
<td>122.1</td>
<td>84.1</td>
<td>84.3</td>
<td>93.3</td>
<td>253 3.5%</td>
</tr>
<tr>
<td>1600</td>
<td>7286</td>
<td>9.3%</td>
<td>25.5</td>
<td>134.9</td>
<td>85.2</td>
<td>85.2</td>
<td>94.3</td>
<td>329 4.5%</td>
</tr>
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<td>86.3</td>
<td>95.2</td>
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<td>85.4</td>
<td>95.1</td>
<td>262 5.8%</td>
</tr>
<tr>
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<td>86.3</td>
<td>96.5</td>
<td>216 7.8%</td>
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<td>87.4</td>
<td>97.4</td>
<td>170 9.8%</td>
</tr>
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<td>88.4</td>
<td>99.5</td>
<td>177 14.0%</td>
</tr>
<tr>
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<td>87.8</td>
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<td>130.2</td>
<td>89.4</td>
<td>89.3</td>
<td>97.9</td>
<td>51 14.6%</td>
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<tr>
<td>----</td>
<td>78148</td>
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<td>85.2</td>
<td>95.0</td>
<td>4382 5.6%</td>
</tr>
</tbody>
</table>
Waimakariri District Council Metrocount Report
Speed Statistics by Hour

Datasets:
Site: [0545B SP] RANGIORA WOODEND RD South of Woodend Rd <70> OS#82 @ 0.906
Attribute: [-43.321848 +172.659913]
Direction: 7 - North bound A>B, South bound B>A. Lane: 1
Survey Duration: 14:54 Tuesday, 8 May 2018 => 14:41 Friday, 18 May 2018,
Zone:
File: 0545B SP 0 2018-05-18 1442.EC1 (Plus )
Identifier: E953RFNH MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 14:55 Tuesday, 8 May 2018 => 14:41 Friday, 18 May 2018 (9.99093)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (NZTA2011)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 36911 / 36917 (99.98%)
### Speed Statistics by Hour

**SpeedStatHour-53**

**Site:** 0545B SP.1.2NS

**Description:** RANGIORA WOODEND RD South of Woodend Rd <70> OS#82 @ 0.906

**Filter time:** 14:55 Tuesday, 8 May 2018 => 14:41 Friday, 18 May 2018

**Scheme:** Vehicle classification (NZTA2011)

**Filter:** Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

**Vehicles** = 36911

**Posted speed limit** = 70 km/h, **Exceeding** = 4975 (13.48%), **Mean Exceeding** = 74.20 km/h

**Maximum** = 148.4 km/h, **Minimum** = 15.1 km/h, **Mean** = 62.6 km/h

**85% Speed** = 69.34 km/h, **95% Speed** = 73.69 km/h, **Median** = 62.46 km/h

**20 km/h Pace** = 52 - 72, **Number in Pace** = 31699 (85.88%)

**Variance** = 55.95, **Standard Deviation** = 7.48 km/h

#### Hour Bins (Partial days)

<table>
<thead>
<tr>
<th>Time</th>
<th>Bin</th>
<th>Min</th>
<th>Max</th>
<th>Mean</th>
<th>Median</th>
<th>85%</th>
<th>95%</th>
<th>&gt;PSL</th>
</tr>
</thead>
</table>
| 0000 | 111  | 28.1 | 148.4| 69.1 | 79.1   | 88.7 | 51   | 45.9%
| 0100 | 68   | 27.8 | 92.9 | 66.2 | 75.3   | 89.6 | 17   | 25.0%
| 0200 | 63   | 22.1 | 109.9| 69.2 | 61.6   | 76.3 | 29   | 54.7%
| 0300 | 53   | 50.9 | 101.7| 71.2 | 83.0   | 88.2 | 32   | 50.8%
| 0400 | 146  | 35.1 | 116.0| 64.9 | 76.3   | 84.0 | 46   | 31.5%
| 0500 | 302  | 49.5 | 106.6| 69.6 | 78.9   | 88.7 | 130  | 43.0%
| 0600 | 954  | 29.5 | 110.6| 65.7 | 75.3   | 79.8 | 266  | 27.9%
| 0700 | 1598 | 31.7 | 105.7| 64.5 | 70.4   | 75.6 | 285  | 17.8%
| 0800 | 2797 | 26.3 | 93.8 | 61.7 | 67.9   | 71.8 | 267  | 9.5%
| 0900 | 2164 | 16.9 | 119.1| 61.5 | 68.3   | 72.0 | 210  | 9.7%
| 1000 | 2223 | 15.1 | 94.4 | 60.7 | 67.6   | 71.1 | 174  | 7.8%
| 1100 | 2256 | 15.9 | 88.1 | 61.5 | 68.3   | 71.8 | 233  | 10.3%
| 1200 | 2484 | 6.7  | 16.2 | 95.9 | 62.0   | 68.6 | 275  | 11.1%
| 1300 | 2301 | 6.2  | 16.7 | 86.0 | 61.6   | 68.3 | 237  | 10.3%
| 1400 | 2650 | 7.2  | 16.9 | 100.1| 62.0   | 68.6 | 304  | 11.5%
| 1500 | 3626 | 9.8  | 16.5 | 84.8 | 61.9   | 68.6 | 272  | 10.1%
| 1600 | 3728 | 10.1 | 19.8 | 91.7 | 63.1   | 69.6 | 521  | 14.0%
| 1700 | 3729 | 10.1 | 19.1 | 100.2| 62.7   | 69.0 | 468  | 12.6%
| 1800 | 2328 | 6.3  | 27.9 | 94.0 | 62.8   | 69.6 | 331  | 14.2%
| 1900 | 1255 | 3.4  | 18.2 | 96.5 | 63.7   | 70.8 | 235  | 18.7%
| 2000 | 928  | 2.5  | 17.2 | 110.0| 63.8   | 71.8 | 206  | 22.2%
| 2100 | 625  | 1.7  | 34.8 | 114.3| 65.0   | 71.8 | 139  | 22.2%
| 2200 | 353  | 1.0  | 27.9 | 98.8 | 65.2   | 73.1 | 97   | 27.5%
| 2300 | 169  | 0.5  | 38.2 | 101.9| 66.7   | 65.2 | 83.1 | 33.1%

---

**Vehicles** = 36911

**Posted speed limit** = 70 km/h, **Exceeding** = 4975 (13.58%), **Mean Exceeding** = 74.20 km/h

**Maximum** = 148.4 km/h, **Minimum** = 15.1 km/h, **Mean** = 62.6 km/h

**85% Speed** = 69.4 km/h, **95% Speed** = 73.69 km/h, **Median** = 62.46 km/h

**20 km/h Pace** = 52 - 72, **Number in Pace** = 31699 (85.88%)

**Variance** = 55.95, **Standard Deviation** = 7.48 km/h
Waimakariri District Council Metrocount Report
Speed Statistics by Hour

SpeedStatHour-52 -- English (ENZ)

Datasets:
Site: [0280C SP] GRESSONS RD North of Rangiora Woodend Road <100> @ 1.767
Attribute: [-43.297300 +172.651732]
Direction: 7 - North bound A>B, South bound B>A. Lane: 1
Survey Duration: 15:13 Tuesday, 8 May 2018 => 13:05 Friday, 18 May 2018,
Zone:
File: 0280C SP 0 2018-05-18 1306.EC1 (Plus )
Identifier: BH00810Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 15:14 Tuesday, 8 May 2018 => 13:05 Friday, 18 May 2018 (9.911)
Include classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (NZTA2011)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 19689 / 19702 (99.93%)
### Speed Statistics by Hour

**SpeedStatHour-52**  
**Site:** 0280C SP.1.2NS  
**Description:** GRESSONS RD North of Rangiora Woodend Road <100> @ 1.767  
**Filter time:** 15:14 Tuesday, 8 May 2018 => 13:05 Friday, 18 May 2018  
**Scheme:** Vehicle classification (NZTA2011)  
**Filter:** Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 19689  
Posted speed limit = 100 km/h, Exceeding = 4336 (22.02%), Mean Exceeding = 105.99 km/h  
Maximum = 157.2 km/h, Minimum = 20.2 km/h, Mean = 93.0 km/h  
85% Speed = 102.33 km/h, 95% Speed = 108.63 km/h, Median = 92.88 km/h  
20 km/h Pace = 83 - 103, Number in Pace = 14237 (72.31%)  
Variance = 102.88, Standard Deviation = 10.14 km/h

#### Hour Bins (Partial days)

<table>
<thead>
<tr>
<th>Time</th>
<th>Bin</th>
<th>Min</th>
<th>Max</th>
<th>Mean</th>
<th>Median</th>
<th>85%</th>
<th>95%</th>
<th>&gt;PSL 100 km/h</th>
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<td>0.1%</td>
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<td>94.4</td>
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<td>123.3</td>
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<td>17</td>
<td>0.1%</td>
<td>54.2</td>
<td>112.1</td>
<td>87.3</td>
<td>88.2</td>
<td>105.0</td>
<td>112.1</td>
</tr>
<tr>
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<td>18</td>
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<td>78.7</td>
<td>117.7</td>
<td>96.8</td>
<td>95.4</td>
<td>108.4</td>
<td>117.7</td>
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<td>107.3</td>
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<td>92.5</td>
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<td>92.5</td>
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<td>93.3</td>
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<td>94.0</td>
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<td>106.2</td>
<td>115.4</td>
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<td>157.2</td>
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<td>92.9</td>
<td>102.3</td>
<td>108.6</td>
</tr>
</tbody>
</table>
Waimakariri District Council Metrocount Report

Speed Statistics by Hour

Datasets:
- Site: [0475A] NORTHBROOK RD 600m west of Boys Rd <100> @ 0.460
- Attribute: [-43.310565 +172.620638]
- Direction: 7 - North bound A>B, South bound B>A, Lane: 1
- Survey Duration: 11:59 Monday, 4 September 2017 => 10:31 Monday, 18 September 2017,
- Zone:
- File: 0475A 0 2017-09-18 1031.EC1 (Plus B)
- Algorithm: Factory default axle (v4.08)
- Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
- Filter time: 12:00 Monday, 4 September 2017 => 10:31 Monday, 18 September 2017
- (13.9386)
- Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
- Speed range: 10 - 160 km/h.
- Direction: North, East, South, West (bound), P = North, Lane = 0-16
- Separation: Headway > 0 sec, Span 0 - 100 metre
- Name: Default Profile
- Scheme: Vehicle classification (NZTA2011)
- Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
- In profile: Vehicles = 15565 / 15574 (99.94%)
**Speed Statistics by Hour**

**Site:** 0475A.1.2NS  
**Description:** NORTHBROOK RD 600m west of Boys Rd <100> @ 0.460  
**Filter time:** 12:00 Monday, 4 September 2017 => 10:31 Monday, 18 September 2017  
**Scheme:** Vehicle classification (NZTA2011)  
**Filter:** Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 15565  
Posted speed limit = 100 km/h, Exceeding = 1084 (6.96%), Mean Exceeding = 107.36 km/h  
Maximum = 154.5 km/h, Minimum = 10.6 km/h, Mean = 82.26 km/h  
85% Speed = 94.16 km/h, 95% Speed = 102.19 km/h, Median = 82.26 km/h

Variance = 155.70, Standard Deviation = 12.48 km/h

**Hour Bins (Partial days)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Bin</th>
<th>Min</th>
<th>Max</th>
<th>Mean</th>
<th>Median</th>
<th>85%</th>
<th>95%</th>
<th>&gt;PSL</th>
</tr>
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<td>52.6</td>
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<td>99.2</td>
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<td>0200</td>
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<td>58.9</td>
<td>100.1</td>
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</tr>
<tr>
<td>0300</td>
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<td>0600</td>
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<td>150.9</td>
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</tr>
<tr>
<td>0900</td>
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<td>137.5</td>
<td>82.0</td>
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<td>100.9</td>
<td>58</td>
</tr>
<tr>
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<td>82.3</td>
<td>94.2</td>
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<td>1084 7.0%</td>
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Waimakariri District Council Metrocount Report
Speed Statistics by Hour

SpeedStatHour-50 -- English (ENZ)

Datasets:
Site: [0073B] BOYS RD 400m west of Northbrook Rd <100> @ 1.376
Attribute: [-43.314263 +172.620470]
Direction: 7 - North bound A>B, South bound B>A, Lane: 1
Survey Duration: 12:12 Monday, 4 September 2017 => 10:23 Monday, 18 September 2017,
Zone:
File: 0073B 0 2017-09-18 1023.EC1 (Plus B)
Identifier: EP02G536 MCS6-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 12:13 Monday, 4 September 2017 => 10:23 Monday, 18 September 2017
(13.924)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (NZTA2011)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 23754 / 23762 (99.97%)
### Speed Statistics by Hour

**Site:** 0073B.1.2NS  
**Description:** BOYS RD 400m west of Northbrook Rd <100> @ 1.376  
**Filter time:** 12:13 Monday, 4 September 2017 => 10:23 Monday, 18 September 2017  
**Scheme:** Vehicle classification (NZTA2011)  
**Filter:** Cls(1-13) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

**Vehicles** = 23754  
**Posted speed limit** = 100 km/h, **Exceeding** = 3514 (14.79%), **Mean Exceeding** = 105.91 km/h  
**Maximum** = 158.4 km/h, **Minimum** = 14.1 km/h, **Mean** = 88.5 km/h  
**85% Speed** = 99.86 km/h, **95% Speed** = 105.89 km/h, **Median** = 89.19 km/h  
**20 km/h Pace** = 80 - 100, **Number in Pace** = 15331 (64.54%)  
**Variance** = 156.72, **Standard Deviation** = 12.52 km/h

#### Hour Bins (Partial days)

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<th>Bin</th>
<th>Min</th>
<th>Max</th>
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---- | 23754 100.0% | 14.1 | 158.4 | 88.5 | 89.2 | 99.9 | 105.9 | 3514 14.8%
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1. **SUMMARY**

1.1 This report presents the recommendations of the Hearing Panel that considered submissions to the review of the Local Alcohol Policy 2015 (LAP).

1.2 The review was undertaken to confirm the elements of the policy are still relevant for licensing within the District. Council recognises that within the community there is concern about the effects of excessive and inappropriate drinking.

1.3 The LAP is an important tool to assist the District Licensing Committee in making decisions to help in the achievement of the object of the *Sale and Supply of Alcohol Act 2012* (the Act).

1.4 Public submissions on the LAP were open from 11 May to 11 June 2018 and 24 submissions were received. A summary of elements, submitters’ preferences and the Hearing Panel recommendations is attached (Appendix 1). Key changes are:

(i) 7.00 am opening for all licensed premises (previously 8.00 am for on-licensed and club licensed premises and 7.00 am for off-licensed premises);

(ii) On-licence and Club licensed premises: New Year’s Eve - 7.00 am to 1.00 am (New Year’s Day) (previously, no distinction made for New Year’s Eve)

(iii) On-licence public holidays: on any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the morning of the public holiday). Public holiday does not include those identified in section 47 of the Act (Good Friday, Easter Sunday, Christmas Day or before 1 pm ANZAC Day). (Previously no separation from hours of operation).

(iv) On-licence discretionary condition deleted: “where the premise is in a non-residential zoned area, extension of the above hours may be considered on the merits of the application”.

(v) On-licence and Club licence discretionary condition added: “new staff to complete ‘serve-wise’ training within the first month of employment”.
(vi) Club licence public holidays element added: on any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the morning of the public holiday). NB: Club licences are not affected by sections 47 and 48 of the Act. (Previously no separation from hours of operation).

(vii) Proposed special licence discretionary condition regarding ‘child focussed events’ declined.

1.5 The Hearing Panel deliberated on all submissions and a provisional policy has been prepared. A legal opinion from Corcoran French, Solicitors (Martin Bell) was requested to ensure the policy meets the legal requirements of the Act.

1.6 To complete the review of the LAP Council needs to adopt a ‘Provisional Local Alcohol Policy’ for publication. This publication initiates the 30 day appeal period where submitters may appeal any element of the policy to the Alcohol Regulatory Licensing Authority (ARLA).

1.7 The Hearing Panel recommends the Provisional Local Alcohol Policy 2018 is adopted by Council for public notification on 26 October 2018. The policy can only be formally adopted as the Local Alcohol Policy 2018 once the appeal period has elapsed or on resolution of any appeals.

Attachments:
- Draft Provisional Local Alcohol Policy (Trim 180409037871)
- Legal opinion, Martin Bell (Corcoran French) (Trim 180920108864)
- Appendix 1: Summary of Elements and Submitters’ comment (Trim 180829098104)

2. RECOMMENDATION

THAT the Council:

(a) Receives report No. 180820093718.

(b) Adopts the Provisional Local Alcohol Policy 2018 for publication on 26 October 2018.

(c) Notes the provisional Local Alcohol Policy will come back to Council for adoption, once the appeal process is complete, under Section 90 of the Act. Council must then give notice of the adoption of the Waimakariri District Council’s Local Alcohol Policy; and may then bring it into force on a day stated by Council resolution.

(d) Notes the current Local Alcohol Policy 2015 continues to guide the District Licensing Committee until the review process is complete.

3. BACKGROUND

3.1 The Waimakariri District Council reviewed its Local Alcohol Policy to confirm that elements of the policy are still relevant for licensing within the District. The LAP is an important tool to assist the District Licensing Committee in making decisions and to help to achieve of the object of the Act.

3.2 The LAP contains the following type of licensing policies:
- variations on the maximum trading hours set in the Act for on-licences and off-licences;
- one-way door conditions for premises holding on-licences;
- various discretionary conditions for on-licences, off-licences, club licences and special licences.
3.3 This is an early review of the LAP, three years instead of the statutory six years. On adoption of the LAP in February 2015 Council decided to have an earlier review date to give a formal opportunity for the Council, partner agencies, key stakeholders as well the wider community, to consider the application and efficacy of the policy under the new regime.

3.4 Public consultation was undertaken between Friday 11 May and Monday 11 June 2018. 24 submissions were received and five submitters attended to address the Hearing Panel in person. Attachment (iii) summarises submitters’ comments.

3.5 It is recommended the Provisional Local Alcohol Policy 2018 is notified on 26 October. On notification the provisional policy is open to appeal (s81 of the Act) to the licensing authority against any element of the provisional policy by people who submitted to the draft Local Alcohol Policy, plus Police and the Medical Officer of Health. Submitters have 30 days in which to lodge their appeal with the licensing authority.

3.6 Process from this point

Once the provisional LAP is notified only ARLA can make any decisions on the ‘reasonableness’ of any element. A practice note issued by ARLA on 19 March 2015 states that “[2] In terms of ss.82 and 83(2) of the Act the Authority at a public hearing is required to ask the territorial authority to reconsider the element appealed against. There is no provision for a territorial authority to reconsider an element until the element has been referred back to it by the Authority.” This means that Council cannot negotiate any element with submitters once the provisional policy has been publically notified.

If an element is referred to Council by ARLA for reconsideration and then duly returned to ARLA, this resubmitted element is then dealt with by ARLA as if it were an appeal.

4. ISSUES AND OPTIONS

4.1. In undertaking the review of the LAP the Council considered a range of policy options. The provisional policy reflects a review of the preferred options in light of submissions received. The attached deliberation matrix shows the recommended changes to elements of the policy and the reasons for the Hearing Panel’s decisions.

Undertaking the review and updating the research report resulted in endorsement of the 2015 policy by partner agencies (Police and Medical Officer of Health) with minor changes suggested to improve efficacy of the policy and support the object of the Act.

4.2. After hearing submissions and deliberating on the elements of the policy the Hearing Panel recommends the following:

(i) 7.00 am opening for all licensed premises

Previously: 8.00 am for on-licensed and club licensed premises and 7.00 am for off-licensed premises.

Reason: To bring all licensed premises into alignment, Police and Medical Officer of Health have not provided evidence of alcohol related harm between 7.00 – 8.00 am. Legal opinion (Alistair Sherriff) advises the LAP maximum hours may be less restrictive than the national maximum hours set out in s43 of the Act.

(ii) On-licence and Club licensed premises: New Year’s Eve - 7.00 am to 1.00 am (New Year’s Day)

Previously: no distinction made for New Year’s Eve.
Reason: Over the last three years no special licence for extended hours on New Year’s Eve has been refused. Additional administrative burden for both the applicant and the DLC could be eliminated by this change.

(iii) On-licence public holidays: on any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the morning of the public holiday). It is important to note that public holiday does not include those identified in section 47 of the Act (Good Friday, Easter Sunday, Christmas Day or before 1 pm ANZAC Day).

Previously no separation from hours of operation.

Reason: To stop the current trend of patrons leaving local licensed premises on these nights to licensed premises in other areas. It is better for licensed premises to have late licences on the day prior to a public holiday, rather than on the public holiday itself.

(iv) On-licence and Club licence discretionary condition deleted: “where the premise is in a non-residential zoned area, extension of the above hours may be considered on the merits of the application”.

Reason: Removed from the LAP as it could be perceived as being a lot more lenient, whereas the intent of the Act is to be more restrictive. Support from partner agencies.

(v) On-licence and Club licence discretionary condition added: “new staff to complete ‘serve-wise’ training within the first month of employment”.

Reason: Recent controlled purchase operation failures are concerning and additional education for new staff will be valuable.

(vi) Club licence public holidays element added: on any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the morning of the public holiday). NB: Club licences are not affected by sections 47 and 48 of the Act.

Previously no separation from hours of operation.

Reason: To stop the current trend of patrons leaving local licensed premises on these nights to licensed premises in other areas. It is better for licensed premises to have late licences on the day prior to a public holiday, rather than on the public holiday itself.

(vii) Proposed special licence discretionary condition regarding ‘child focussed events’ declined.

Reason: These types of events are open to interpretation and the District Licensing Committee already has the discretion to apply restrictions such as this when considering applications for special licences.

4.3. The Management Team have reviewed this report.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

Police, Medical Officer of Health and Licensing Inspectors were consulted during this review. Council also sought the views of licensees, the Community Boards, and other
stakeholders such as Social Services Waimakiriri, Waimakariri Health Advisory Group, Te
Ngai Tu Ahuriri Runanga and the Waimakariri Youth Council.

5.2. **Wider Community**

Public consultation commenced on 11 May and closed on 11 June 2018. 24 submissions
were received and five submitters took the opportunity to attend the hearing. The
consultation was widely advertised through local newspapers and via the Council’s social
media outlets and website.

Once the provisional policy is notified by Council a further opportunity exists for submitters
to the draft policy to, within 30 days, appeal any element of the policy to the licensing
authority.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

The cost of reviewing the Local Alcohol Policy 2015 and developing the provisional policy
for publication is programmed and met from existing budgets and staff resources.

6.2. **Community Implications**

Members of the community wanting to express their views were able to do so at drop in
sessions or via the submission process as outlined above.

6.3. **Risk Management**

The review of the Local Alcohol Policy is being undertaken in accordance with provisions
in the *Sale and Supply of Alcohol Act 2012 sections 95 and 97*. Evidence to support new
elements must be provided and reasons for decisions clearly documented.

Section 95 of the Amendment Act requires that any amendment of the Policy is undertaken
….as if it were the adoption of a local alcohol policy. This means that a provisional policy
must be notified and any submitter to the draft policy has the right of appeal against
elements of the provisional policy.

6.4. **Risk of Appeal**

(i) Medical Officer of Health regarding the removal of the discretionary condition
concerning ‘child-focussed’ events. There is very strong support for this element
from the Medical Officer of Health and health related agencies. Currently across
the country Medical Officers are taking a strong stand on opposing special licences
for any events associated with children (see Hawkes Bay District Health Board
and Port Ahuriri School).

(ii) Medical Officer of Health and Police regarding increased hours. Although there
has been no (reported) evidence in our District of alcohol related harm in the
morning between 7.00 and 8.00 am; the combination of this and the extension of
hours around public holidays may be of concern to the partner agencies. Reducing
licensed hours was a key recommendation from the Law Commission in its report
“Alcohol in our lives: Curbing the Harm”. Health Agencies and Police have
consistently requested reducing the hours licensed premises are open all over
New Zealand, and in our District. Police when contributing to the Research Report
attributed the improvement in behaviour in our District with the restriction of
licensed hours in the LAP.
6.5. **Health and Safety**

Nil

7. **CONTEXT**

7.1. **Policy**

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

7.2. **Legislation**

Local Government Act 2002, s83
Sale and Supply of Alcohol Act 2012, subpart 2 local alcohol policies, sections 97 and 97
Sale and Supply of Alcohol Regulations 2013

7.3. **Community Outcomes**

**There is a safe environment for all**

- Harm to people from natural and man-made hazards is minimised and our district has the capacity and resilience to respond to natural disasters.
- Crime, injury and harm from road accidents, gambling, and alcohol abuse are minimised.

**The distinctive character of our towns, villages and rural areas is maintained**

- The centres of our main towns are safe, convenient and attractive places to visit and do business.

**Businesses in the district are diverse, adaptable and growing**

- There are growing numbers of businesses and employment opportunities in our district.
- There are sufficient and appropriate places where businesses are able to set up in our district.

7.4. **Delegations**

Nil

Lynley Beckingsale
Policy Analyst
1 Introduction
The Sale and Supply of Alcohol Act 2012 (the Act) enables the Council to develop a Local Alcohol Policy (LAP) to further control the location of licensed premises, the number of licensed premises in the District or any part of the District, the maximum trading hours, impose discretionary conditions on the issue of licences and impose one-way door restrictions. The District Licensing Committee (DLC) and Alcohol Regulatory and Licensing Authority (ARLA) are required to consider the LAP when making licensing decisions.

2 Policy Context
This Local Alcohol Policy contributes towards control of the adverse effects created by the misuse of alcohol. It reflects the local community’s wishes regarding the sale and supply of alcohol providing local solutions to local problems.

2.1 Definitions
“Alcohol Management Plan” is a plan of measures and actions designed to manage the sale and supply of alcohol to achieve the objectives of the Sale and Supply of Alcohol Act 2012.

“Child focussed events” are events where the focus of the event is on children and young persons (under the age of 18) and activities for them — including where the safety, welfare and wellbeing of those children and young persons are paramount.

“Club” has the same meaning as section 5 of the Sale and Supply of Alcohol Act 2012.

“Club Licence” has the meaning given by section 60 of the Sale and Supply of Alcohol Act 2012.

“Discretionary conditions” in considering any application for a special licence, the Committee may, in deciding whether to grant or refuse the licence, apply any reasonable conditions if, in its opinion, the issuing of the licence, or the consequences of issuing the licence, without those conditions would be inconsistent with the policy.

“Off-Licence” has the meaning given by Section 17 and 18 of the Sale and Supply of Alcohol Act 2012.

“On-Licence” has the meaning given by Section 14 of the Sale and Supply of Alcohol Act 2012.

“One-way door restriction” has the meaning given by section 5 of the Sale and Supply of Alcohol Act 2012.

“Ready to drink (RTD)” is an alcoholic drink, combining a spirit with a soft drink.

“Special Licence” has the meaning given by section 22 of the Sale and Supply of Alcohol Act 2012.

“Stand-alone bottle store” is an off-licensed premises, selling primarily only alcohol, displayed and sold from that site, and is not part of an on-licensed business such as a hotel or tavern or a supermarket. An exemption to item 4.2.2 in this policy is available where a stand-alone bottle store was lawfully established at the date of the policy adoption.

“The Act” is the Sale and Supply of Alcohol Act 2012.
3 Policy Objective
This policy has the objective of being consistent with the Community Development Strategy\(^1\) and the Community Action Plan on Alcohol\(^2\) prepared for the District as well as the objectives of the Sale and Supply of Alcohol Act 2012 which is provided for in Section 4 of the Act as:

- the sale, supply and consumption of alcohol should be undertaken safely and responsibly; and
- the harm caused by the excessive or inappropriate consumption of alcohol should be minimised.

4 Policy Statement

4.1 On-licence

Policies related to on-licences also apply to:

- Bring Your Own (BYO) restaurants (endorsed under section 37 of the Act)
- Caterers (endorsed under section 38 of the Act)

4.1.1 Hours of Operation

The hours of operation for on-licences are set by the District Licencing Committee (DLC) after consideration of the reports from the Licensing Inspector, Police, Medical Officer of Health and any objections. Note: an application for an on-licence must comply with the Resource Management Act 1991 before it is lodged, however, additional restrictions in respect of hours of operation may be required.

The permitted hours of operation of on-licence premises are as follows:

<table>
<thead>
<tr>
<th>Days of Week</th>
<th>Earliest opening time</th>
<th>Latest closing time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday to Thursday</td>
<td>87.00 am</td>
<td>11.00 pm</td>
</tr>
<tr>
<td>Friday to Saturday</td>
<td>87.00 am</td>
<td>1.00 am the following day</td>
</tr>
<tr>
<td>New Year's Eve (31 December)</td>
<td>7.00 am</td>
<td>1.00 am the following day (New Years Day)</td>
</tr>
</tbody>
</table>

4.1.1.1 Public holidays

On any day preceding a public holiday the hours of operation are 7.00am to 1.00am (the morning of the public holiday).

4.1.1.2 Clause 4.1.1.1 does not apply to those days preceding Good Friday, Easter Sunday, or Christmas Day, or before 1 pm Anzac Day as identified in section 47 of the Act. For the preceding day before those listed in section 47 of the Act, the hours of operation are 7.00 am to 12.00 am (midnight).

4.1.2 Discretionary conditions of on-licences

These discretionary conditions may include (but are not necessarily limited to):

- Provision of additional security (staff)
- The installation and operation of CCTV cameras on the exterior of, and within premises
- Provision of effective exterior lighting
- Restriction on the use of outdoor areas
- Noise control

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\(^1\) Waimakariri District Council Community Development Strategy 2015-2025 (TRIM: 150605089108)

\(^2\) Waimakariri District Council Community Action Plan on Alcohol (TRIM: 090821025046)
DRAFT Local Alcohol Policy

4.2 Off-Licences

4.2.1 Hours of Operation
The permitted hours of operation of off-licence premises is as follows:

<table>
<thead>
<tr>
<th>Days of Week</th>
<th>Earliest opening time</th>
<th>Latest closing time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday to Sunday</td>
<td>7.00 am</td>
<td>10.00 pm</td>
</tr>
</tbody>
</table>

4.2.2 Section 48 of the Act provides that an off-licence must ensure that no alcohol is sold on or delivered from the premises on Good Friday, Christmas Day or before 1 pm on Anzac Day. Moreover, no alcohol is to be sold on or delivered from the premises on Easter Sunday, unless it is grape wine or fruit or vegetable wine made on the premises or from product harvested from the land on which the premises are situated.

4.2.3 Off-Licence Location
No off-licence is to be issued for any business being a new ‘stand-alone’ bottle store, unless that bottle store is located on land zoned Business 1 Zone or Business 2 Zone as defined in the Waimakariri District Plan. Where a stand-alone bottle store was lawfully established prior to the adoption of this LAP, its use is exempt from clause 4.2.2 until such time as the Council amends this part of the Policy.

4.3 Club Licences
A number of clubs are situated in or adjacent to residential zoned areas. The sale of liquor must be secondary to the objectives of the Club, and the licensed hours must also be relevant to the Club’s activities.

4.3.1 Hours of operation
The permitted hours of operation of Club Licenced premises is as follows:

<table>
<thead>
<tr>
<th>Days of Week</th>
<th>Earliest opening time</th>
<th>Latest closing time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday to Thursday</td>
<td>8.00 am</td>
<td>11.00 pm</td>
</tr>
<tr>
<td>Friday, and Saturday and Public Holidays</td>
<td>8.00 am</td>
<td>1.00 am the following day</td>
</tr>
</tbody>
</table>

4.3.1.1 Public Holidays
On any day preceding a public holiday the hours of operation are 7.00am to 1.00am (the morning of the public holiday).

4.3.1.2 Anzac Day trading hours for licensed RNZRSA clubs
Clause 4.3.1.1 does not apply to licensed RNZRSA clubs under section 47A of the Act. The permitted trading hours for any licensed premises to which this section applies include the hours from 4 am to 1 pm on Anzac Day. Additionally, any one-way door restriction applicable to the premises does not operate during the hours specified.
DRAFT Local Alcohol Policy

4.3.2 Discretionary conditions of club licences
These discretionary conditions may include (but are not necessarily limited to):
- Advertising signage dimensions, number and location
- For premises in residential zones reduced hours may be considered on the circumstances of each application
- The installation and operation of CCTV cameras on the exterior of, and within premises
- Provision of effective exterior lighting
- Restriction on the use of outdoor areas
- New staff to complete ‘serve-wise’ training within the first month of employment.

4.4 Special Licences

4.4.1 Hours of operation
Restrictions on hours will be imposed if the DLC considers it appropriate in respect of any environmental or other considerations which may require constraints on the hours of operation. Such issues may be raised by the Licensing Inspector, Police or other relevant affected parties.

4.4.2 Discretionary conditions of special licences include:
These discretionary conditions may include (but are not necessarily limited to):
- No premises would generally have more than 12 events under one licence application, however where the events are low risk, of short duration and are ‘like’ events, as determined by the District Licensing Committee, one application could cover a single 12 month period.
- Sale of alcoholic drinks to be limited, e.g. two per customer at any one time
- Meet the terms of the Alcohol Management Plan for public events
- No alcohol is to be sold in glass containers
- No child focussed event such as school fetes, galas, school sports days, school fairs, District, Regional or National sports events where the participation of children can reasonably be expected, shall allow for the consumption of alcohol on the premises or at the property where the event occurs.
- The District Licensing Committee may decline a licence extending beyond 3.00 am.

4.4.3 Alteration to hours of operation
An alteration to hours of operation for an event may be applied for by way of a Special Licence to the DLC. A minimum of 20 working days will be required for processing such a licence.

5 Links to legislation, other policies and community outcomes
Waimakariri District Council Liquor Ban Bylaw 2007 – update on completion of review
Alcohol Control Bylaw 2018
Community Outcomes
2011 – 2016 Road Safety Strategy
Canterbury Regional Policy Statement
Waimakariri District Plan
Sale and Supply of Alcohol Act 2012
DRAFT Local Alcohol Policy

6 Adopted by and date
This policy was adopted by Council on XX/XX/XXXX to come into force on XX/XX/XXXX.

7 Review
Review in six years or by resolution of Council on request.
19 September 2018

Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Lynley Beckingsale

Dear Lynley

LOCAL ALCOHOL POLICY

1. We have had a chance to review the changes made to the Waimakariri District Council Local Alcohol Policy. We address each of the changes below:

On-licence - Maximum Trading Hours

2. Council proposes to amend the opening time from 8:00am to 7:00am. The reason being that this will bring on-licence premises into line with off-licences. Council has noted there is no evidence of alcohol related harm brought forward by Police or Medical Officer of Health.

3. Section 45 of the Sale and Supply of Alcohol Act 2012 ("the Act") provides that the trading hours for any licensed premises are the applicable maximum trading hours stated in the local alcohol policy. Consequently, districts are able to specify their own maximum trading hours.

4. We note, section 43 of the Act provides the default maximum trading hours. For on-licences or club licences, the default trading hours are between 8:00am and 4:00am. However these default hours do not apply where a local alcohol policy provides differently.

5. In summary, Council is able to amend the hours to 7:00am. We note, the matrix provides that there is no evidence of alcohol related harm. If correct, it ought to be referenced that there is no evidence of alcohol related harm by amending the opening hours to 7:00am.

On-licence - New Year's Eve

6. Council proposes differentiating the hours of operation for New Year's Eve. Currently, applicants have to apply for a special licence to stay open past 11:00pm or 1:00am (depending on whether it falls on a week day or a Friday or Saturday).

7. As above, section 45 of the Act provides that districts are able to specify the maximum trading...
hours. The exceptions contained in sections 47 and 48 relating to public holidays (referred to in detail below) do not apply to New Year’s Eve. Consequently Council may make the proposed change.

**On-licence - Public Holidays**

8. Council proposes distinguishing public holidays from the typical permitted trading hours for on-licences. This was an editing oversight in the original policy. It is also believed this will stop patrons leaving local licensed premises for others outside the area.

9. Similar to our comment above, section 45 provides that a district may set its own maximum trading hours. However, the exceptions contained in section 47 apply. That is, no alcohol may be sold or supplied on Good Friday, Easter Sunday, Christmas Day and before 1pm on Anzac Day.

10. Whilst Council may extend the maximum trading hours for public holidays, we do not consider that the currently proposed clauses 4.1.1.1 and 4.1.1.2 make it clear enough that the increased trading hours do not apply to Good Friday, Easter Sunday, Christmas Day and before 1pm on Anzac Day. To make this clear, we advise amending clause 4.1.1.2. (assuming Council will still want the on-licences to be able to operate until midnight the day prior to the holiday) to wording similar to:

   "Clause 4.1.1.1. does not apply to those days preceding Good Friday, Easter Sunday, or Christmas Day, or before 1pm Anzac Day as identified in section 47 of the Act. For the preceding day before those listed in section 47 of the Act, the hours of operation are 7:00am to 12:00am (midnight)."

**On-licence - Discretionary Conditions**

11. Council proposes deleting the condition "...where the premise is in a non-residential zoned area, extension of the above hours may be considered on the merits of the application."

12. Section 77 of the Act provides that a local alcohol policy may include “the issue of licences, or licences of a particular kind or kinds, subject to discretionary conditions”. Given Council has authority to determine the discretionary conditions that may be imposed, there is no issue with deleting this consideration.

13. In any event, section 110 of the Act provides that a licensing authority or committee may issue an on-licence or club licence subject to conditions. Section 110(3) of the Act provides that in deciding the conditions to be imposed on any on-licence or club licence (as it applies to the days and hours which alcohol may be sold and supplied), the authority or committee may have regard to the site of the premises in relation to neighboring land use. Furthermore, section 117 of the Act provides that an authority or committee may issue any licence subject to any reasonable conditions that are not inconsistent with the Act.

14. We note Council also proposes adding a new condition that any new staff complete a serve-wise training within the first month of employment. There is no issue with Council including this discretionary condition as it does not have to be imposed by the Committee. However, there is no reference in the matrix (nor in the Local Alcohol Policy Research Report) to the “serve-wise training”. It would be beneficial for the matrix to reference how Council has identified that training as being beneficial and how it has come to the decision to include the training. For example, if Alcohol Healthwatch or CDHB recommended that training it will assist as Council needs to show that the condition is reasonable.
Off-Licences – Public Holidays

15. Given Council proposes to include separate hours for public holidays for both on-licences and club licences, we thought it prudent to highlight that this has not been included for off-licences and this may be something Council may wish to reconsider.

16. Section 48 of the Act provides, in summary, that an off-licence must ensure that no alcohol is sold on or delivered from the premises on Good Friday, Christmas Day or before 1pm on Anzac Day. Moreover, no alcohol is to be sold on or delivered from the premises on Easter Sunday, unless it is grape wine or fruit or vegetable wine made on the premises or from product harvested from the land on which the premises are situated.

17. Given the off-licence maximum trading hours do not differentiate between weekdays and weekends, this may have been intentional by Council. However, on our interpretation of the Act, section 48 would apply in any event. To ensure consistency with the Act and the rest of the Local Alcohol Policy, you may wish to reference section 48 in the policy, similar to our advice at paragraphs 8 to 10 above.

Club Licences - Public Holidays

18. Similarly to on-licensed premises, Council proposes amending the maximum trading hours for club licenses on public holidays. However, we note, the differentiation of Good Friday, Easter Sunday, Christmas Day and before 1pm on ANZAC Day that is included at clause 4.1.1.2 of the new proposed draft (for on-licences), is not included in or after clause 4.3.1.1.

19. Section 47 of the Act provides “The holder of an on-licence must ensure that no alcohol is sold or supplied on the premises on Good Friday, Easter Sunday, or Christmas Day, or before 1pm on Anzac Day...” (emphasis added). Section 48 of the Act provides “The holder of an off-licence must ensure that...” (emphasis added). Consequently, on the face of it the sections 47 and 48 do not apply to club licences. We have been unable to find any case law that provides further guidance. Given the Act does not state that club licences are prevented from operating on those four public holidays, we do not consider that Council needs to differentiate these four public holidays from other “public holidays”, subject to our comments on Section 47A.

20. Therefore all in all, we agree with the proposed clause 4.3.1.1.

21. Despite the fact that sections 47 and 48 of the Act do not apply to club licences, we note section 47A of the Act provides:

47A Anzac Day trading hours for licensed RNZRSA clubs

(1) This section applies to licensed premises if—
   (a) the premises houses an RNZRSA club; and
   (b) the club holds a club licence for the premises.

(2) Despite anything in section 44 or 45, the permitted trading hours for any licensed premises to which this section applies include the hours from 4 am to 1 pm on Anzac Day.

(3) Any one-way door restriction applicable to the premises does not operate during the hours specified in subsection (2).
22. The Local Alcohol Policy Research Report lists the Rangiora RSA as a holder of a club licence. For consistency with the Act, Council ought to include a clause that outlines the operation of section 47A of the Act above. Similar to sections 47 and 48 of the Act, section 47A of the Act is mandatory. Therefore any RNZRSA club which holds a club licence, may open from 4:00am on Anzac Day (as opposed to 7:00am as stated in the current draft of the policy).

**Club Licences – Maximum Trading Hours**

23. Council proposes to bring the club licences in line with the others, increasing the maximum trading hours to 7:00am.

24. As above, there is no restriction on Council extending the maximum trading hours for any licensed premises beyond the default maximum trading hours provided by the Act. Therefore Council may make this change.

**Club Licences – Discretionary Conditions (Clause 4.3.2.)**

25. Council proposes deleting a condition as referenced in the matrix as “where the premise is in a non-residential zoned area, extension of the above hours may be considered on the merits of the application.” However the condition in the draft policy actually provides, “For premises in residential zones reduced hours may be considered on the circumstances of each application.” This may be an error and a repetition of the deletion of the condition referenced for on-licences.

26. Given the condition actually refers to the possible reduction in hours, the reason provided for in the matrix is not correct. This needs to be corrected.

27. The condition may be deleted given Council’s ability to impose such discretionary conditions or not, however the correct reason and amendment needs to be stated in the matrix (if that is incorrect).

28. Council also proposes adding a new condition that any new staff complete a serve-wise training within the first month of employment. Similar to paragraph 14 above, it would be beneficial for the matrix to reference how and why Council has identified that training as being beneficial. Council will need to show that the condition is reasonable.

**Special Licences – Discretionary Condition - “child focused events”**

29. The discretionary condition that no child focused event may be provided a special licence has been declined.

30. As above, Council may impose discretionary conditions on licences (see section 77 of the Act). Section 142 of the Act provides matters the licensing committee must have regard to when
considering an application for a Special Licence. These include, for example, the object of the Act, the nature of the particular event, and whether in the committee’s or authority’s opinion the amenity and good order of the locality would be likely to be reduced by more than a minor extent by the effects of the issue of a licence. Consequently where a “child focused event” may apply for a Special Licence, it is likely the committee or authority will take this into account in any event.

31. Section 144 of the Act provides that the Committee, having regard to section 142 of the Act, may refuse to issue a special licence, even if no objection was filed and no report filed under section 141 opposing the application. Moreover, section 147 of the Act provides the licensing committee may issue a special licence subject to conditions, including for example conditions prescribing steps to be taken by the licensee to ensure the provisions of the Act are observed, conditions requiring the exclusion of the public from the premises concerned, or “any reasonable conditions, that in the committee’s opinion, are not inconsistent with this Act.”

32. In that regard, it appears reasonable for WDC to delete the discretionary condition.

33. Once you have had a chance to consider our advice above, please call to discuss any queries.

Yours faithfully

CORCORAN FRENCH

MARTIN BELL/ HOLLY BROWN
Partner/ Senior Solicitor
Email: martin@corcoranfrench.co.nz
Email: holly@corcoranfrench.co.nz
1518.1180; SPW
### LOCAL ALCOHOL POLICY – WAIMAKARIRI DISTRICT COUNCIL

#### HEARING PANEL DECISIONS

*Sale and Supply of Alcohol Act 2012 (the Act)*

<table>
<thead>
<tr>
<th>Current or proposed element</th>
<th>Decision</th>
<th>Reasons</th>
<th>Submitters Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Licence Maximum trading hours</td>
<td>Opening time: 7.00 am</td>
<td>To bring opening hour into alignment with off-licensed premises. No evidence of alcohol related harm brought forward by Police or Medical Officer of Health. Therefore an extension of one hour in the morning is not considered likely to contribute to greater alcohol related harm in the District. Legal opinion advises that the LAP maximum hours may be less restrictive than the national maximum hours set out in S43 of the Act.</td>
<td>Bob Blair: change to 7.00 am Hospitality NZ: change to 7.00 am Reasons: bring on-licensed premises into line with off-licensed premises. If alcohol can be sold to people from off-licensed premises at 7.00 am to be consumed in an uncontrolled environment why can it not be sold and consumed in a controlled environment from the same time. Alcohol Healthwatch: change to 10.00 am Reasons: Consistent and high quality evidence demonstrating the impact of on-licence trading hours on alcohol-related harm. Restricting the trading hours of licensed premises is likely to have one of the greatest impacts on reducing harm. Health Promotion Agency: no change to current trading hours Reasons: Overwhelming support from regulatory agencies for current trading hours, anecdotal evidence of reduction in harm, the fact that the majority of licensed premises do</td>
</tr>
<tr>
<td>Current or proposed element</td>
<td>Decision</td>
<td>Reasons</td>
<td>Submitters Comment</td>
</tr>
<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td><strong>On-Licence Hours of operation:</strong> New Years Eve</td>
<td>New Years Eve: 7.00 am to 1.00 am (New Years day)</td>
<td>Over the last three years no licence for extended hours on New Year’s Eve have been refused. The additional administrative burden could be eliminated by this change.</td>
<td>Bob Blair: amend element as described. Reason: The effect of the current LAP imposing an 11.00 pm closing time on all on-licenses from Sunday to Thursday means that five years out of seven on-licenses cannot stay open for New Year’s Eve unless they go to the added cost and inconvenience of applying for a special licence. To suggest local businesses should pay over $200 for a special licence for this evening is arrogant considering the alternatives offered to our residents by neighbouring districts. There is no evidence that alcohol related harm would be increased by this district staying open over New Year’s Eve.</td>
</tr>
<tr>
<td><strong>On-Licence Public Holidays</strong></td>
<td>Public Holidays: On any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the morning of the public holiday) Public Holiday does not include those</td>
<td>This will stop the current trend of patrons leaving local licensed premises on these nights to licensed premises in other areas. It is better for licensed premises to have late licences on the day prior to a public holiday, rather than on the public holiday itself.</td>
<td>Hospitality New Zealand: amend element to “Friday, Saturday and Public Holidays 8.00 am – 1.00 am the following day” Reason: The provisions for on-licence premises are the same as Club Licensed premises ensuring similar businesses are operating under the same conditions.</td>
</tr>
<tr>
<td>Current or proposed element</td>
<td>Decision</td>
<td>Reasons</td>
<td>Submitters Comment</td>
</tr>
<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td></td>
<td>identified in section 47 of the Act (Good Friday, Easter Sunday, or Christmas Day, or before 1 pm ANZAC Day).</td>
<td></td>
<td>Bob Blair: Add <em>and public holidays</em> to section 4.1.1.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><em>Reason</em>: This is clearly an editing oversight in the original LAP drafting and simply to ignore it in the review would be poor on the Council’s part considering they are now aware of it.</td>
</tr>
<tr>
<td>On-Licence Discretionary conditions</td>
<td>Discretionary condition deleted as suggested.</td>
<td>Removed from the LAP as it could be perceived as being a lot more lenient whereas the intent of the Act is to be restrictive. Support from partner agencies.</td>
<td>Alcohol Healthwatch and Canterbury District Health Board: Remove discretionary condition.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><em>Reason</em>: Core on-licensed hours should be strictly adhered to, given the evidence provided by Police which demonstrates that harm in the Waimakariri occurs when on-licence premises remain open past 1 pm.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Extensions to hours of on-licences may be granted by exception via special licences where each application may be assessed on its merits.</td>
</tr>
<tr>
<td>On-Licence Discretionary conditions</td>
<td>Add new condition: New staff to complete ‘serve-wise’ training within the first month of employment.</td>
<td>Recent controlled purchase operation (CPO) failures are concerning and additional education for new staff will be valuable.</td>
<td>Canterbury District Health Board: <em>Recommends a discretionary condition to ensure all licensed premises staff are meeting host responsibility requirements under the Act</em>.</td>
</tr>
<tr>
<td>Club Licence Public Holidays</td>
<td>Public Holidays:</td>
<td>This will stop the current trend of patrons leaving local licensed premises on these</td>
<td></td>
</tr>
<tr>
<td>Current or proposed element</td>
<td>Decision</td>
<td>Reasons</td>
<td>Submitters Comment</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
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<td>------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>No separation from hours of operation i.e.</td>
<td>On any day preceding a public holiday the hours of operation are 7.00 am to 1.00 am (the following day) Friday, Saturday and Public Holidays</td>
<td>nights to licensed premises in other areas. It is better for licenced premises to have late licences on the day prior to a public holiday, rather than on the public holiday itself.</td>
<td></td>
</tr>
<tr>
<td>Club Licences Maximum trading hours</td>
<td>Opening time: 7.00 am</td>
<td>To bring opening hour consistency with off- and on-licensed premises. No evidence of alcohol related harm brought forward by Police or Medical Officer of Health. Legal opinion advises that the LAP maximum hours may be less restrictive than the national maximum hours set out in S43 of the Act.</td>
<td></td>
</tr>
<tr>
<td>Club Licences Discretionary Conditions</td>
<td>Add new condition: New staff to complete ‘serve-wise’ training within the first month of employment.</td>
<td>Recent controlled purchase operation (CPO) failures are concerning and additional education for new staff will be valuable.</td>
<td>Canterbury District Health Board: Recommends a discretionary condition to ensure all licensed premises staff are meeting host responsibility requirements under the Act.</td>
</tr>
<tr>
<td>Special Licences Discretionary condition proposed:</td>
<td>Declined</td>
<td>Types of events open to interpretation and the District Licensing Committee already has the discretion to apply restrictions when considering applications for special licences.</td>
<td>Proposed by partner agency, Community and Public Health, supported by twelve submitters including Hospitality NZ, CDHB, HPA, Waimakariri Youth Council, Te Ngai Tu Ahuriri Runanga. Intended as a precautionary approach by Medical Officer of</td>
</tr>
</tbody>
</table>

POL-08-36-01/180829098104  Local Alcohol Policy Deliberations  Waimakariri District Council
<table>
<thead>
<tr>
<th>Current or proposed element</th>
<th>Decision</th>
<th>Reasons</th>
<th>Submitters Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>school fairs, District, Regional or National sports events where the participation of children can reasonably be expected, shall allow for the consumption of alcohol on the premises or at the property where the event occurs”</td>
<td></td>
<td></td>
<td>Health and to support efforts by Department of Education and parents to reinforce class room health education messages and recommended strategies to reduce adolescent alcohol use.</td>
</tr>
</tbody>
</table>
WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: GOV-01-11, CON201531-01 /180822095061
REPORT TO: Council
DATE OF MEETING: 2 October 2018
FROM: Ken Avant - Roading Engineer
Joanne McBride – Roading & Transport Manager

1. SUMMARY

1.1. The report is to gain approval to extend Contract 15/31- District Road Maintenance - Term Service Contract by one year to 31 October 2019.

1.2. The Council’s contract for road maintenance commenced on 1 November 2015 with the initial three year period ending on 31 October 2018. The contract provides for two one year extensions to the service period up to a maximum of a five year contract, expiring on 31 October 2020.

1.3. The Contractor requested an extension to the service period on 19 July 2018. The extension of the service period is subject to the request for an extension being made and Council granting the extension.

1.4. The contract document states that “The Employer (Council) may in its sole discretion determine whether to grant an extension to the service period and in reaching its decision it shall consider (without limitation) the results of the Quarterly Performance Appraisals as outlined in the tender documents.

1.5. Quarterly Performance Appraisals have been undertaken on the contractor’s performance and Sicon Limited has scored consistently well over the past three years. Required response times have been met along with annual program deliverables. Sicon Limited are focussed on delivering the specified levels of service and while there are have been examples of defective or substandard work, Sicon have taken responsibility and worked collaboratively with staff to resolve these issues.

1.6. There are no significant risks in extending this contract with Sicon Limited. They have good network knowledge and a proven track record in maintaining the network.

1.7. This extension to the service period complies with NZTA’s approved procurement procedures.

Attachments:

i. Performance Monitoring Graphs to June 2018
2. **RECOMMENDATION**

THAT the Council:

(a) Receives report No. 180822095061.

(b) Approves the extension of Contract 15/31- District Road Maintenance Services for one further year to 31 October 2019.

(c) Notes that there is one further extension to the service period will be available following this, extending to 31 October 2020.

(d) Circulates this report to the Utilities and Roading Committee and the Community Boards for their information.

3. **BACKGROUND**

3.1. The District Road Network Term Service Contract was awarded to Sicon Limited after a Registration of Interest process carried out during 2015 and they commenced the contract on 1 November 2015. The contract is a NEC Term Service Contract with the first three year term expiring on 31 October 2018. The contract provides for two separate one year extensions to the service period to a maximum of 5 years, or until 31 October 2020.

3.2. The contract document states that “The Employer (Council) may in its sole discretion determine whether to grant an extension to the service period and in reaching its decision it shall consider (without limitation), during the service period or any extension of the same, the results of the Quarterly Performance Appraisals as outlined in Clause C9 of Volume 2 – Service Information Part C.”

3.3. In terms of the contract conditions Sicon Limited has requested an extension to the service period of one year.

4. **ISSUES AND OPTIONS**

4.1. Sicon Limited’s performance has been generally satisfactory throughout and they maintain a good standard overall.

4.2. Quarterly Performance Appraisals have been undertaken on the contractor’s performance and Sicon Limited has scored consistently well over the past three years. In particular response times, communication with the community and Council staff, and meeting of annual budget allocations and programmes have all been managed well. Sicon Limited are focussed on delivering the specified levels of service and while there have been examples of defective or substandard work, overall these have been a small percentage of the total works carried. Sicon accept responsibility for substandard work and their approach to correcting these issues is good. Of particular note is Sicon’s response to emergency events such as flooding, snow, crashes and wind. This has been very good and is appreciated by the community. When compared to their peers in Canterbury and nationally, Sicon perform well in a number of areas including safety issues, emergency works and quality of ride (road roughness).

4.3. Regular audits are carried out on the network and on the contractor’s quality assurance system. These network audits cover approximately 10% of the total length of the network and measure the contractor’s performance against defined levels of service. The contractor is meeting the contract requirements.

4.4. The graphs detailed in attachment i) shows the network condition compared with our peers both locally and nationally, and all indicate above average results for our network.
4.5. A Contractor’s Performance Monitoring Matrix has been used to monitor performance and this is scored every three months at a regular monthly contract meeting. The meetings are attended by the contractor and their key sub-contractors as well as Roading staff responsible for managing the contract. Each score is discussed and agreed by all parties at the meeting.

4.6. There have been no contract performance issues that might give rise to non-renewal of the contract. Sicon have good network knowledge and a proven track record in maintaining the network.

4.7. In the ordinary course of events this report would have been taken to the Utilities & Roading Committee first, however due to staff changes this has not been achieved and is therefore being presented directly to Council.

4.8. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

5.2. Wider Community

There has been no specific community consultation on the extension to the contract, and is not considered necessary. Complaints, comments, compliments and other feedback raised by the community is taken into account and are considered to be important matters when monitoring the contractor’s performance.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

6.2. The cost of the works is included in the annual Roading budget. The indicative annual value of the work covered by the contract is $7,250,000.

Re-tendering this contract would cost in the order of $25,000 and would take several months. This figure includes revision and publication of the tender document, liaison with prospective tenderers through an interactive tender process, evaluation of tenders and awarding a new contract.

Failure to extend the contract leaves Council in a position of re-tendering earlier than planned, and sends a message to the industry that there may be risk involved in entering into a contract with Waimakariri District, with the potential for either reduced tenderers or higher rates to mitigate perceived risk of uncertainty of contract tenure.

6.3. Community Implications

6.4. Should this contract be cancelled and subsequent renewal be required a period of reduced levels of service is likely to occur thereby having implications to the road users and community.

6.5. Risk Management.

6.6. Increased and improved auditing procedures along with additional staff to manage reporting and communication will reduce the likelihood of any performance, financial and community risk. In our view there are no issues significant enough to warrant this extension not being granted.
6.7. **Health and Safety.**

6.8. Sicon are SiteWise registered with a score of 94 and have an approved Health & Safety Plan as part of their existing contract. This is reviewed and updated annually.

7. **CONTEXT**

7.1. **Policy**

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

7.2. **Legislation**

The Land Transport Management Act (2003) is the relevant legislation in this matter. In particular S25 of the Act requires that procurement procedures used by approved organisations be designed to obtain best value for money spent.

NZTA approved the procurement process that was used for this contract.

7.3. **Community Outcomes**

This report consider the following outcomes:

* **There is a safe environment for all**
  - Harm to people from natural and man-made hazards is minimised.
  - Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
  - Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

* **Transport is accessible, convenient, reliable and sustainable**
  - The standard of our District’s roads is keeping pace with increasing traffic numbers.
  - Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

7.4. **Delegations**

This is not a matter of significance in terms of the Council’s Significance Policy
The total number of reported crashes per kilometre over the past 10 years on the network

The total number of reported crashes by traffic volume over the past 10 years on the network
Smooth Travel Exposure

The trend of percentage of travel on roads smoother than the threshold

Chipseal resurfacing average life achieved, four year average to 2017/18

STE is a measure of roughness adjusted for distance travelled on
1. **SUMMARY**

1.1. The purpose of this report is to update the Council on Health and Safety matters for the month of September.

**Attachments:**
1. Discharging Officer Health and Safety Duties
2. September 2018 Health and Safety Dashboard Report

**RECOMMENDATION**

THAT the Council:

(a) **Receives** report No 180919108753
(b) **Notes** that there are no significant Health and Safety issues at this time, and that WDC is, so far as is reasonably practicable, compliant with the PCBU duties of the Health and Safety at Work Act 2015.

2. **BACKGROUND**

2.1. The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence to make sure that the organisation complies with its health and safety duties. Discharging Officer Health and Safety Duties for WDC is outlined in Appendix 1.

2.2. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.

3. **ISSUES AND OPTIONS**

3.1. There are three work-related incidents in this report, one of which is pending investigation.

<table>
<thead>
<tr>
<th>Date</th>
<th>Occurrence</th>
<th>Event description</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>24/08/2018</td>
<td>Injury</td>
<td>Slipped on bottom step of LTS pool. Hit back and wrist during fall.</td>
<td>Pending investigation</td>
</tr>
</tbody>
</table>
3.2. In addition: The Health and Safety Team have issued a new Job Safety Analysis Template and updated any associated procedures in Promapp. The development of this template has gone through consultation with a workgroup of key stakeholders – in particular staff that are trained and currently working with each of the risks.

3.3. The Management Team have reviewed this report and support the recommendations.

4. COMMUNITY VIEWS

4.1. Groups and Organisations

4.1.1. The above reporting is shared with Management Team and the Health and Safety Committee in particular, for their review and comment.

4.2. Wider Community

4.2.1. The community has not been consulted with regard to this matter, as this is internal compliance reporting, relating to Health and Safety at Work.

5. IMPLICATIONS AND RISKS

5.1. Financial Implications

5.1.1. All financial implications for the upcoming year’s health and safety activities have been accounted for within approved project costs (such as Promapp implementation), or via departmental budgets already allocated to health and safety.

5.2. Community Implications

5.2.1. Community implications have not been included in this report as this is internal compliance reporting, relating to Health and Safety at Work.

5.3. Risk Management

5.3.1. Risk Management is one of the key performance requirements of a functioning Health and Safety system, therefore an updated version of the Health and Safety Register Action Plan is a key aspect of this monthly report (see Attachment 2).

5.4. Health and Safety

5.4.1. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system. Attachment 1 indicates the health and safety monitoring and improvement activities that are in progress at WDC.

6. CONTEXT

6.1. Policy

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

6.2. Legislation
6.2.1. The key legislation is the Health and Safety at Work Act 2015.

6.2.2. The Council has a number of Human Resources policies, including those related to Health and Safety at Work.

6.2.3. The Council has an obligation under the Local Government Act to be a good employer.

6.3. Community Outcomes

6.3.1. There is a safe environment for all

The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles: ta mātou mauri.

6.4. Delegations

6.4.1. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.
## Discharging Officer Health and Safety Duties

<table>
<thead>
<tr>
<th>OFFICER DUTIES</th>
<th>EXAMPLES OF ACTIVITIES TO SUPPORT DISCHARGE OF DUTIES</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KNOW</strong></td>
<td>• Updates on new activities/major contracts</td>
<td>Various Committee reports Monthly, as required</td>
</tr>
<tr>
<td>(To acquire, and keep up to date, knowledge of work health and safety matters)</td>
<td>• Council reports to include Health and Safety advice as relevant</td>
<td>Quarterly</td>
</tr>
<tr>
<td></td>
<td>• Audit Committee to receive minutes of Health and Safety Committee meetings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Update on legislation and best practice changes to Audit Committee</td>
<td>As required</td>
</tr>
<tr>
<td><strong>UNDERSTAND</strong></td>
<td>• Induction of new Council through tour of District and ongoing site visits.</td>
<td>Start of each new term and as required</td>
</tr>
<tr>
<td>(To gain an understanding of the nature of the operations of the business or undertaking of the PCBU and generally of the hazards and risks associated with those operations)</td>
<td>• H&amp;S Risk register to Audit Committee</td>
<td>Six monthly, or where major change</td>
</tr>
<tr>
<td></td>
<td>• Training on H&amp;S legislation and best practices updates</td>
<td>At least annually</td>
</tr>
<tr>
<td></td>
<td>• CCO activities reported to the Audit Committee</td>
<td>At least annually</td>
</tr>
<tr>
<td><strong>RESOURCES</strong></td>
<td>• LTP or Annual Plan to have a specific report on H&amp;S resources</td>
<td>Annually</td>
</tr>
<tr>
<td>(To ensure that the PCBU has available for use, and uses, appropriate resources and processes to eliminate or minimise risks to health and safety from work carried out as part of the conduct of the business or undertaking)</td>
<td>• Reports to Committees will outline H&amp;S issues and resourcing, as appropriate</td>
<td>As required</td>
</tr>
<tr>
<td><strong>MONITOR</strong></td>
<td>• Report to every Council meeting – standing agenda item to include Dashboard Update and any major developments</td>
<td>Monthly</td>
</tr>
<tr>
<td>(To ensure that the PCBU has appropriate processes for receiving and considering information regarding incidents, hazards, and risks and for responding in a timely way to that information)</td>
<td>• Risk register review by Audit Committee</td>
<td>Six monthly, or where major change</td>
</tr>
<tr>
<td><strong>COMPLY</strong></td>
<td>• Programme of H&amp;S internal work received by Audit Committee</td>
<td>Annually</td>
</tr>
<tr>
<td>(To ensure that the PCBU has, and implements, processes for complying with any duty or obligation of the PCBU under this Act)</td>
<td>• Internal Audit reports to Audit Committee</td>
<td>As completed</td>
</tr>
<tr>
<td></td>
<td>• Incident Investigations reported Audit Committee</td>
<td>As required</td>
</tr>
<tr>
<td></td>
<td>• Worksafe review of incidents/ accidents reported to Audit Committee</td>
<td>As required</td>
</tr>
<tr>
<td><strong>VERIFY</strong></td>
<td>• Receive any external audit results and remedial actions (if any) reported to Audit Committee</td>
<td>Two yearly</td>
</tr>
<tr>
<td>(To verify the provision and use of the resources and processes)</td>
<td>• Worksafe audits, if undertaken</td>
<td>As completed</td>
</tr>
<tr>
<td></td>
<td>• Self-assessment against Canterbury Safety Charter and/or SafePlus reported to the Audit Committee</td>
<td>As completed</td>
</tr>
</tbody>
</table>
### Major Projects

<table>
<thead>
<tr>
<th>Objective 1: Improve Health and Safety systems, to align with organisational objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Action 1</strong>: Re-develop Safety Management System to ensure that all Policies align with SafePlus framework (see TRIM 180315027921), and all critical risk procedures are captured in Promapp.</td>
</tr>
</tbody>
</table>

Policy structure has been drafted, and re-writing of policies has commenced. Policy structure has 3 key policies: Leadership & Commitment, Risk Management and Worker Engagement. There will be several sub-policies under the ‘Risk Management’ main policy, to address critical risks (e.g. Asbestos Management, Drug and Alcohol, Driver Safety etc.)

To date, the following number of health and safety procedures have been captured in Promapp:

- **Published (finalised)** = 24
- **Unpublished (in progress)** = 2

Additionally, the Water Unit are using Promapp to review and rewrite their Safe Working Procedures, and have a total of 93 unpublished procedures that are being developed.

| **Action 2**: Implement Promapp training module to improve the management of all Health and Safety training. |

The Promapp training module has been purchased, and key staff (including H&S Admin and Manager) are trained in how to use the module. Awaiting IT to implement single sign-on before transferring current training data across to the Promapp Training Module. Estimated date of go-live = 1 October 2018 (dependent on go-live of single sign-on).

### Objective 2: Maintain a fit-for-purpose internal health and safety auditing system to ensure that WDC is compliant with health and safety policies, procedures and legal requirements.

| **Action 3**: Review and re-develop internal health and safety auditing system, aligned with SafePlus. (see TRIM 180315027921). |

H&S team is awaiting the SafePlus Online Self-Assessment tool from WorkSafe. This is due for finalisation and distribution mid-August 2018 *(this was delayed to mid-September, and has now just launched)*. From there the team will complete the following actions:

- Assess the suitability of the tool (and determine any changes in approach – if required)
- Confirm audit timing and approach (report to Management Team)
- Arrange audit
- Complete audit and submit findings to Management Team
- Develop action plan and monitoring schedule
- Review process and adjust if required
Objective 3: Ensure that all contractors are managed according to health and safety procedural requirements, and improve staff knowledge of those requirements.

**Action 4:** Contractor management process improvement project (carry-over).
- Deliver training to all staff once Promapp processes are complete (Oct 2018).
- Develop audit function based on PDU audit role.

**Action 4:** Contractor management process improvement project (carry-over). Estimated date for Contract Management training delivery = **mid-November**. **Timing has been determined by the Promapp rollout project (access to the system).** The Contract Management Process Improvement Group is currently working on ensuring contract management processes are completed in time for training delivery.

In the interim:
- Health and Safety Manager provides a H&S Contract Management overview to all new staff at their induction.
- Health and Safety Manager also provided an overview of current procedures to U&R, Water Unit, Greenspace and Regeneration teams at a June workshop.
- A 6-monthly reminder email was sent to staff on 24/08 to inform them of H&S processes and tools to manage contractors.

Objective 4: Improve the Health and Wellbeing of staff, and create measures to ensure success.

**Action 5:** Wellbeing strategy development and implementation project (carry-over).

A Wellbeing Committee has been established, the wellbeing strategy is complete, and has been submitted to Management Team for their approval in early August. Additionally, the Management Team approved:
- Wellbeing calendar of events
- Wellbeing presence on intranet
- Wellbeing branding
- Wellbeing communications plan.

The Wellbeing Committee has now issued the strategy and communications to all staff (September 2018), and will co-ordinate and communicate all wellbeing activities going forward.

**LEGEND**

- On track
- Slightly behind schedule (less than one month)
- Behind schedule (greater than one month)

In addition to the above workplan, there will be a particular focus on working with volunteers to manage their health and safety. This will include creating written agreements with high risk volunteers, and proactively engaging with all volunteers to ensure that health and safety expectations are aligned with all parties.
Incidents/Injuries – September 2018 (**as at 18th September 2018)

**Note: there are some slight differences in the data between last month’s reporting and this month’s. We are currently migrating to a new reporting system, and are finalising the data verification.**

September 2017 to Current: Worker/Volunteer Incident Reporting
Note: there are some slight differences in the data between last month’s reporting and this month’s. We are currently migrating to a new reporting system, and are finalising the data verification.
| Lost Time Injuries: | 2017/18 | 4 Injuries - total **294** hours  
Causes of LTIs are:  
- Body stressing x2 (manual handling) (63hrs)  
- Falls, trips, slips x2 (231hrs) |
| --- | --- | --- |
| | 2018/19 | 1 Injuries - total **60.5** hours (to date)  
Causes of LTIs are:  
- Carryover Injury – Falls, trips, slips x1 total 49 hours  
- Body stressing x1 (manual handling) (11.5 hrs) |

### LEAD INDICATORS

| Safety Inspections  
Completed (Workplace Walkarounds) | Q2 2018 | TBC for end of Q1 walkarounds. Health and Safety Reps are still completing them for this quarter. |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Training Delivered</td>
<td>2017/18</td>
<td>People Trained: 460</td>
</tr>
<tr>
<td>Training Delivered</td>
<td>2018/19</td>
<td>People Trained: 131 (to August – data yet to be updated for September)</td>
</tr>
</tbody>
</table>

**Contractor Database (drawn from SiteWise Database)**
<table>
<thead>
<tr>
<th>Risk rating</th>
<th>Risk type</th>
<th>Suggested Actions</th>
<th>Action Owner</th>
<th>Due date</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Risk</td>
<td>Contractor Health and Safety Management</td>
<td>*Train all contract managers in H&amp;S processes/requirements at time of induction.</td>
<td>Charlotte Browne</td>
<td>Ongoing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>High Risk</td>
<td>Contractor Health and Safety Management</td>
<td>*Develop comprehensive contract administration/contract management training package to deliver to all staff managing contractors.</td>
<td>Charlotte Browne</td>
<td>30/06/2018</td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Contractor Health and Safety Management</td>
<td>*Identify volunteer groups and leaseholders that engage contractors on behalf of WDC and train in contract H&amp;S management processes.</td>
<td>Managers &amp; Team Leaders</td>
<td></td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Contractor Health and Safety Management</td>
<td>*Complete development of Safety in Design procedures and embed in design processes.</td>
<td>Gerard Cleary</td>
<td></td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Vehicle Use &amp; Driver Safety</td>
<td>*Deliver driver training as per training strategy (Driver Safety / 4WD)</td>
<td>Charlotte Browne</td>
<td>Ongoing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>High Risk</td>
<td>Vehicle Use &amp; Driver Safety</td>
<td>*Identify any drivers that require further progressive driver training on an as-needs basis and provide relevant training.</td>
<td>Managers &amp; Team Leaders</td>
<td>Ongoing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>High Risk</td>
<td>Vehicle Use &amp; Driver Safety</td>
<td>*Provide information and training regarding use of safety equipment such as fire extinguishers in staff pool vehicles to all drivers.</td>
<td>Charlotte Browne</td>
<td>N/A</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Vehicle Use &amp; Driver Safety</td>
<td>*Issue reminder to staff about winter driving season (re-send Driving in Waimakariri brochure).</td>
<td>Charlotte Browne</td>
<td>N/A</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Volunteers conducting hazardous activities</td>
<td>*Undertake a review of operations to ensure that all activity and training is being carried out as per internal H&amp;S processes.</td>
<td>Liz Ashton</td>
<td></td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Volunteers conducting hazardous activities</td>
<td>*Develop Memorandum of Understanding with NZRT12, which will define accountabilities and expectations. May require some further operational and administrative support to implement the requirements. (TBC)</td>
<td>Liz Ashton</td>
<td></td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Adverse weather</td>
<td>*Develop protocols for response to adverse weather events (especially at night), and include in Safe Working in the Field Manual *Include in Emergency Management Plan out-of-hours deployment in adverse weather.</td>
<td>Charlotte Browne, Kelly La Valley, Kalley Simpson, Chris Brown, Joanne McBride</td>
<td>31/07/2018</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Adverse weather</td>
<td>*Create pre-prepared briefing/toolbox talk for all field staff - regarding specific hazards of an extreme weather event, and the required control measures. Briefing prior to deployment.</td>
<td>Gerard Cleary</td>
<td>31/07/2018</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Adverse weather</td>
<td>*Investigate use of monitoring and tracking systems for all field staff for use in extreme weather events.</td>
<td>Charlotte Browne</td>
<td>30/06/2018</td>
<td>In progress</td>
</tr>
<tr>
<td>High Risk</td>
<td>Adverse weather</td>
<td>*Extend vehicle GPS tracking monitoring capability to the managers of all field staff.</td>
<td>Jill Brightwell/Liz Ashton</td>
<td>30/06/2018</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Airfield operations</td>
<td>*Develop of Airfield Safety Committee and appointment of Airfield Safety Co-ordinator to administer all actions from safety review.</td>
<td>Craig Sargison</td>
<td>N/A</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Airfield operations</td>
<td>*Develop of Airfield Operations Manual, and adoption of the manual by Council as the key safety document for the Airfield operations.</td>
<td>Craig Sargison</td>
<td>N/A</td>
<td>Complete</td>
</tr>
<tr>
<td>High Risk</td>
<td>Airfield operations</td>
<td>*Provide regular Airfield Operations report to Council</td>
<td>Craig Sargison</td>
<td>N/A</td>
<td>Complete</td>
</tr>
</tbody>
</table>

*Actions in **blue bold** are new (since the most recent Risk Register review).*
WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY 21 AUGUST 2018 AT 4.00PM

PRESENT

Councillor S Stewart (Chairperson), Mayor D Ayers, Deputy Mayor K Felstead, Councillors R Brine, J Meyer and P Williams.

IN ATTENDANCE

Messrs J Palmer, (Chief Executive), G Cleary (Manager Utilities and Roading), K Simpson (3 Waters Manager), O Davies (Drainage Asset Manager), C Roxburgh (Water Asset Manager), Ms S Allen (Water Environment Advisor), A Smith (Committee Advisor)

The Chair acknowledged the recent passing of the former WDC Roading Manager Ken Stevenson and the significant contribution he made to the Council and the Waimakariri district during his time at the Council. Councillor Gordon also acknowledged Council Manager Utilities and Roading Gerard Cleary, who spoke at the funeral of Mr Stevenson, on behalf of the Council.

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 19 June 2018

Moved Councillor Stewart seconded Councillor Brine

THAT the Utilities and Roading Committee:

(a) Confirms, as a true and correct record, the minutes of a meeting of the Utilities and Roading Committee held on Tuesday 19 June 2018, with the inclusion of Cr Barnett as attending.

CARRIED

4 MATTERS ARISING

There were no matters arising.
5 DEPUTATION

5.1 Michael Bate

Mr Bate was invited to speak at the meeting by the Chairperson, following a presentation at a recent meeting of the Waimakariri Water Zone Committee, where he raised concerns regarding the Kaiapoi Wastewater Treatment Plant and the impact on Pines beach of the Ocean Outfall. Mr Bate tabled copies of a letter received from the Hon David Park, Minister for the Environment, in response to an email he had sent to Hon Kelvin Davis, also raising his concerns about the Kaiapoi Wastewater Treatment Plant and the ocean outfall. (Refer to subsequent Trim document 180912105171)

Mr Bate's powerpoint suggests that the Kaiapoi Wastewater Treatment Plant is inadequate and is not using current best technology practice. It is using fifty year old technology. A basic filter removes solid objects from the wastewater at the start of treatment removing objects larger than 5mm. This very basic Treatment Plant consists of an aeration pond, two oxidation ponds and settling wetland ponds before discharging the effluent to the ocean outfall. A UV light is used to try and disinfect the effluent. The treatment is basically using algae feeding on nutrients. At times due to winds, a degree of solid particulates are discharged out to sea with the wastewater. There is no filter to remove solid particulates and these produce a higher nutrient level in the ocean outfall. A series of photos were presented, showing firstly the aeration pond, which has four aeration pumps (Mr Bate noted that normally only two or three are in use at any one time) and then the oxidation ponds (with beginning of algae growth consuming nutrients), sludge floating on top. A series of photos of the wetland were shown, showing a build up of sludge over the years and no real vegetation growth. This has been planted twice in the past but all plants have died. There was health green algae growth shown on the edge of water but with lack of oxygen in water, algae dies and there is a strong rotting smell. Water treatment is ineffective as algae is dead or dying. A combination of hot weather, nutrient rich, and lack of oxygen contributes to dead algae. Several photos of the dead birdlife were shown, as a result of the botulism toxin in the wetland, including protected species native Grey Teal and waterfowl. Midge carry the botulism toxins as they are not effected by them, but they are fatal to birdlife, wildlife and fish life. Mr Bate said there is around ten birds a week dying still. Mr Bate also raised concerns with the lack of technology observed where the wetland runs into the last pond before the Outfall and questioned whether this was best practice methods? Concerns were also expressed and photos shown, regarding the black toxic algae observed at the pump reservoir at the Ocean Outfall and also questioned if this is best practice. Mr Bate also showed several photos taken at Pines Beach near the Ocean Outfall, indicating discoloured foam and discoloured water and comparing this to natural clean foam. Mr Bate believes the discoloured sea foam is a by-product of the Ocean Outfall and it has only been there since the Ocean Outfall has been in operation. Mr Bate suggests there should be signs at the beach warning people. Two recent photos taken of Pines Beach on 13 and 20 August were also shared. Information from two other Councils on their wastewater treatment plans was shown and Mr Bate questioned why this serious issue is being ignored.

Following a question from Councillor Meyer on the letter response from the Minister for the Environment. Mr Bate suggests that the truth is not being told and the Minister has been misled.

Mr Bate was thanked for his presentation and it was noted the next item on the agenda deals with Council formalising an Avian botulism management plan.
6 REPORT

6.1 Avian botulism at the Kaiapoi Wastewater Treatment Plant and surroundings: 2017-18 season summary and proposed management – Sophie Allen (Water Environment Advisor) and Rob Frizzell (Wastewater Engineer)

Ms S Allen and Mr K Simpson presented this report which recommends refining current management with the formalisation of an Avian Botulism Management Plan.

Several management options have been considered, some that other Councils are using in other parts of the country. The recommended option is to continue, on an as-required basis, with increased removal frequency of bird deaths.

A long term option is to reduce the size of the wetland at the Kaiapoi WWTP, and the report considers the pros and cons for this. Staff are in the initial stages of looking at this option and it is too soon to say if this would have an impact.

During the past financial year the Council has spent $42,000 on the retrieval of bird carcasses and disposing of them safely. Staff will need to look at long term weather patterns as dryer, hotter summers impacts on this issue.

Councillor Atkinson asked about bird counts, and sought some confirmation that these counts are being undertaken and asked is there live bird counts being undertaken to compare the effect of the avian botulism? S Allen noted that bird carcass counts have been undertaken, but there has not been any counts of live birds by Council staff or contractors. There have been bird counts undertaken by relevant wildlife groups. Councillor Atkinson expressed concern that there didn't appear to have been the remedial actions in place over the last four years. Mr Simpson confirmed that all these steps have been undertaken previously and they are now being collated together in a single management plan.

Councillor Blackie asked is there any experts that the Council could seek advice from regarding the suggestion of reducing the size of the wetland area. S Allen said this is a complex issue and it could be that advice on engineering and ecology would need to be sourced.

Councillor Brine spoke on the presence of sludge and suggested that some of the infrastructure in the WWTP looked older. Is the Council doing sludge removal and disposal? Mr Simpson said there has been some desludging works undertaken in the last 12 months which will improve the management of algae and sludge at the Kaiapoi WWTP.

Councillor Williams expressed concern that it appears the waste going out to sea is not clear enough and this could have impact on the birdlife there as well. Mr Simpson said while the Council has been fully compliant with the resource consent conditions for the ocean outfall, there is some operational challenges with avian botulism, smell, midges, sea foam, and the Council is looking at the overall improving the operation of the treatment plant. Councillor Williams suggested that the option of making the pond smaller could mean that there would be worse product going out to sea than what is going out now. Mr Simpson responded that a key part of the work would be to make sure that there is no compromise of the existing operation of the WWTP. Following a question from Councillor Williams on the collecting of samples of the sea form, it was advised that four samples of the sea foam have been taken but these were all on the same day.
Councillor Meyer noted that there had been thousands of plants planted when the wastewater treatment plant was developed and asked what would this look like if these plants were all still alive and what would the water quality be? S Allen noted that the water is too deep for these plants, and there could be different types of plants planted here. Mr Cleary said that to have a well-functioning WWTP, there is a lot of matters that need to come together. If the Council wishes, staff can engage specialists who can look at the operating function and design of the WWTP and answer all the questions. Mr Cleary said it is important to remember that this plant is still operating within the compliance requirements. Councillor Meyer believes it is time that the Council got this issue right and emphasised the need to improve the environment. Mr Cleary confirmed there could be improvements made to matters, but there is no guarantee that these improvements would correct the issues. Other Councils around New Zealand and around the world have the same kind of issues to manage. Mr Palmer added that there is always going to be challenges to this type of treatment system, being pond-based. If the Council is looking for a substantially higher quality output from the plant, there would need to be a lot of investigation undertaken to investigate what are the best options. The practical reality for Waimakariri is that there is not another affordable disposal choice in the near term. There are operational areas that are distressing to both Council and the community relating to the wildlife. Council could look at a longer term strategy if it was to look at treatment enhancement, which would be a significant piece of work, looking at it from a number of different points, including avian botulism, and also taking into account the growing population.

Councillor Gordon asked is it time for a more detailed report to come back to the committee, particularly on the matters raised by Mr Bate, which he has raised on a number of occasions. What are the options going forward and is it unreasonable for this Council to be asking what work could be done to respond to the concerns of the community? Mr Palmer said any questions to be answered would need to be clearly scoped and to what degree of specific. Mr Cleary added if this involved a change to the system completely, this would be an infrastructure strategy for the Council to consider. This has been signalled in future strategy work this could mean a very substantial cost and could be over a decade timeframe. In terms of an investigation, Mr Cleary said the scope together could be brought back to this committee by the end of this calendar year. Any consultant fees relating to this are not included in the current budget.

Following a question from Councillor Gordon, Mr Simpson acknowledged that some of the photos shown in the deputation today of the sludge and bird carcasses at the Kaiapoi WWTP, are representative of the operational challenges faced at this Plant.

Councillor Barnett suggested there could there be further testing done on the brown form on the beach to determine this is not as a result of the ocean outfall. Mr Cleary advised that it was the intention for further testing to be undertaken.

Regarding avian botulism, Councillor Barnett asked is there a national response to this, as there appears to be cases of this in many places around the country. Ms Allen is not aware of this, and it is being dealt with by each Council individually. It was advised that this Council has been coordinating with Christchurch City Council and Environment Canterbury, who have an interest from a Regional Parks perspective as well.

Councillor Barnett commented on the difficulty in retrieving dead birds, having attended the tour of the facility last year when this was discussed. Mr Simpson said the current contractor does not have a safe operating procedure
to recover birds from the centre of the pond. Staff from the Council’s own Water unit have been involved in this but it was noted that there is some health and safety measures that need to be improved on. These risks that need to be considered are drowning and injury, rather than contamination.

Moved Councillor Stewart seconded Councillor Brine

THAT the Utilities and Roading Committee:

(a) Receives report No. 180719080426.
(b) Notes the recommendation for the formalisation of a WDC Avian Botulism Management Plan that refines current management practices, and documents communication, collaboration, monitoring, reporting and other requirements.
(c) Notes the feasibility to reduce the size of Kaiapoi WWTP wetland area will investigated and reported to the Utilities and Roading Committee.
(d) Request staff to scope an investigation on improved operation of the Kaiapoi Wastewater Treatment Plant for a report back to the Committee by the end of 2018.
(e) Circulates this report to Council for information.

CARRIED

Councillor Brine believes this motion is a step in the right direction based on the discussion held. It is important that the staff scope the work, get the questions right and price the work required.

Councillor Atkinson supports this and does not believe that avian botulism is a natural occurrence and the Council needs to be looking at the causes. Councillor also questioned if the ocean outfall plant is working within the consent and believes the plant is not working effectively and there is the potential for the council to have to spend a significant amount to fix this issue.

Mayor Ayers said avian botulism is not just a national issue, it is a worldwide issue. The issue of sewerage is always the disposal of it, and this question will never go away.

Councillor Gordon believes it is a positive step to have the scoping report to come back to the committee before the end of the year.

Councillor Barnett would like to know what other Councils are doing with the avian botulism issue and would also like this matter raised with LGNZ.

The sea foam – Councillor Barnett does not support that this is a result of the ocean outfall, but supports having the testing to be repeated again. Investigation is needed but supports the Council using information that is available now.

Councillor Williams believes this is a very important matter for the Council to be progressing for the future.

Councillor Atkinson would like to be advised of dates when the testing of the beach foam is to recommence. Staff will follow this up.
6.2 Management of Nitrate Levels for WDC Community Water Supplies – Sophie Allen (Water Environment Advisor) and Colin Roxburgh (Water Asset Manager)

Ms S Allen, Messrs K Simpson and C Roxburgh presented this report which recommends that the Council adopt a position on limits for nitrate levels in community water supplies in the Waimakariri Water Zone. The Water Zone Committee is developing its ZIPA (Zone Implementation Programme Addendum), which will include the proposed limit for the groundwater nitrate levels to be introduced. This report seeks approval for the 3 Waters Staff to advocate for the management of nitrate leaching in groundwater. The draft ZIPA has a suggested median level of nitrate-nitrogen levels per litre, and Council staff endorse the setting of a lower median nitrate limit is not exceeded. The staff wish to set a limit of having 95% percentile to not exceed 5.65 mg/L nitrate-nitrogen above the MAV, and only 5% below. This would allow for much more of a buffer.

Council staff are working with ECAn staff looking at the groundwater model as there have been concerns raised that there is uncertainty. The issue of private well supplies is being looked at with ECAn to let people know they may need to have their private water supplies tested. A report from Beca was noted. Future options are the blending of waters, or deepening of wells.

Councillor Stewart wants assurance that the Council’s view was being taken into account by the Water Zone Committee. There also needs to be alignment with the Christchurch West Melton Water Zone Committee. C Roxburgh noted it is important to align this.

Moved Councillor Williams seconded Councillor Meyer

THAT the Utilities and Roading Committee recommends:

THAT the Council:

(a) Receives report No. 180719080422

(b) Acknowledges that 3 Waters staff, who are responsible for providing safe high quality drinking water, will advocate for the management of nitrate leaching to groundwater in the Waimakariri Water Zone to limit groundwater nitrate levels to not exceed more than 50% of the Maximum Allowable Value (MAV), as defined in the Drinking-Water Standards New Zealand, for community drinking water supplies.

(c) Notes that a groundwater nitrate limit will be proposed by the Waimakariri Water Zone Committee in the draft Zone Implementation Programme Addendum, to be presented to the Council on the 11th September 2018.

(d) Notes staff are integrating management and monitoring of nitrate levels into current WDC management practices i.e. Activity Management Plans, and Water Safety Plans under the Drinking-Water Standards New Zealand.

(e) Notes that staff are working with Environment Canterbury for increased data input into the nitrate groundwater model from WDC water supply wells, to reduce modelled uncertainty and allow for more informed management.

(f) Notes that water treatment for nitrate removal is not considered a preferred option with current technology, however options such as
catchment management, and blending of water supplies are viable options.

CARRIED

Mayor Ayers noted that as knowledge improves, limits or measures will be able to be refined as necessary.

6.3 **Strategy for Non-Standard Rural Water Supply Connections - Colin Roxburgh (Water Asset Manager)**

C Roxburgh and K Simpson presented this report which seeks the committees approval of the proposed strategy for non-standard rural water supply connections. This is in response to issues on some properties that have been around for a long time. Some properties have just one unit connection which is less than the minimum required size for standard restricted connections of 2-units. The second issue is unrestricted connections which have the ability to unrestricted water supplies. C Roxburgh noted that these properties would need to be identified and meters installed. It is estimated to be approximately 20 of these properties in the district.

Councillor Stewart asked on the cost of metering and C Roxburgh said this is yet to be defined by the Council. Installation of meters could cost between $4,000 - $6,000 which could come from the Water Conservation and Leak Reduction budget. The goal is to reduce water use.

Moved Councillor Meyer seconded Councillor Williams

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 180806088091.

(b) **Notes** that there are a small number of properties within the district with 1-unit connections which is less than the minimum required size for standard restricted connections.

(c) **Approves** the recommended approach for addressing 1-unit restricted connections as outlined in this report which is to allow them to remain in place until such time that the property owner applies for an increase in allocation.

(d) **Notes** that there are some properties within the district that receive un-restricted, on-demand supply on restricted schemes which creates an issue of equity with other properties.

(e) **Notes** that the current Water Supply Bylaw provides mechanisms by which Council can address this.

(f) **Approves** staff to meter these properties with on-demand connections and adjust their targeted water rate if deemed necessary, in accordance with the methodology outlined in this report.

CARRIED

6.4 **20 February 2018 Storm Event – Update on Service Requests – Kalley Simpson (3 Waters Manager)**

K Simpson presented this second update following the 20 February storm event. Progress since the last update in June includes one upgrade project completed, (Cnr South Belt and Southbrook Road – inlet capacity upgrades)
and three drainage assessments completed. It was noted that all 208 service requests from the storm event have been responded to or acknowledged and have now all been closed off.

The first version of a web page has gone live on the Council’s website, which provides an update on drainage works.

Following a question from Councillor Gordon, K Simpson noted that there has been some progress with the work at Waikuku Beach and there is some further negotiating required with the property owners. Councillor Gordon suggested that residents need to be kept informed of these matters by Council staff.

Moved Councillor Meyer seconded Councillor Brine

THAT the Utilities and Roading Committee:

(a) Receives report No. 180809090003.

(b) Notes that of the 21 drainage assessments identified from the 208 service requests, 9 have been completed and the remaining 12 are currently underway.

(c) Notes that of the 11 upgrade projects related to the 208 service requests, 1 has been completed and a further 7 will be completed this financial year.

(d) Notes that the webpage is being setup on the Council’s website to provide updates on the status of drainage works underway.

(e) Circulates this report to the Council for information.

CARRIED

Councillor Stewart raised concerns that there are still so many issues that need to be resolved relating to the 20 February storm event and does not believe the current 3 Waters staffing resources is providing an acceptable level of service to the community. This department is working under stress, and Councillor Stewart welcomed a future response from Mr Palmer on this matter.

6.5 NZTA Investment Audit Report - Joanne McBride (Roading and Transport Manager)

Ms J McBride spoke to this report which presents the results of the NZTA Investment Audit that was carried out in March 2018. The final report was received by the Council on 27 June 2018. This audit is part of the NZTA Monitoring Investment Performance programme. The last audit was undertaken in October 2013. There were two recommendations made to the Council as a result of the audit (as noted in the recommendation) and work to review these is currently underway.

Councillor Stewart suggested the hourly charge out rates should be reviewed more regularly and it was confirmed that it was intended to do this in the future. Rates have remained static since 2009/2010 and as noted in the report, need to be reviewed to determine whether the current rates are appropriate for recovering costs.
Overall the audit found the Council is utilising all its resources to good effect and achieving good value for money outcomes.

Moved Councillor Brine seconded Councillor Williams

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 180809089507.

(b) **Notes** the NZTA Investment Audit Report provided a positive endorsement to way the Council is managing its land transport programme and noted “Council has effective controls in place for managing financial and business processes.”

(c) **Notes** the report made two recommendation relating to the Roading Procurement Strategy and one suggestion for improvement relating to reviewing administration costs and recovery charge out rates. Work to review these items is currently underway.

(d) **Circulates** this report to the Community Boards.

**CARRIED**

6.6 **Approval of the 2018/19 Roading Programme - Joanne McBride (Roading and Transport Manager)**

Ms J McBride presented this report seeking the Committees approval of the Roading Programme for the 2018/19 year. It was noted that there is general allocation in the Roading Programme in the Councils LTP for Kerb and Channel renewals, footpath renewals and also minor safety improvements. There is some flexibility in these programmes. The Community Boards were asked for feedback on the draft programme during July and mostly the Boards supported the draft programme as presented.

Two items were highlighted:

- NZTA are looking at providing a 51% subsidy for footpath maintenance and renewal. This work has previously not attracted an NZTA subsidy and it is anticipated this will be formally approved late in August and confirmed to Council.

- A report will be brought to the Council in September regarding the Cones Road Upgrade (as mentioned in recommendation (f)).

Moved Councillor Meyer seconded Deputy Mayor Felstead

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No 180529059018;

(b) **Approves** the attached Roading Programme for the 2018/19 year (Doc 180529059012);

(c) **Authorises** the Roading Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes are reported to the Utilities & Roading Committee;
(d) **Endorses** the indicative Roading Programme for the 2018/19, 2019/20 and 2020/21 years;

(e) **Notes** that previously footpath maintenance and renewals have not attracted NZTA subsidy, however NZTA have indicated that this is to change and that a 51% subsidy is likely to be available to Council. Confirmation of this additional NZTA funding is expected to be received in late August;

(f) **Notes** that budget proposed for Cones Rd Upgrade which is included in the Minor Safety Improvements will be subject to project approval by Council and a separate report will be taken to Council on this matter;

(g) **Circulates** this report to the Community Boards.

CARRIED

6.7 **Seal Extensions and Roading Subdivision Contribution Budget – Joanne McBride (Roading and Transport Manager)**

Ms J McBride presented this report providing an update on the sealing of unsealed roads, which follows on from previous briefing of the committee.

Ms McBride updated the committee on the Council policy for sealing unsealed roads:

- When the road meets NZTA criteria for sealing and is approved for subsidy
- When financial contributions are at least 30% of the cost of the sealing
- When property owners agree to contribute 50% of the cost of sealing. This has a limit of 1km per year.

There has been an increase in the amount of sealing that the Council has done in the last year, and this year there have been three requests for road sealing over 5km for three sites. These are Browns Road Rangiora Readymix, North Eyre Road and Broad Road/Rangiora-Leithfield Road. This report requests approval to carry out the sealing this year, noting that there is sufficient budget for these projects.

Following a question from Councillor Williams as to why the Council would be paying 50% of the sealing of Browns Road to enable Ready Mix to seal sections of this road. Ms McBride noted that Rangiora Ready Mix have presented to the Council in the past and Council have been in support. It was also noted that this is Council policy for a 50% cost share for seal extensions. This would be for the betterment of the district generally and would have less impact on adjacent residents and users of the road if it was sealed.

Councillor Stewart asked if there would be a possible budget issue for the Council, if there was a significant number of requests for road sealing of unsealed roads with the 50% cost share arrangement. Mr Cleary noted that generally the 1km limit is not exceeded in a 12 months period, this report being an exception. Having the limit of 1 kilometre sealing annually, is a good way of managing this, without putting demands on Council funding. Mr Cleary said the Policy is a good way to allow for the Council to manage this matter and the Policy is available to be viewed on the Council website. Ms McBride added that the general public may not be aware of this cost share being available, unless they were specifically looking for such information.
THAT the Utilities and Roading Committee:

(a) Receives report No. 180511051675;

(b) Approves the price of $347,897.62 (Council share $174,000) from Ready Mix to seal sections of Browns Road south of South Eyre Road as detailed in the report;

(c) Approves an exemption to the 50% cost share policy of 1km/year to enable Ready Mix to seal the sections of Browns Road in the 2018/19 year;

(d) Supports the Brown Road and North Eyre Road property owners north of the Eyre River as detailed in the report to fund 50% of the cost of sealing the roads by agreeing to approve an exemption to the 50% cost share policy of 1km/year if they come up with their share of the funding and agrees to support in principle the option of a targeted rate to help them pay;

(e) Supports the Broad Road/Rangiora Leithfield Road property owners as detailed in this report to fund 50% of the cost of sealing the roads by agreeing to approve an exemption to the 50% cost share policy of 1km/year if they come up with their share of the funding;

(f) Notes that there is sufficient funding in the Roading Subdivision Share Budget over the next two years to fund the Council share of the sealing noted above;

(g) Notes that financial contributions will not be able to be taken after 18 April 2022;

(h) Agrees to only take financial contributions if they are likely to be used within 2 or 3 years until 2022 and work to develop alternative methods of mitigating effects from development to financial contributions;

(i) Notes that the Roading Subdivision Budget as detailed in the LTP will remain unchanged due to the likely commitments for 2018/19 being close to the $629,000 budgeted amount.

(j) Circulates this report to Council and the Boards.

CARRIED

Mayor Ayers suggested the Committee discuss the matter of the cost share road sealing, as there could be a situation where there are raised expectations which the Council could not meet.

6.8 Approval of the New Footpaths Programme – Joanne McBride (Roading and Transport Manager) and Hari Pillay (Roading Design Engineer)

Ms McBride presented this report which seeks approval of a new footpath programme – there have been three new footpaths requested and these have been considered and included in the programme. This programme has also been taken to the four Community Boards seeking their comments in July.

Currently the District Plan requires a footpath on one side of the road on urban local roads and given the number of requests, Ms McBride asked that the
committee give consideration to having footpaths on both sides of roads. This
could be referred onto the District Planning and Regulation Committee for
further consideration.

There could be approx. $400,000 of additional funding available if the 51%
subsidy funding did become available (previously discussed in Item 6.6 in
these minutes). A report will come back to the committee once this is
confirmed.

Ms McBride noted the footpath from the north end of Woodend to the
roundabout at Pegasus and Ravenswood, and a report will come back to the
committee on this. Funding for this could come from the central government
funding shared cycleway and footpath.

Councillor Gordon queried about the footpath on Blackett Street, between
Stephen Street and King Street (not Church Street).

Councillor Gordon questioned about a footpath on Coldstream Road with the
proposed Multi-use sports facility.

Deputy Mayor Felstead sought confirmation of the footpath on Burnt Hill Road,
and this is confirmed by Mr Palmer.

Moved Councillor Meyer seconded Councillor Brine

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 180502047634:

(b) **Approves** the following programme for new footpaths over the next
three years as per the following table;

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<th>Town</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
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<td>High Street (No. 136 to 152) – eastside to complete section started in 2017/18</td>
<td>Oxford</td>
<td>$34,000</td>
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<td>Sandown Boulevard (Huntingdon Dr to Preschool entrance)</td>
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<td>Blackett Street (Stephens St to Church St)</td>
<td>Rangiora</td>
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<td>Harewood Rd (Burnt Hill Rd to Main Street) **</td>
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<td>Weka Street (Park Ave to end)</td>
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<td>South Belt (Newnham St – Railway) – north side</td>
<td>Rangiora</td>
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<tr>
<td>Chinnerys Road (Reserve east entrance to Woodglen Dr) – west side</td>
<td>Woodend</td>
<td>$50,000</td>
<td></td>
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</tr>
<tr>
<td>Ranfurly Street (Dale St to Cridland St) – east side</td>
<td>Kaiapoi</td>
<td>$50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totara Drive - east side</td>
<td>Oxford</td>
<td></td>
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</tr>
<tr>
<td>Coronation Street (Buckleys Rd to end) – north side</td>
<td>Rangiora</td>
<td></td>
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<tr>
<td>Ballarat Road (existing path to ...</td>
<td>Rangiora</td>
<td></td>
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</tbody>
</table>
**Note - Harewood Rd and Burnt Hill Rd are subject to confirmation of NZTA subsidy and a subsequent Council approval.**

<table>
<thead>
<tr>
<th>Street</th>
<th>Direction</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hassall Street</td>
<td>east side</td>
<td></td>
</tr>
<tr>
<td>Tui Street (Park Tce – Rata St)</td>
<td>north side</td>
<td>Oxford</td>
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<tr>
<td>Woodfield Place (start to end)</td>
<td></td>
<td>Woodend</td>
</tr>
<tr>
<td><strong>To be allocated</strong></td>
<td></td>
<td>$5,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$100,000</td>
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</tbody>
</table>

(c) **Notes** that the cost estimates are derived from the rates in the Council’s Road Maintenance Contract plus a contingency of 20%.

(d) **Supports** the construction of the footpaths being carried out under the Road Maintenance Contract on the basis this is the most cost effective method of completing this work as the contract rates are competitive and it avoids professional services and tendering costs which for straightforward work like this can be disproportionally high and would result in less footpath being constructed.

(e) **Notes** that the programme beyond 2020/21 will be confirmed and submitted to Council in 2020/21 for approval as part of the 2021-2031 LTP process.

(f) **Notes** that Blackett Street at this location is a local road and it already has a footpath on the north side of the road so it meets the current level of service; however, there is a children’s playground on the south side, the remainder of Blackett Street has a footpath on both sides and the road functions more as a collector road and so a path on both sides is justified.

(g) **Notes** that a footpath was required on one side of the road only on Sandown Boulevard and the need is high, therefore it is recommended that this footpath is constructed in the short term.

(h) **Notes** the submission requesting a new footpath on Main North Road at the north end of Woodend and agrees to investigate this further for possible inclusion in the 2021-31 LTP.

(i) **Supports** the inclusion of new footpaths in Harewood Road and Burnt Hill Road in the programme, subject to NZTA confirmation of 51% subsidy for Footpath Renewals and subsequent approval to reallocate budget by Council;

(j) **Supports** referring the issue of footpaths and whether they should be constructed on both sides of local roads to the District Plan Review Committee for further consideration;

(k) **Circulates** this report to the Community Boards and Council.

**CARRIED**
7 REPORTS FOR INFORMATION ONLY

7.1 Crayfish (Koura) Creek Pedestrian Footbridge – Owen Davies (Drainage Asset Manager)
(report no. 180627071243 to the Rangiora-Ashley Community Board meeting of 11 July 2018).

7.2 Request to Engage Nairn Electrical – Darnley Square Generator – Colin Roxburgh (Water Asset Manager)
(report no. 180724082480 to the Management Team meeting of 30 July 2018).

Moved Councillor Stewart seconded Councillor Williams

THAT Items 7.1 – 7.2 be received for information.

CARRIED

8 PORTFOLIO UPDATES

8.1 Roading – Councillor John Meyer

Councillor Meyer noted the new street opening in Kaiapoi, which is certainly appreciated by the locals.

8.2 Drainage and Stockwater – Councillor Sandra Stewart

Councillor Stewart noted a Stockwater Race meeting last week, some closures were mentioned. Some of the group see this as a concern but with the extensive network of the system, these are quite minor. The Stockwater Race Bylaw is up for review this year. Ms Stewart has also been a Clarkville Rural Drainage Advisory Group meeting last month. Work of the Water Zone Committee is progressing with the ZIPA.

8.3 Utilities (Water Supplies and Sewer) – Cr Paul Williams

Councillor Williams noted his concerns with the restrictions already in place on the Ashley Rural Water Scheme and summer is not here yet. He has attended meetings with user groups for Poyntz Road and Summerhill water schemes

8.4 Solid Waste– Cr Robbie Brine

Councillor Brine noted a meeting of the SHWWP was held last week.

9 QUESTIONS

There were no questions.
10 URGENT GENERAL BUSINESS

There was no urgent general business.

There being no further business, the meeting closed at 6.16pm.

CONFIRMED

____________________________
Chairperson

____________________________
Date

BRIEFING

At the conclusion of the meeting a briefing was held on the following matters:

- Update on Network Discharge Consents – Revised programme and potential change to approach for high risk sites.
- Update on Springbrook Flood Works – Revised Scope, H&S works on old WWTP and update on programme
- Water issues
# MINUTES OF YOUTH COUNCIL (YC) MEETING

**Held in the Committee Rooms, Rangiora Service Centre, WDC, High Street, Rangiora at 7pm Tuesday 28 August 2018**

| 1. | **Present:**  
|    | Sam Redman (WDC), Andrew Besuyen (Co-Chair), Arabella Jarman (Co-Chair), Stella Graydon, Ellie Tizzard, Katie Lange, Caitlin Tipping, Aurora Melville, Jacob Harford, Olivia Silby, Alex Jackson, Benya Ickenroth, David Ayers (WDC - Mayor), Dan Gordon (WDC - Councillor), Eris Le Compte (Minute Secretary). |
| 2. | **In Attendance:** Hannah Dunlop (ECAN - Team Leader Youth Engagement) and Claire Fletcher (ECAN - Community Engagement Advisor) |
| 3. | **Apologies:** Kirstyn Barnett (WDC - Councillor) |
| 4. | **Regional Public Transport Plan** Clair & Hannah  
|    | Claire spoke of the need to look forward with public transport planning for the next 30 years taking into account population growth throughout North Canterbury and ease of accessibility into Christchurch city. This was first discussed 18 months ago by ECAN and due to the growth in the district, needs to be updated to a more realistic plan looking further ahead. Operating guidelines for the next three years are to be set in place with a review in 2019. It is hoped to implement network routes in 2020.  
|    | Claire is requesting input/feedback from the Youth Council on frequency, sustainability etc. Submissions to be heard at an event being held in Christchurch on 27 September between 4-8pm which Youth Council members are welcome to attend. Consultation opens in a few weeks from 17 September to 14 October.  
|    | David Ayres mentioned that the current bus routes are designed for Christchurch but could serve the Waimakariri District better. He suggested the possibility of having variations in routes. |
| 4. | **Mayor David Ayres and Councillor Dan Gordon**  
|    | A very productive meeting has been held between the councils of Waimakariri, Hurunui and Christchurch. It is hoped to hold more of these in the future.  
|    | More work needs to be done on the regeneration in Kaiapoi. Public meetings have been held around the groundwater system at Silverstream. |
|    | **ACTIONS:** Any feedback for Hannah and Clair to be forwarded through Sam. |
The North Canterbury Business Awards are being held Friday night 31 August.

5. **Vision for Youth Development Strategy**  Andrew Besuyen  
Requesting Youth Council Members to write a vision statement and to forward to Sam by next week. Ultimately with ideas for the district and goals for youth. Sam hopes to have a draft completed by the end of September.  
Jacob, Andrew, Olivia, Sam, Arabella and Caitlin will be forming a working group to meet more regularly in the hopes of pushing forward the strategy more swiftly.

**ACTIONS:**  
- Strategies to Sam by next week; 3-7 Sept.  
- Sam to contact those interested to set up a time/date for this.

6. **Youth Development Awards Dinner**  Andrew Besuyen  
This is being held at The Foundry, Canterbury University at 6.30 pm Friday 31 August. Anyone requiring car-pooling to contact Andrew.

**ACTIONS:**  
- Contact Andrew re transport to this event.

7. **General Business**

**Hoodies**
Contact Sam with required sizes and also if names are to be added to the hoodies.

**Youth Intern Training with Matt Doocey MP**  Sam Redman  
Matt Doocey is looking for a young person for a Scoping Community Engagement Project. Expressions of interest to be forwarded to Sam Redman.

**WHAG Representative**
Benya offered her services as a representative on the Waimakariri Health Advisory Group. Meetings are held bi-monthly. WHAG have requested a survey be filled out.

**Youth Grant for Community Benefit.**  Arabella Jarman  
A reminder that applications for the Community Benefit Youth Grant closes 10 September.

**Meeting closed at 8.30 pm**

**Next meeting** on Tuesday 25 September 2018 at 7pm in the Rakahuri Room, at the Rangiora Service Centre.

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Chair  
Date
MINUTES OF A MEETING OF THE REGENERATION STEERING GROUP HELD IN THE RUATANIWHA KAIAPOI CIVIC CENTRE ON MONDAY 3 SEPTEMBER 2018 AT 4.00PM

PRESENT:
J Palmer (Chief Executive), D Roxborough (Implementation Project Manager - District Regeneration).

IN ATTENDANCE:
M Flanagan WDC, K Simpson WDC.

1. APOLOGIES
An apology was received and sustained from C Greengrass, C McKay, C McMillan, C Sargison, D Ayers, R Wallace for absence.

Moved:    P Redmond  Seconded:     N Atkinson
CARRIED

CONFIRMATION OF MINUTES
Moved:   J Meyer  Seconded:      P Redmond
THAT the Regeneration Steering Group:
Confirms as a true and correct record the minutes of a meeting held on Monday 6 August 2018.
CARRIED

2. MATTERS ARISING
There were no matters arising.

3. DEPUTATIONS AND PRESENTATIONS
There were no deputations and presentations.

4. TE KŌHAKA O TŪHAITARA TRUST UPDATE
There was no update from the Te Kōhaka o Tūhaitara Trust.

5. REPORTS
5.1 Draft Reserve Master Plan – (Michelle Flanagan, Landscape Planner, District Regeneration)
M Flanagan advised the purpose of the report is to seek approval to take the draft Reserves Master Plan out for community consultation. The draft Reserves Master Plan was presented at a staff briefing last month. The draft Reserves Master Plan is a forward looking plan and seeks to answer the questions on how do we want our reserves to look and feel now and in the future. The community consultation of the plan is in line with the Participation Strategy. There are a number of different methods proposed for seeking feedback from the community such as display advertisements, information posted on the Council’s website, hard copies of the plan will be available at the Kaiapoi Service Centre, posts on the Council’s Facebook page, emails and letters to interested parties, a feature in the Regeneration video, and preparation of a single-page flyer that the community can submit online via email or by filling out a hard-copy form that will be left at the Kaiapoi Service Centre.

It is intended that by seeking feedback on the draft Reserves Master Plan as a whole we can look to implement these reserve features without additional community consultation on such features as the dog park, BMX track, and the recreational and ecological linkages.
Future consultation will likely be required on the railway station precinct, the maritime heritage precinct, the children’s cycle training track and much further out in time, the Memorial Gardens. Once we have received and considered the feedback this will come back to the Regeneration Steering Group for consideration at its November meeting. At this meeting staff will also be seeking a recommendation for approval of the final Reserves Master Plan.

P Redmond noted the proposal is going out for four weeks consultation. Under Clause 5.3 the list includes voluntary organisations and in particular the Maritime Heritage Trust who only meet every 4 to 6 weeks. P Redmond asked if the consultation period could be extended to 6 to 8 weeks.

M Flanagan replied that we often extend the consultation period time when we have groups that advise their committee doesn’t align with the consultation period. However M Flanagan noted that feedback will be accepted right up until the time we meet again on this with the Regeneration Steering Group.

M Pinkham noted his concerns around the timeframes of the implementation in regard to the medium term definition in the draft Reserves Master Plan of 4 to 10 years. M Pinkham noted this is a long time given this is not a huge programme of work and would like to see the medium term changed to 4 to 6 years to align with future LTC intervals. Secondly, regarding the boat trailer parking M Pinkham advised he recently visited the boat ramp locations in Kaiapoi to check the utilisation of the facilities and noted there was one boat using the Coastguard ramp and around fifteen using the ramp at Askeaton. M Pinkham noted the feedback he has received from the community is they would like to see the Askeaton boat ramp area tidied up rather than spending money on a carpark behind the Coastguard that will hardly ever be used.

Thirdly, in regard to the Community Studios space. M Pinkham understands that some of the residents won’t be very keen on having them close to houses but his concern is by having them on the bend of Courtenay Drive would end up with land on either side that people would not be happy with, both the residents at the end of Charters Street and on the corner of Courtenay Drive and the area to the south of the proposed area of community space and both of those areas would be rendered useless by having them on this location.

M Flanagan replied the community studios could go in either of those spaces noted in the report. The community studios were located in the space at the corner of Charters and Courtenay for purposes of trying to move them as far away from residential property as possible. They could go further on the northern block immediately north of that, which is the northern corner of Charters Street and Courtenay Drive but this would put them then closer to the residents at Dawson Douglas Place, and leave the remaining area of that block effectively as de facto council reserve. On the corner they are currently located will still enable a 2.4 hectare piece of rural land behind it which may be somewhat useful space rather than fragmenting, it but ultimately they could go on either space.

A Blackie suggested to wait and see what the feedback is from the consultation and raise the matter again after that.

N Atkinson noted the timeframes were set through the Recovery Plan by the government.

M Flanagan noted the timeframes in the draft Reserves Master Plan have been adjusted to be consistent with the Kaiapoi Town Centre Plan so the two documents can be read together.

Moved: N Atkinson Seconded: A Blackie

THAT the Regeneration Steering Group:

(a) Receives report No.180822095257.

(b) Approves the release of the draft Reserves Master Plan for public consultation four weeks from 10 September 2018 to 5 October 2018.

(c) Notes that community feedback on the draft Reserves Master Plan will be presented in a report to the November Regeneration Steering Group meeting.

CARRIED
5.2 District Regeneration Communications Report – August 2018 – Cathy Batchelor (Communications Advisor – District Regeneration), Duncan Roxborough (Implementation Project Manager – District Regeneration)

D Roxborough highlighted a couple of key items from the report noting staff are working with Honda to develop a communications and engagement plan for the planting associated with the forest around the Beswick wetland area. Staff are also preparing the communications plan for the Enabling Works contract. This work will be starting later this year.

D Roxborough advised Cathy Batchelor finished last Thursday. Sarah Lodge has been appointed as the new Communications Advisor and started today.

A Blackie asked if there was any further update on the camellia tree situation.

D Roxborough advised there has been a site visit to identify the potential removals. M Flanagan advised a report will be going to the Kaiapoi-Tuahiwi Community Board.

Moved: A Blackie
Seconded: P Redmond

THAT the Regeneration Steering Group:

(a) Receives report No.180821094831.

CARRIED

5.3 Kaiapoi Food Forest Trust Annual Report to June 2018 – Roxanne Ramsay (Project Administrator – District Regeneration)

D Roxborough noted the annual report is submitted further to the deputation from the Food Forest Trust at the previous meeting. The purpose of this report is for the Regeneration Steering Group to formally receive the Food Forest Trust Annual report.

N Atkinson noted the Food Forest Annual report does not mention the Regeneration Steering Group and where it has gone in the last year with the Regeneration Steering Group and how they report.

Moved: P Redmond
Seconded: N Atkinson

THAT the Regeneration Steering Group:

(a) Receives report No.180821094720.

(b) Receives a copy of the Kaiapoi Food Forest Trust Annual Report to June 2018.

(c) Notes that an annual progress report will be submitted by the Kaiapoi Food Forest Trust.

CARRIED
7. **MATTERS REFERRED FROM COUNCIL**

7.1 **Earthquake Infrastructure Recovery Programme – August 2018 Update – Gary Boot (Senior Engineering Advisor)**

Received for information as referred from Council.

Moved: N Atkinson  
Seconded: A Blackie

**THAT** the Regeneration Steering Group receives the information in item 7.1.

CARRIED

8. **CORRESPONDENCE**

8.1 **Letter to Piet Oudolf**

Received for information. The letter has been sent, no reply has been received at this stage.

9. **GENERAL**

There were no items of general business.

10. **NEXT MEETING**

The next scheduled meeting of the Regeneration Steering Group commences at 4.00pm on Monday 1 October 2018 at the Ruataniwha Centre, Kaiapoi.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 4.30PM.
MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD
HELD IN THE A&P MEETING ROOM, OXFORD TOWN HALL, MAIN STREET,
OXFORD ON THURSDAY 6 SEPTEMBER 2018 AT 7.00PM.

PRESENT
D Nicholl (Chair), M Brown (Deputy Chair), W Doody, J Ensor, S Farrell, K Felstead, J Lynn and T Robson.

IN ATTENDANCE
S Markham (Manager, Strategy and Engagement), C Brown (Green Space Manager), B Rice (Senior Transport Engineer), E Cordwell (Governance Adviser) and E Stubbs (Minute Secretary).

1 APOLOGIES
There were no apologies.

2 CONFLICTS OF INTEREST
Item 7.6 - J Lynn

3 CONFIRMATION OF MINUTES
3.1 Minutes of the Oxford-Ohoka Community Board – 9 August 2018
Moved J Ensor  seconded S Farrell
THAT the Oxford-Ohoka Community Board:
(a) Confirms the circulated minutes of the Oxford-Ohoka Community Board meeting, held 9 August 2018, as a true and accurate record.

4 MATTERS ARISING
Nil.

5 DEPUTATIONS AND PRESENTATIONS
Nil.

6 ADJOURNED BUSINESS
Nil.

7 REPORTS
7.1 Stop Control on Weka Street / Baxter Place / Ruru Place Intersection – Bill Rice (Senior Transport Engineer)
B Rice spoke to the report advising it was to resolve a safety issue at the Weka Street / Baxter Place / Ruru Place Intersection where there currently no controls. It had been an oversight in the subdivision process. Due to visibility on Ruru Place, a Stop control was more appropriate than a Give Way.
D Nicholl asked if visibility was better on Weka Street why controls were not put on Weka Street. B Rice advised that Weka Street continued straight through and would rarely encounter traffic from Baxter Place or Ruru Place.
Moved S Farrell    seconded J Lynn

THAT the Oxford - Ohoka Community Board:

(a) Receives report No. 180824095994.
(b) Approves the installation of Give Way control on Baxter Place and a Stop control on Ruru Place at their intersection with Weka Street.

CARRIED

S Farrell advised that she had encountered issues at that intersection regarding right of way and asked how soon the signs would be installed. B Rice advised it would be a matter of weeks.

7.2 Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook Road Speed Limit Review – Bill Rice (Senior Transport Engineer) and Nick Rochford (Graduate Engineer)

B Rice advised that there had been an administrative error in the compilation of the summary table of the Staff Recommendations and a revised corrected copy was circulated and clarified. A letter from the Woodend Community Association (Trim 180911104072) was noted.

K Felstead asked which section of road the Woodend Community Association wanted to be reduced to 50km/hr and B Rice advised it was that section of Rangiora Woodend Road from the proposed Ravenswood roundabout to the start of the 50km/hr north of School Road and currently proposed for 60km/hr.

K Felstead asked about the reasoning for 60km/hr rather than 50km/hr in that section. B Rice advised to make the section 50km/hr, work needed to be done to make it ‘feel’ like a 50km/hr environment, for example road narrowing. NZTA was currently looking to make changes to SH1 through Woodend and if any work was undertaken in advance of this might need to be removed/altered following NZTA safety improvements which could change traffic flow. It was possible that NZTA would introduce further traffic signals and/or an additional roundabout. B Rice commented that the choice between 50km/hr and 60km/hr was subjective, he believed if it was 50km/hr there would be poor compliance. It would be kept under review alongside the NZTA changes.

S Farrell asked for an update on the NZTA SH1 process. B Rice advised that the programme was to go to consultation with some options provided by the end of the year. The preferred option would be recommended in the first quarter of 2019.

M Brown asked why the report had come to the Oxford-Ohoka Community Board as the roads were not in its community area. B Rice advised that the Council had requested that the report be brought to each Board. K Felstead commented that it had been discussed around the Council table that residents across the district as a whole used these specific stretches of road and so should have a say.

S Markham reminded the Board that the speed limits had yet to go to consultation and feedback would come back to the Board.

Moved S Farrell    seconded J Lynn

THAT the Oxford - Ohoka Community Board recommends:

THAT the Council:

(a) Receives report No. 180815092344.
(b) Approves consultation being carried out on the proposed speed limit
changes summarised below

<table>
<thead>
<tr>
<th>Location</th>
<th>Current</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road from end of existing 80km/h east of Smarts Road to proposed Ravenswood roundabout</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from proposed Ravenswood roundabout to start of existing 70km/h west of Chinnerys Road</td>
<td>100km/h</td>
<td>60km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from start of existing 70km/h west of Chinnerys Road to start of 50km/h north of School Road</td>
<td>70km/hr</td>
<td>60km/h</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Boys Road from Rangiora Woodend Road to existing 50km/h at railway line</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Northbrook Road from Boys Road to existing 50km/h east of Goodwin Street</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
</tbody>
</table>

(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

CARRIED

7.3 **Approval to Install Cattle Stops in Woodstock Road, between Wrights Road and Carleton Road** – Andrew Petrie (Road Compliance Engineer) and Joanne McBride (Roading and Transport Manager)

K Felstead noted that after a previous cattle stop had been approved by the Board, a resident had expressed concern around maintenance of the road on either side of the cattle stop. B Rice would take that feedback back to staff regarding possible increased maintenance requirements.

There was some discussion regarding whether the maintenance of the road in the vicinity of the cattle stop was the responsibility of the landowner or the Council. It was noted that Woodstock Road was considered a low volume road.

Moved K Felstead seconded W Doody

**THAT** the Oxford - Ohoka Community Board recommends:

(a) **Receives** report No. 180803087347;

(b) **Approves** the construction of two cattle stops and associated fences and gates on Woodstock Road at the location shown on the attached diagram (TRIM. 180803087361 for the purpose of enabling the safe and efficient movement of cows across Woodstock Road while at the same time keeping the road accessible and safe for road users;
(c) Approves the attached Draft Licence to Occupy Agreement (TRIM. 180803087350);

(d) Notes that all costs associated with the construction and the maintenance of the cattle stops, fences and gates will be met by the property owner;

(e) Notes that the property owner will be required to remove the cattle stops, fences and gates if and when they cease dairy farming operations or if they change their method of operation that does not require the regular movement of cows across Woodstock Road;

(f) Request that the Council monitor the approved cattle stops to ensure the condition of roads is kept to a reasonable standard.

(g) Circulates this report to the Utilities & Roading Committee.

CARRIED

K Felstead wanted staff to be aware that when cattle stops were approved there was the potential for maintenance issues and that the road needed to be monitored.

J Ensor agreed there were potential issues around responsibility for maintenance, however he believed cattle stops were a good idea.

M Brown commented there needed to be consistency in decision making. Cattle stops had been approved for previous landowners.

Meeting adjourned at 7.26pm for a workshop, resuming at 8.08pm.

7.4 Oxford Lions Picnic Shelter – Ed Sard (Green Space Community Assets Officer)

C Brown commented that the construction of a picnic shelter was a proactive community project. Inspiration had come from a similar shelter at South Bay Kaikoura. The Lions were seeking permission to build the shelter and financial assistance for the construction of a concrete pad. Council staff would also assist with Health and Safety onsite. Similar arrangements had been made with other Lions clubs.

S Farrell noted that West Oxford Reserve was ECan owned land. C Brown provided advice on the Council's agreement with ECan as regards such land. There would be no issue with the proposed shelter.

W Doody asked if there were still plans for the Reserve to have a toilet and C Brown replied yes.

C Brown provided an update on the Pearson Park half basketball court. Unfortunately the contractor approved to undertake the construction of the half basketball court at Pearson Park had withdrawn. The position of the Lions remained the same. Staff were in discussion with the second preferred contractor, Delta and it was hoped that the job could occur as soon as possible. There was a slight increase in cost.

Moved K Felstead seconded T Robson

THAT the Oxford - Ohoka Community Board:

(a) Receives report No.180822095090

(b) Notes that to date the Oxford - Ohoka General Landscaping Budget has available for the 2018/2019 financial year, $11,408 towards landscaping projects within the Oxford - Ohoka Ward.
(c) Approves the Oxford Lions constructing a picnic shelter and table in West Oxford Reserve at the location identified on the plan included as Attachment 1.

(d) Approves the allocation of $1,900 plus GST from the Oxford-Ohoka General Landscaping Budget for the construction of a concrete pad only. The concrete pad will form the base of the proposed Oxford Lions NZ picnic shelter.

K Felstead requested that the project be undertaken quickly and referred to the delays in the half court project.

7.5 Approval of Appointment of Eyreton Cemetery Trustee – Edwina Cordwell (Governance Adviser)

E Cordwell noted that the report was an administrative decision. The Trustee was from a local community minded family.

Moved K Felstead seconded M Brown

THAT the Oxford - Ohoka Community Board:

(a) Receives report No. 180821094376.

(b) Approves the appointment of Mr Chris Watts as a Trustee to the Eyreton Cemetery Trustees.

CARRIED

7.6 Application to the Oxford – Ohoka Community Board's Discretionary Grant Fund 2018/2019 – Edwina Cordwell (Governance Adviser)

Moved W Doody seconded T Robson

THAT the Oxford - Ohoka Community Board:

(a) Receives report No. 180822095208.

(b) Approves a grant of $500 to Ohoka School PTA 150 Year Anniversary Celebrations Sub-Committee towards the cost of cake ingredients, musical entertainment, advertising and invitations to the school’s 150th year celebrations.

CARRIED

8 CORRESPONDENCE

The letter from the Woodend Community Association was noted.

9 CHAIRPERSON’S REPORT

9.1 Chairperson’s Report for August 2018

Moved M Brown seconded J Lynn

THAT the Oxford-Ohoka Community Board:

(a) Receives report No 180827096641.

CARRIED
10 MATTERS FOR INFORMATION

10.1 Rangiora-Ashley Community Board meeting minutes – 8 August 2018 (Trim No. 180731085593).

10.2 Kaiapoi Tuahiwi Community Board meeting minutes – 16 July 2018 (Trim No. 180713078003).

10.3 Kaiapoi Tuahiwi Community Board meeting minutes – 20 August 2018 (Trim No. 180814091455).

10.4 Woodend-Sefton Community Board meeting minutes – 13 August 2018 (Trim No. 180807088486).

10.5 Youth Council meeting minutes – 26 June 2018.

10.6 Airfield Plan Change and Designation – report to Council 7 August 2018 (Trim No 180701007634).


10.9 Annual Report to the Alcohol Regulatory and Licensing Authority 2018 – report to District Planning and Regulation Committee 21 August 2018 (Trim No 180731085418).

10.10 NZTA Investment Audit Report – report to Utilities and Roading Committee 21 August 2018 (Trim No 180809089507).

10.11 Approval of the 2018/19 Roading Programme – report to Utilities and Roading Committee 21 August 2018 (Trim No 180529059018).

10.12 Seal Extensions and Roading Subdivision Contribution Budget – report to Utilities and Roading Committee 21 August 2018 (Trim No 180511051675).

10.13 Approval of New Footpaths Programme – report to Utilities and Roading Committee 21 August 2018 (Trim No 180502047634).

10.14 Request for Budget for Completion of Oxford Rural No.1 Source Upgrade Project – report to Council 7 August 2018 (Trim No 180724082339).

Moved M Brown seconded J Ensor

THAT the Oxford-Ohoka Community Board receives the information in items 10.1-10.14

CARRIED

11 MEMBERS’ INFORMATION EXCHANGE

J Lynn

Attended Neighbourhood Support meeting and commented that the relationship between Council and Neighbourhood Support was working well.
Advised that the Ohoka Gatekeeper’s Lodge Committee was making a funding application to RATA to help with renovations. The application required letters of support. It was agreed for E Cordwell to draft a letter on behalf of the Board.

T Robson

Advised Reynolds Heritage Pavilion was now completed. A number of trees had been planted.
Attended productive OPAC meeting. Flags had been discussed.
Attended and received a YMCA Canterbury Youth Award.
Asked for an update on the review of the Youth Development Strategy.

**S Farrell**  
Attended Neighbourhood Support meeting in Oxford following burglaries.  
Attended Zone 5 Community Board meeting. J Hoult spoke well about Hegan Reserve. Noted Mike Reid’s presentation on Localism.

**M Brown**  
Attended AGM Swannanoa Cricket Club, it was in good heart. They had received RATA funding to move the clubrooms. He noted the $3,000 from General Landscaping for planting.  
Encouraged Kaiapoi Pony Club to apply for General Landscaping funding from Kaiapoi-Tuahiwi Community Board.  
West Eyreton second well – developing groundworks, fencing was the next stage.  
Mandeville Sports Club Board meeting – met with Sports Canterbury regarding developing a strategic plan to provide vision for domain for next 10-15 years. Cost was $16,000-$21,000 through RATA Foundation. There were proposed developments for a new football club and grass athletic track.

**J Ensor**  
Visited Eyreton Pony Club and was impressed with new fenced safety area for juniors.  
Commented on issues around District Plan with billboards.  
Attended briefing re Water Zone Committee ZIPA.  
Attended Zone 5 Community Board meeting – a number of issues raised without a solution.  
Commented on inadequate car parking at Mandeville Retail area. The car parking was full and he had counted at different times 22 and 31 cars parked on the roadside. For safety, staff should not be asked to park on the roadside. It was particularly busy early evening. (to be referred to staff)

**W Doody**  
Noted Cruisy Diners second in Emerging Business category at recent North Canterbury Business Awards.

**K Felstead**  
Provided an update of the Council meeting from earlier in the week.  
- Cones Road walkway – dominated meeting, the proposed speed reduction and walking track would not go ahead.  
- Approved $35,000 of budget for Ashley Gorge Road Trunk Main be brought forward to resolve a dispute between neighbours.  
- Adopted Alcohol Control Bylaw 2018.  
- Adopted Draft Business Zone 1 and 2 Public Spaces Policy.  
- Annual Dog Control Report.  
- Rules in place regarding disposal of expanded polystyrene.  
- Management of Nitrates in water supply.

The Board members acknowledged Thomas Robson receiving the YMCA Canterbury Youth Award 2018.

### 12 CONSULTATION PROJECTS

**Earthquake-prone Buildings Legislation**

Consultation closes Thursday 20 September 2018.  

It was noted that the All Boards Briefing 24 September 2018 would have two significant items.
• Waimakariri Water Zone Committee Zone Implementation Plan Addendum (ZIPA).
• Regional Public Transport Plan.

13 BOARD FUNDING UPDATE
13.1 Board Discretionary Grant
Balance as at 29 August 2018: $6,020.

13.2 General Landscaping Fund
Balance as at 29 August 2018 – 11,408.

14 MEDIA ITEMS

15 QUESTIONS UNDER STANDING ORDERS

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING
The next meeting of the Oxford-Ohoka Community Board is scheduled for Wednesday 3 October 2018 commencing at 7.00pm, in the Mandeville Sports Centre.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.47pm.

CONFIRMED

__________________________
Chairperson

__________________________
Date

Workshop
• General Landscaping Fund– Chris Brown (Greenspace Manager)
Potential General Landscaping projects were discussed.
MINUTES OF THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD
HELD IN THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON
MONDAY 10 SEPTEMBER 2018 AT 7.00PM.

PRESENT
S Powell (Chairperson), A Thompson (Deputy Chair), J Archer, A Blackie, R Mather and J
Meyer.

IN ATTENDANCE
E Cordwell, B Rice (Senior Transport Engineer), D Ayers (Mayor) and E Stubbs (Minutes
Secretary).

1 APOLOGIES
Moved J Archer seconded R Mather
An apology was received and sustained from A Allen for absence.
CARRIED

2 CONFLICTS OF INTEREST
Nil.

3 CONFIRMATION MINUTES
3.1 Minutes of the Woodend-Sefton Community Board – 13 August 2018
Moved J Meyer seconded A Thompson
THAT the Woodend-Sefton Community Board:
(a) Confirms the circulated minutes of the Woodend-Sefton Community
Board meeting, held 13 August 2018, as a true and accurate record.
CARRIED

4 MATTERS ARISING
Nil.

5 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY
Nil.

6 ADJOURNED BUSINESS
Nil.

7 REPORTS
7.1 Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook
Road Speed Limit Review - Bill Rice (Senior Transport Engineer) and
Nick Rochford (Graduate Engineer)
B Rice commented that the purpose of the report was to gain the support of
the Board to recommend that the Council consult on proposed speed limit
changes for Rangiora Woodend Road, Gressons Road, Boys Road and
Northbrook Road. An administrative error had occurred in the compilation of
the summary table of the Staff Recommendations and a revised corrected copy was circulated and clarified.

Board members had also separately received correspondence from the Woodend Community Association (WCA) with regard to the proposal to consult on the basis of a 60kph limit on Rangiora Woodend Road from proposed Ravenswood roundabout to start of 50km/h north of School Road.

B Rice referred to the letter from the WCA (Trim 180911104072) which requested that the proposed 60km/hr section should be 50km/hr. He noted that NZTA were actively engaged in addressing safety on SH1 through Woodend which may include additional means of crossing SH1 such as traffic signals or roundabout. For this reason there is some uncertainty regarding what may happen to Rangiora Woodend Road dependent on which safety measures are ultimately introduced. NZTA is actively engaged with the Council and will be seeking community feedback on its proposals over the next few months. In order to get good compliance for 50km/hr there would be a need to make changes to the road environment as currently it was a wide road that was rural on one side. Any changes that were made at this time to Rangiora Woodend Road may then require further alteration following NZTA changes to SH1. For that reason the recommendation was for 60km/hr at this stage, it was a subjective argument.

B Rice commented that they were looking to make the speed limit changes now, prior to the full district wide survey and before NZTA’s changes, due to the new cycleway and the changes at Ravenswood subdivision. B Rice also noted there was some indication from Government around the potential for a nationwide change to default speed limits, which may affect timing around the district wide review of speed limits.

J Archer made the comment that the stretch of road, north of Kaiapoi adjacent to Sovereign Palms, had a long lead in of 50km/hr into Kaiapoi in a similar semi-rural environment and asked why Rangiora Woodend Road could not be treated in the same manner for consistency. B Rice noted other similar instances of 50km/hr in a semi-rural environment around the district including River Road and Kippenberger Avenue. The experience in those locations was that compliance was poor and there had been learnings from that. He reiterated the linkage and potential impact of any NZTA safety improvements.

R Mather asked if non-compliance to a speed limit should be a reason to not use that speed limit. B Rice commented that guidance from NZTA was to aim for an operating speed limit no more than 10% above or to change the environment. If speed limits were too often set that did not reflect the environment, the concern was that people tended to put less weight on speed limits and their effectiveness decreased. Work was required to change the environment and due to uncertainties with NZTA, now was not the time to make those changes, as they might need to be altered or even removed depending on the NZTA decisions which would be known relatively quickly. The area would be kept under review and further changes made, if required, once the SH1 safety measures were clarified.

A Blackie asked about the effectiveness of yellow 40km/hr school signs, and whether it would be better to use those “When children are present” rather than juggle the extra 10km/hr reduction. B Rice believed the signs worked quite well, however there were questions about the enforcement of them. In addition, school drop off/pickups were discouraged on Rangiora Woodend Road. The school was working hard with Council staff and parents to encourage safer drop off and pick up in general.

J Archer asked if it would be better to move the 50km/hr sign at the school further west. B Rice replied it was something that could be looked at. It could be changed in this process or picked up as part of the proposed consultation. The Board and individuals were encouraged to submit.
S Powell asked what compliance on Kippenberger Avenue was like and B Rice replied anecdotally that it was poor.

S Powell commented that in the previous submissions everyone answered yes or no to every section of road and asked if that was a requirement as some would have a vested interest. B Rice replied he had not considered that as a possibility. He had been surprised that there was not more support for reducing the speed limit.

J Archer asked why the electronic speed register down Rangiora Woodend Road had been removed and B Rice advised that the Council had three sets of temporary speed signs that were rotated around the district. J Archer asked if they could be permanent and B Rice advised they had a high price tag.

A Thompson commented that it was a comprehensive report. He would prefer that Council put in place a district wide set of principles first as the facts and principles were not straightforward. He asked if there was a date for the district wide review of speed limits and if that project had been clearly laid out. B Rice replied it had not been tied down.

A Thompson was a keen supporter of the two new significant walkway and cycle paths and noted that putting the path in alongside Rangiora-Woodend Road would make cycling safer as it took away the conflict of motorised vehicles. He asked why in that case the speed limit should be reduced. B Rice advised that while it reduced risk to individual cyclists the total risk to all cyclists increased due to increased demand and usage.

A Thompson commented that there were engineering solutions that could be adopted to reduce risk and noted that there was no mention of those solutions in the report. He asked whether that was because there was not the money or desire to look at other methods to reduce risk. B Rice referred to the possible methods to change the road environment on the proposed 60km/hr section including road narrowing and/or cycleway.

A Thompson asked why the analysis of accidents did not specifically mention those related to speed. B Rice replied that although the cause of an accident may not be speed related, the consequences were dependant on speed. It could be difficult for police to identify speed as a factor.

R Mather asked whether, in B Rice’s opinion, there was a negative aspect to reducing speed. B Rice replied the economic evaluation would say there is a significant cost to the time people spent travelling which would increase at a lower speed.

A Thompson queried whether during the planning of Ravenswood there was an acknowledgment for a need for change in speed limit and B Rice replied that it was assumed. A Thompson suggested that ideally developers should pick up some of the cost of that change.

Moved A Blackie seconded J Archer

THAT the Woodend Sefton Community Board recommends:

THAT the Council:

(a) Receives report No. 180829098530.

(b) Approves consultation being carried out on the proposed speed limit changes summarised below
<table>
<thead>
<tr>
<th>Location</th>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rangiora Woodend Road from end of existing 80km/h east of Smarts Road to proposed Ravenswood roundabout</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from proposed Ravenswood roundabout to start of existing 70km/h west of Chinnerys Road</td>
<td>100km/h</td>
<td>60km/h</td>
</tr>
<tr>
<td>Rangiora Woodend Road from start of existing 70km/h west of Chinnerys Road to start of 50km/h north of School Road</td>
<td>70km/h</td>
<td>60km/h</td>
</tr>
<tr>
<td>Gressons Road</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Boys Road from Rangiora Woodend Road to existing 50km/h at railway line</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
<tr>
<td>Northbrook Road from Boys Road to existing 50km/h east of Goodwin Street</td>
<td>100km/h</td>
<td>80km/h</td>
</tr>
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(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

**CARRIED**

A Blackie reminded the Board that the report was to recommend to the Council that it should approve consultation. There would be further information in the future as the proposal progressed and feedback received. There had been some discussion at the Council as to whether there should be a different weighting applied to the views of the local residents as opposed to users of the road/wider community on speed limits but at this stage each would be treated equally.

J Archer believed it was logical that some roads were not designed for a speed limit of 100km/hr and if staff believed a speed limit of 80km/hr was safe then that is what it should be.

R Mather was puzzled why the Council believed Oxford resident’s views should have as much weight as those of the local community. She believed more weight should be put on local views as they lived on those roads.

A Thompson was surprised at the 50/50 survey response to speed reduction. He understood the argument of local users but noted there was also the transport engineering dimension for providing safe and efficient flow of traffic. It was a balancing act.

S Powell supported consultation for the proposed speed reduction. She commented that with the increasing use of the new cycleway there was no margin for error. She referred to Kippenberger Avenue, Williams Street and Lees Road and believed there was a need for consistency across the district. S Powell noted that twenty submitters had specifically mentioned a reduction
to 50km/hr and only six for 60km/hr. She made the suggestion that submitters should not be required to give a yes or no response to each road.

A Blackie believed the issues had been covered well. There was a need for consistency across the district and the need to not make changes piecemeal. There was ongoing work with NZTA and the government that would have an influence in the district.

7.2 **Applications to the Woodend-Sefton Community Board’s Discretionary Grant Fund 2018/2019 - Edwina Cordwell (Governance Adviser)**

E Cordwell spoke briefly to the report commenting that she had suggested the Coastguard also make an application to the Oxford Ohoka Community Board. She noted that Reflections Community Trust had applied previously to the Board for the Waimakariri Light Party.

Moved A Blackie seconded R Mather

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 180828097634.

(b) Approves a grant of $272.55 to Reflections Community Trust towards the cost of a Sponsor Board for the Waimakariri Light Party 2018.

CARRIED

A Blackie commented that the event was well supported and district wide.

R Mather and S Powell concurred commenting it was a wonderful event for children.

 Moved R Mather seconded A Thompson

THAT the Woodend-Sefton Community Board:

(a) Approves a grant of $500 to Coastguard North Canterbury towards the cost of a replacement Coastguard Rescue vessel.

R Mather and A Thompson considered the approval a ‘no-brainer’.

8 **CORRESPONDENCE**

The letter from the Woodend Community Association (Trim 180911104072) was noted.

9 **CHAIRPERSON’S REPORT**

S Powell advised that the current Coastal Forestry Harvest would be completed on 5 October and contractors moved out by the 12 October. The harvest would restart next winter.

J Meyer asked about the communication with the camp and S Powell advised that the Council was dealing directly with them and there did not appear to be any issues.

9.1 **Chairperson’s Report for August 2018**

Moved S Powell seconded A Blackie

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 180903099928.
10 MATTERS FOR INFORMATION

10.1 Oxford-Ohoka Community Board meeting minutes – 9 August 2018 (Trim No. 180801086128).
10.2 Rangiora-Ashley Community Board meeting minutes – 8 August 2018 (Trim No. 180731085593).
10.3 Kaiapoi Tuahiwi Community Board meeting minutes – 20 August 2018 (Trim No. 180814091455).
10.4 Youth Council meeting minutes – 26 June 2018.
10.5 Airfield Plan Change and Designation – report to Council 7 August 2018 (Trim No 180730084697).
10.8 Annual Report to the Alcohol Regulatory and Licensing Authority 2018 – report to District Planning and Regulation Committee 21 August 2018 (Trim No 180720991235).
10.9 NZTA Investment Audit Report – report to Utilities and Roading Committee 21 August 2018 (Trim No 1808909089507).
10.10 Approval of the 2018/19 Roading Programme – report to Utilities and Roading Committee 21 August 2018 (Trim No 180529059018).
10.11 Seal Extensions and Roading Subdivision Contribution Budget – report to Utilities and Roading Committee 21 August 2018 (Trim No 180511051675).
10.12 Approval of New Footpaths Programme – report to Utilities and Roading Committee 21 August 2018 (Trim No 180520047634).

Moved J Meyer seconded R Mather

THAT the Woodend-Sefton Community Board receives the information in items 10.1-10.12.

CARRIED

11 MEMBERS’ INFORMATION EXCHANGE

11.1 July Diary for A Allen, J Archer, R Mather and A Thompson (Trim No. 180903099935)
11.2 A Blackie

- Alongside J Meyer, attended the Local Government seminar on Sea Level Rise (SLR). There were over twenty expert speakers. SLR had been an average of 1.7mm per year over the last century in New Zealand, with a higher rate over the last 20 years. Already some areas of New Zealand were experiencing issues such as underground plumbing work only able to be completed at low tide. There were many issues that were just starting to be grappled with including protection measures, compensation and Council retreat in terms of infrastructure. SLR was now assumed to be a given but the timeframe was uncertain.

11.3 J Meyer

- Commented that SLR was challenging requiring a rapid learning curve.
Commented that he had listened to the speed limit debate and noted that there would be challenges. Commented on working with NZTA to advocate for change in Woodend.

11.4 **R Mather**

- Advised that the Pegasus Community Centre had now had over 1000 hours of use since June 2017.

11.5 **J Archer**

- Attended the Northern Pegasus Bay Advisory Group meeting and tabled his concerns regarding shellfish. Noted advice over rights of horse trainers.
- Attended Lions meeting
- Attended Forest Harvest Project Control Implementation Group meeting.
- Attended Feldwick Drive opening.
- Attended Woodend Community Association AGM.
- Noted the upcoming Woodend School Fair.

12 **CONSULTATION PROJECTS**

**Earthquake-prone Buildings Legislation**
Consultation closes Thursday 20 September 2018.

E Cordwell noted the upcoming All Boards Briefing where two important Environment Canterbury consultation items would be on the agenda.
- Zone Implementation Programme Addendum (ZIPA).
- Regional Public Transport Strategy.

13 **FOSTERING COMMUNITIES**

14 **BOARD FUNDING UPDATE**

14.1 **Board Discretionary Grant**
Balance as at 5 September 2018: $4000.

14.2 **General Landscaping Fund**
Balance as at 5 September 2018 $12,160.

15 **MEDIA ITEMS**

16 **QUESTIONS UNDER STANDING ORDERS**

17 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 8 October 2018 at the Pegasus Community Centre.
THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.06pm.

CONFIRMED

________________________
Chairperson

________________________
Date

**Workshop**

- *Members Forum*

  Discussion of safety issues on SH1 and continued action of the Board with regard to these to both Government and NZTA.
MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD
HELD IN THE WAIMAKARIRI DISTRICT COUNCIL CHAMBERS, RANGIORA SERVICE
CENTRE, 215 HIGH STREET, RANGIORA ON WEDNESDAY 12 SEPTEMBER 2018 AT
7PM.

PRESENT
J Gerard QSO (Chair), D Lundy (Deputy Chair), R Brine, M Clarke, K Galloway, J Houlton, S
Lewis, G Miller, C Prickett and P Williams.

IN ATTENDANCE
J Millward (Manager Finance and Business Support), B Rice (Senior Transport Manager),
N Harrison (Regulation Manager), E Cordwell (Governance Adviser) and E Stubbs (Minute
Secretary).

1 APOLOGIES
Moved J Gerard seconded P Williams
Apologies were received and sustained from K Barnett and D Gordon for absence
and for R Brine for early departure at 8.45pm.

CARRIED

2 CONFLICTS OF INTEREST
Nil.

3 CONFIRMATION OF MINUTES
3.1 Minutes of the Rangiora-Ashley Community Board – 8 August 2018
Moved M Clarke seconded R Brine
THAT the Rangiora-Ashley Community Board:
(a) Confirms the circulated minutes of the Rangiora-Ashley Community
Board meeting, held on 8 August 2018, as a true and accurate record.

CARRIED

4 MATTERS ARISING
Nil.

5 DEPUTATIONS AND PRESENTATIONS
5.1 Nick Harrison (Regulation Manager) provided an update on;
• Parking issues in Southbrook.
• Overgrown sections.
• Alcohol Control Bylaw 2018.
• Earthquake prone buildings consultation.
• Parking Bylaw review.

N Harrison commented that the parking in Southbrook was a continuous
issue, particularly with car yards using the grass for parking. The
Environmental Services unit had been in discussion with those businesses
and there had been some improvement in the parking. He appreciated that
the parking issues had been taking a while to get on top of. He noted that there were some other businesses with good road side presentations. N Harrison advised it was possible that such businesses could request a licence to occupy a road reserve which would need to come to the Community Board for consideration. In that case the Board would need to consider berm protection and hindrance to pedestrian traffic. As part of the car parking issues in Southbrook Road there was also a resurgence of ‘cars for sale’ parking. On Southbrook Road this created a traffic hazard.

With spring approaching there would be the seasonal issues with overgrown, uncared for sections and the impact on the ‘image’ of the district. Previously the Council had a role in enforcement, however from 1 July 2018 any issues with overgrown sections were now the responsibility of Fire and Emergency New Zealand (FENZ). Complaints from the community should now be directed to FENZ. N Harrison suggested that these complaints may not be as high priority to FENZ in terms of beautification/image issues as opposed to fire risk. Council staff could use the vermin nuisance approach as a method to getting those sections tidied, however that was more difficult to prove.

N Harrison advised that the Council had approved the Alcohol Control Bylaw 2018 which empowered police to confiscate liquor if considered a nuisance. It did not prevent events which could apply for a special licence. It would be reviewed in five years.

N Harrison commented that there was currently consultation for Earthquake prone buildings including priority routes for pedestrians and emergency services. The three priority routes identified were High Street Rangiora, Williams Street Kaiapoi and alongside the old mill in Kaiapoi. Through the consultation the public could recommend additional priority routes. Fortunately as so much work had been done in the central business areas, Waimakariri was in a good position, particularly compared to other locations around New Zealand.

N Harrison advised that in the New Year there would be a review of the parking bylaw across the district with options to consider the appropriateness of parking control around town. In addition there would be a signage bylaw review. There were currently issues with the District Plan with signs on private land.

Questions

R Brine referred to grass / weed growth and noted that Council staff had responded well in the past. He asked if issues of safety could be incorporated. N Harrison replied there had to be an apparent lever to use for enforcement.

R Brine asked if FENZ declared no fire risk, when grass was two feet high, would the Council still need to remain hands off. N Harrison advised that they could raise the vermin issue which was more difficult to deal with. R Brine asked if they could still charge the landowner. N Harrison was unsure as there needed to be proof of the cause of the problem.

D Lundy asked if road safety legislation could be used as a lever. N Harrison said that if could be proved there was a road safety issue then that was a possibility, however that would be difficult for a section on a straight piece of road.

P Williams asked if the noxious weed issue could be used. N Harrison advised that weed control was under ECan mandate, it did not stop WDC having a conversation around that. They were all points of leverage but were not as strong as the Council had had previously.

G Miller commented there was issue along the railway track on Lineside Road and asked about the responsibility of keeping it tidy. N Harrison advised that there were conversations with NZTA who had authority over that land. They
had a grass cutting schedule, however that was not at the same frequency as
the Council.

C Prickett asked if a car yard applied for use of the road reserve would it open
it up to others to do the same? N Harrison replied yes, it was attractive for
businesses to do that with the high volume of traffic. If it came before the
Board the Board would need to take a wider view.

J Gerard commented that there could be enforcement by ticketing each
unregistered, unwarranted car in a public area.

R Brine commented that the Board had approved a landscaping plan for that
area and had recommended that it be completed before new businesses were
established. The ball was in the court of enforcement if the new landscaping
was damaged.

D Lundy referred to car parking at Fawcetts Road / Cones Road corner
commenting that the area needed signs or enforcement as on the southern
side there was a tendency for parked cars to block the path to Ashley Bridge
forcing young children to walk around and toward the flow of traffic. N Harrison
would follow up.

6 ADJOURNED BUSINESS
Nil.

7 REPORTS

7.1 **Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook
Road Speed Limit Review – Bill Rice (Senior Transport Engineer) and
Nick Rochford (Graduate Engineer)**

B Rice spoke to the report advising it was to seek the Board’s support for
consultation on changing the speed limit on Rangiora-Woodend Road, Boys
Road, Northbrook Road and Gressons Road. B Rice advised that there had
been an administrative error in the compilation of the summary table of the
Staff Recommendations and a revised corrected copy was circulated and
clarified. A letter from the Woodend Community Association (WCA) (Trim
180911104072) was noted.

B Rice advised that those sections of road were being considered now for
review due to the new cycleway and the changes that were happening at
Ravenswood. Ravenswood Stage 1B included a roundabout on Rangiora-
Woodend Road and residential development. Construction would start next
month though to early next year. Staff were also looking to make speed limits
consistent with other roads.

E Cordwell suggested that a reply be drafted to WCA to advise that their letter
had been forwarded to roading staff and to encourage WCA to formally submit
when the matter went out for public consultation. E Cordwell advised that
when the report had gone to the Council in the normal way, the Council had
requested that the boards reaffirm public consultation which had created the
extra loop.

P Williams asked if B Rice considered Ravenswood created a problem on
Rangiora-Woodend Road. B Rice advised that was why there was the
recommendation to reduce the speed limit to 60km/hr in that section. Due to
the environment in that area it did not feel like 50km/hr, further work would be
required to make it a 50km/hr environment. He noted that NZTA were actively
engaged in addressing safety on SH1 through Woodend which may include
additional means of crossing SH1 such as traffic signals or a roundabout. Any
changes that were made at this time to Rangiora Woodend Road may then
require further alteration following NZTA changes to SH1.
P Williams referred to the concerns raised by Woodend Community Association regarding the school and asked would it not make more sense to have it at 50km/hr? B Rice commented that it was the same situation on River Road and Williams Street beside the golf course, anecdotally the compliance was poor as those environments did not feel like 50km/hr. P Williams commented that he considered that the Rangiora-Woodend Road was more compelling to be 50km/hr than River Road or Williams Street in particularly due to the presence of the school.

C Prickett asked why the 60km/hr could not be the entire length rather than 50km/hr and not allow school traffic pickup/drop-off. B Rice commented that argument could be made, however in reality parents did do drop-off/pickup and also there was also the potential for a ball to roll onto the road from the school. There could be arguments for and against those options.

C Prickett commented there was a 50/50 split in the feedback so far for reducing speed on Boys Road, the max speed on that road was high and suggested changing the speed limit would not change behaviour. He asked if it was addressing the problem the wrong way. B Rice agreed that for some drivers decreasing the speed limit would not change behaviour, however the number of drivers at a high speed was small.

C Prickett commented that he was not sure the speed limit reduction would address issues and achieve what was required in particular at the 5 crossroads’ intersection, he asked if this was the only approach considered. B Rice replied that he believed work was needed at the 5 crossroads’ intersection. Reducing speed would reduce the likelihood and severity of crashes. He was not suggesting it was all that could be done. It was noted that members of the Board could make their own submission.

S Lewis asked if there was a set distance that was required between the edge of the cycleway and the road. B Rice advised there was a target of 1.5m from the edge line of road to edge of cycleway, in places that was not achievable.

Moved P Williams: seconded M Clarke

**THAT** the Rangiora Ashley Community Board recommends:

**THAT** the Council:

(a) **Receives** report No. 180829098530.

(b) **Approves** consultation being carried out on the proposed speed limit changes summarised below

<table>
<thead>
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Boys Road from Rangiora Woodend Road to existing 50km/h at railway line | 100km/h | 80km/h
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Northbrook Road from Boys Road to existing 50km/h east of Goodwin Street | 100km/h | 80km/h

(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

P Williams commented that it was common sense to have that section of the road were school children were walking to be 50km/hr. It would encourage more cycling and walking by children. The area was built up with a number of driveways on both sides.

M Clarke commented it would lessen confusion in the consultation if that section went to 50km/hr.

R Brine asked if the change to staff recommendation would slow the consultation process as a consequence. B Rice advised that the Council would receive the recommendation from each of the four Boards and at that stage the Council would decide which recommendation to take. The report would go to the Council on 2 October 2018.

**Amendment**

Moved J Gerard seconded R Brine

**THAT** the Rangiora Ashley Community Board recommends:

**THAT** the Council:

(a) **Receives** report No. 180829098530.

(b) **Approves** consultation being carried out on the proposed speed limit changes summarised below

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(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

**CARRIED**

P Williams against

J Gerard suggested there needed to be an exceptional circumstance to go against staff recommendations on such a technical matter. There had already been consultation and the school supported the recommendation. It had been suggested that decreasing the speed limit to 50km/hr would lessen confusion, however he suggested it would increase confusion by putting another speed limit into the consultation.

R Brine had sympathy with the initial motion. However he commented that the Board was only being asked to recommend consultation and that was the process where those concerns should be raised. He wanted the public to tell him their views. He would have to abstain from participating in any Council decision on the matter, due to his role as a serving Police Officer. However, he advised that lowering speed limits did reduce the percentage of drivers exceeding the posted limit. He referred to the reduction to 80km/hr at Fernside Road as a good example.

P Williams believed the section from Chinnerys Road to School Road should still come down to 50km/hr for consultation.

7.2 **Applications to the Rangiora-Ashley Community Board’s Discretionary Grant Fund 2018/2019 – Edwina Cordwell (Governance Adviser)**

E Cordwell advised that the second page of the International Day of the Older Persons application had not been included in the agenda. The application had come in at short notice. They had initially requested $350 and E Cordwell had advised that they could apply for up to $500.

E Cordwell advised that both the Woodend Sefton Community Board and Kaiapoi Tuahiwi Community Board had approved funding for the Reflections Community Trust light party. She noted that an application to the Rangiora-Ashley Community Board from Reflections Community Trust last year had been declined.

E Cordwell advised that the Coastguard application was now going to all four community boards. The Woodend Sefton Community Board had approved $500.

P Williams and J Gerard raised several inaccuracies in the International Day of the Older Persons application. It was noted that the application from All About Bees had been declined due to it not being an eligible group. E Cordwell commented there were also concerns from members that All About
Bees had not met the wider Grant Eligibility Criteria. E Cordwell had suggested to the International Day of the Older Persons applicant a better process for future applications.

Moved J Hoult seconded K Galloway

THAT the Rangiora–Ashley Community Board:

(a) Receives report No. 180828097408.
(b) Approves a grant of $500 to the International Day of Older Persons’ Group towards the costs of a concert and afternoon tea to mark the International Day of Older Persons.

CARRIED

Moved J Hoult seconded R Brine

THAT the Rangiora–Ashley Community Board:

(a) Approves a grant of $291.64 to Reflections Community Trust towards the cost of advertising in the Northern Outlook and North Canterbury News for the Waimakariri Light Party

CARRIED

K Galloway abstain

J Hoult commented that supporting the Waimakariri Light Party was similar to supporting the Kaiapoi Arts Expo. It was definitely a Waimakariri event that was well supported across the district.

R Brine fully supported the event and commented that these events would not exist without assistance and support. It was a large Waimakariri District event that many from the Board’s area attended. The Light Party may not always create a profit. It was a lot of work for organisations to hold an event of this nature.

K Galloway commented that the event was outside the Board area and they should be supporting groups within the Rangiora Ashley area. Reflections Community Trust were trading well and did not require assistance.

C Prickett noted that 24% of Light Party attendees were from the Board’s area.

J Gerard commented that the Light Party made a profit of $4,000 annually.

P Williams was concerned that groups applied to all four Community Boards and could accumulate $2,000. For that kind of funding groups applications to the Long Term Plan were appropriate. The Discretionary Grants had limited funds. He opposed the application on those grounds.

C Prickett commented that the Coastguard also applied to all four Boards. The event benefited 5,000 people.

D Lundy supported the motion, commenting society was mobile and he could not see the issue over geography. He noted the comments around the event making a profit and asked if the Board only encouraged those organisations that made a loss.

With regard to the North Canterbury Citizens Advice Bureau application C Prickett noted that there had been an initial misunderstanding in filling out the application with 100% placed in every box requesting estimated percentage of participants by Ward, which had been corrected. He asked if the form was adequate. E Cordwell commented that the vast majority of applicants did not have problems with the format.

Moved P Williams seconded D Lundy

THAT the Rangiora–Ashley Community Board:
(a) Approves a grant of $500 to North Canterbury Citizens Advice Bureau towards the cost of a 40th Anniversary celebration.

CARRIED

P Williams commented the North Canterbury Citizens Advice Bureau was a good organisation with a large number of volunteer hours, it was open six days a week with 45 volunteers. After hours volunteers also spent a large amount of time investigating options to look out for the vulnerable. It was the first time they had applied for a grant.

M Clarke commented it was a valuable organisation. As a JP he had referred people to the Citizens Advice Bureau for assistance.

Moved G Miller seconded K Galloway

(a) Approves a grant of $500 to Coastguard North Canterbury towards the cost of a replacement Coastguard Rescue vessel.

CARRIED

G Miller commented that the Coastguard provided a valuable service to the community. They had a lot of money to raise and the Board’s contribution was worthwhile.

K Galloway totally supported the application.

P Williams commented that while he thoroughly supported the organisation, the Coastguard he believed that this should have been an application to the Long Term Plan for funding rather than to each Board.

8 CORRESPONDENCE

9 CHAIRPERSON’S REPORT

9.1 Chair’s Diary for August 2018

Moved J Gerard seconded D Lundy

THAT the Rangiora-Ashley Community Board:

(a) Receives report No. 180830098784.

CARRIED

10 MATTERS FOR INFORMATION

10.1 Oxford-Ohoka Community Board meeting minutes – 9 August 2018 (Trim No. 180801086128).

10.2 Woodend-Sefton Community Board meeting minutes – 13 August 2018 (Trim No. 180807088486).

10.3 Kaiapoi Tuahiwi Community Board meeting minutes – 16 July 2018 (Trim No.180713078003).

10.4 Kaiapoi Tuahiwi Community Board meeting minutes – 20 August 2018 (Trim No.180814091455).

10.5 Youth Council meeting minutes – 26 June 2018.

10.6 Airfield Plan Change and Designation – report to Council 7 August 2018 (Trim No 180730084697).

10.8 **Annual Report: Dog Control 2017/2018 – report to District Planning and Regulation Committee 21 August 2018** (Trim No 180704074535).

10.9 **Annual Report to the Alcohol Regulatory and Licensing Authority 2018 – report to District Planning and Regulation Committee 21 August 2018** (Trim No 180731085418).

10.10 **NZTA Investment Audit Report – report to Utilities and Roading Committee 21 August 2018** (Trim No 180809089507).

10.11 **Approval of the 2018/19 Roading Programme – report to Utilities and Roading Committee 21 August 2018** (Trim No 180529059018).

10.12 **Seal Extensions and Roading Subdivision Contribution Budget – report to Utilities and Roading Committee 21 August 2018** (Trim No 180511051675).

10.13 **Approval of New Footpaths Programme – report to Utilities and Roading Committee 21 August 2018** (Trim No 180502047634).

Moved R Brine seconded J Gerard

**THAT** the Rangiora-Ashley Community Board receives the information in items 10.1-10.13.

**CARRIED**

### 11 MEMBERS’ INFORMATION EXCHANGE

11.1 **R Brine**

- Provided an update from the two committees that he served on – the Joint Regional Landfill Committee and the Regional Solid Waste Committee where he had been vice chair for 16 years. At Kate Valley there were two generators which provided enough energy for 6,000 houses. The energy was sold to Mainpower and each Council received a dividend on a per capita basis. He noted that it was a good example of government and private company working well together. Two more generators had been ordered. Noted that landfill did require an element of organic material to function.

The Canterbury Waste Joint Committee had a contestable fund of $112,000 to disperse. Love Food Hate Waste and the child seat recycling campaign were both recipients of this fund.

K Galloway asked what the profit from the electricity sold to Mainpower was. J Millward replied that the previous year’s total was $6.4 million, the majority share went to Christchurch City Council, Waimakariri received between $2-300,000 annually. R Brine advised that there would not be the same material through the Burwood Resource Recovery Park as there had been after the Earthquakes.

11.2 **K Galloway**

- Attended Friends of the Dog Park meeting. The Lions shelter was progressing.
- Used Send Snap Solve for footpath issues which had since been fixed.
- Assisting with Rangiora Museum with information for videos and photographs. Noted there used to be dairy herds on Johns Road and South Belt.
- Attended Victoria Park Landmarks ceremony.

11.3 **D Lundy**

- Attended K Stevenson’s funeral.
• Attended Waimakariri Water Zone Committee meeting – the issues were far from solved.
• Was assisting with preparations for the Rangiora A&P Show 20 October 2018.
• Commented that speed was not the only issue on Rangiora-Woodend Road, the 5 crossroads was also a major issue. He was pleased to hear the comments regarding the improvements to State Highway 1 in Woodend. Commented as while both these areas were outside the Board area, the issues there needed to be addressed.

11.4 P Williams
• Attended presentation at Rangiora Museum.
• Referred to the Waimakariri Water Zone Committee Draft Zone Implementation Programme Addendum commenting it was part of a long process for the community. It would affect farms dramatically and there had a prediction that 20% of farmers may not make it through the changes. It was an important document to preserve waterways.
• Attended meetings regarding botulism at sewerage ponds including with meeting with Fish and Game. There was potentially a serious impact on the community. 5,800 birds had been killed by avian botulism the previous season. It was an emerging issue.

11.5 C Prickett
• Attended Friends of the Dog Park meeting. They were looking at Milton Avenue toilets and also access to river – with the change in vertical contour of the road and change to sight distances there may be a need for a more formalised crossing point.
• Noted that he had had positive feedback to the High Street lighting. Blue and red showed up better than other colours and there may be benefits to reprogramming the lights.

11.6 G Miller
• Attended Dog Park meeting and commented it was a valuable asset to the Community, the group had great dedication.
• Attended Water Zone Drop In presentation.
• On behalf of the Keep Rangiora Beautiful was looking at a landscaping Plan for Flaxton Road / Fernside Road and was working with Greg Barnard (WDC) regarding landscaping Millton Road stopbank.
• Attended Zone 5 Community Board meeting and complimented J Hoult on her presentation on Hegans Reserve.

11.7 S Lewis
• Attended Victoria Park Landmarks ceremony, was interested to learn of the history of the Park.
• Attended Feldwick Drive opening.
• Attended funeral for K Stevenson and commented on the moving nature of the event.

11.8 J Hoult
• Noted upcoming Timebank launch at Rangiora Town Hall. They would be applying for discretionary grant funding.
• Attended Victoria Park Landmarks ceremony. Landmarks would be assisting with District Plan references to heritage buildings.
• Attended Zone 5 Community Board meeting. There were 25 attendees from Tasman to the Waitaki River. Noted that she was grateful for the support of this Council and staff to the Board. The
presentation of Mike Reid, Principal Policy Officer for LGNZ had been interesting.

J Gerard thanked J Hoult for her work on Hegan Reserve commenting that the presentation was well done.

11.9 **M Clarke**
- Attended Victoria Park Landmarks ceremony.
- Upcoming appointment with Rangiora Croquet Club to look at problems.
- Discussion with concerned resident on South Belt regarding road works carried out at both ends of road.

12 **CONSULTATION PROJECTS**

**Earthquake-prone Buildings Legislation**
Consultation closes Thursday 20 September 2018.

E Cordwell noted the upcoming All Boards Briefing where there would be two important consultation items on the agenda.
- Zone Implementation Programme Addendum (ZIPA).
- Regional Public Transport Strategy.

13 **BOARD FUNDING UPDATE**

13.1 **Board Discretionary Grant**
Balance as at 6 September 2018: $9,990 plus estimated carry forward of $1917.

13.2 **General Landscaping Fund**
Balance as at 6 September 2018: $26,160 (including carry forward).

14 **MEDIA ITEMS**

15 **QUESTIONS UNDER STANDING ORDERS**

16 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**
The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 10 October 2018 in the Council Chambers at the Rangiora Service Centre.
THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.42pm.

CONFIRMED

________________
Chairperson

________________
Date

**Workshop**

- *Members Forum (8.45pm – 9.30pm)*

  The Chair provided feedback from 4 September Council meeting.
  A number of roading matters were mentioned.
MINUTES OF THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD
HELD IN MEETING ROOM 1 (UPSTAIRS), RUATANIWHA KAIAPOI CIVIC CENTRE,
176 WILLIAMS STREET, KAIAPOI ON MONDAY 17 SEPTEMBER 2018
COMMENCING AT 4.00PM.

PRESENT
J Watson (Chairperson), C Greengrass, M Pinkham and S Stewart.

IN ATTENDANCE
Councillors A Blackie and J Meyer
J Palmer (Chief Executive), Mayor D Ayers, C Brown (Community Green Space Manager),
B Rice (Senior Transport Engineer), E Cordwell (Governance Advisor), and A Smith
(Committee Advisor)

1 APOLOGIES

Moved J Watson Seconded C Greengrass

THAT apologies for absence be received and sustained from Members R Blair,
N Atkinson and P Redmond

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 20 August 2018

Moved J Watson seconded C Greengrass

THAT the Kaiapoi-Tuahiwi Community Board:

(a) Confirms the circulated minutes of the Kaiapoi-Tuahiwi Community
Board meeting, held 20 August 2018, as a true and accurate record.

CARRIED

4 MATTERS ARISING

Regarding the comment in M Pinkham’s Members Information Exchange, S Stewart
wished to state that there is no confusion of the formal roles and responsibilities of
the different parties involved with the maintenance of the Cam River tributaries.

5 DEPUTATIONS AND PRESENTATIONS

There were no deputations or presentations.
6 ADJOURNED BUSINESS

There was no adjourned business.

7 REPORTS

7.1 General Landscaping Budget – Grant Stephens (Green Space Community Engagement Officer)

C Brown presented this report, in the absence of G Stephens. The report follows on from a Board workshop at which staff were asked to provide further details of three potential projects that the Board’s General Landscaping budget could be used for. These three projects are:

- The relocation of 30 camellias from the drainage pond area (est. cost $10,000)
- Installation of four interpretive signs in Kaiapoi (est. cost $20,000)
- Additional planter boxes to match those already in Kaiapoi (est. cost $16,000)

C Brown spoke on the installation of four interpretative signs, which has an estimated cost of $20,000. This is an indicative cost based on previous interpretive signage and will depend on the information content and size of panel. The signage and potential locations will be considered by the Signage Working Party which is due to convene shortly and has members J Watson, C Greengrass, R Blair together with representatives of the Museum and other agencies. The Board has already submitted potential locations for signs to the Regeneration and Greenspace teams.

There was discussion on the relocation of the 30 camellias from the drainage pond area and C Brown advised that suggested site is the proposed location of the Memorial Gardens in the Waimakariri Residential Red Zone Recovery Plan at the corner of Jollie and Cass Street. It is envisaged that the shrubs would provide an entrance to the site and act as a living reminder of the heritage of the area. J Meyer commented that the land is reserved for a future Memorial Garden and had concerns if the surrounding land was to be leased out in the future for grazing. C Brown advised that if that were to happen then appropriate fencing would be put in place to provide protection for the camellias. C Brown advised that it is expected the shrubs would be moved within the next one to two weeks. Members commented that the overall cost of $10,000 yielded a costs of $330 to relocate each plant which seemed excessive. Staff had also identified a number of rhododendrons which are currently located on Sewell Street properties which could also be moved to the same site. C Greengrass asked if the cost of relocating the camellias should be part of the regeneration budget and C Brown advised that this work had not been included in any budget estimates. He further advised that the cost related to the need for the appropriate removal and relocation methods for the plants to ensure their best chance of survival. The plants were hardy but would require pruning and also watering and maintenance for a period until they were established and this was included in the overall cost estimate.

M Pinkham questioned spending $330 each on a shrub that may not survive and suggested as an alternative option, that they be given away to the community. There was further discussion on this matter and A Blackie commented that he felt that the proposed Memorial Garden site within the regeneration area is too far away from the main areas of the town and will remain so until the Garden is required which could be many years. In the interim very few people would be attracted to that area and the visual effect of having the shrubs planted there would go unnoticed. A Blackie also suggested the $10,000 would be better used to enhance the town centre and...
supported the camellias being donated to a worthy cause. C Greengrass asked if there would be the opportunity for a community group to undertake the work of removing the shrubs. C Brown replied that this could be done but noted that a small Council budget would need to be included to allow for this to proceed. It was also noted that the shrubs would need to be dug up soon as extensive excavation works in that area were due to commence. The possibility of You Me We Us working with the Council’s Greenspace team to distribute the shrubs and ensure that they were re-planted, nurtured and enjoyed in numerous gardens within the township was explored and agreed as feasible.

Regarding the additional planter boxes, C Brown advised that the boxes currently on the bridge were designed specifically. The cost for additional boxes has been discussed with local engineers, who have indicated that they could design something a little different. C Brown pointed out that if the original design was used the cost would be the same as if a new design was sought.

S Stewart commented that she had reservations about the design of the current planter boxes given that the plants do not seem to thrive and that there is no ability to retain water which runs off and is lost. S Stewart was not supportive of the current design being used for any new planter boxes and sought assurance that something be done to redesign the current boxes so that they will work properly. C Brown advised that this would be possible and that he would follow up on this.

C Brown advised that the planter boxes are still available at the same price as they were when originally purchased.

C Brown advised that staff were investigating why the Totara trees were not thriving and they would be temporarily removed, in a way which does not damage the trees. Staff will then review the soil and other aspects of the site and try to ascertain the reasons why these trees are not doing so well. There will be further information provided to the Board, once this is known. C Brown confirmed that the existing operational maintenance budget would be used to cover the costs of this assessment.

S Stewart felt that the Totara trees have not been successful due to their location. Mention was also made of the native grasses and trees and S Stewart believes this is not successful town centre landscaping. The suggestion was made that the whole section of Williams Street from the railway line to Charles Street should be looked at, to determine if all the plantings are successful and also if the planting that is there, is appropriate. S Stewart also noted that there are other areas in the town where there are vibrant floral displays.

C Brown also advised that costs were estimates and that any unspent funds would be available for reallocation by the Board to other Landscaping projects.

Moved M Pinkham seconded J Watson

THAT the Kaiapoi Tuahiwi Community Board:

(a) Receives report No. 180904100893.
(b) Allocates $2,000 from the General Landscaping Budget to enable staff to work with You, Me, We, Us to remove the camellias and rhododendron shrubs and offer these to the community.
(c) Approves the allocation of $20,000 for the installation of four interpretive signs in central Kaiapoi.
(d) Approves the allocation of $16,000 towards the manufacture and installation of four additional planter boxes the same as those already in place on the Williams Street bridge.
(e) Approves staff undertaking an investigation into the reasons why the Totara trees at the entrance to the Williams Street Bridge are not succeeding.

(f) Notes that this investigation will include the temporary removal of two of these Totara trees to allow investigation of the tree pits and soil quality/nutrient levels.

(g) Notes the Board currently has $84,420.00 available to allocate to general landscape projects within the Kaiapoi -Tuahiwi Ward.

CARRIED
7.2 **Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook Road Speed Limit Review – Bill Rice (Senior Transport Engineer) and Nick Rochford (Graduate Engineer)**

B Rice presented this report seeking the Board’s support for the Council to consult on the proposed speed limit changes on Rangiora-Woodend Road, Gressons Road, Boys Road and Northbrook Road. A review of the speed limits on Rangiora-Woodend Road has been prompted by the addition of the cycleway along this road and also an increase in traffic. The other adjoining roads have been included to provide consistency of approach to speed limits in the area.

The Ravenswood development is also expected to have a significant impact on the Rangiora-Woodend Road, north west of Chinnerys Road.

Staff have sought feedback from the community on whether the current speed limits on these roads should be reduced, but without suggesting any proposed new limit. This was undertaken via printed survey forms which were distributed to adjacent property owners and to pupils of Woodend School. An on-line survey was also carried out.

A letter has been received from the Woodend Community Association questioning the differing speed limits for the entrances to Woodend. B Rice provided explanation for the reason for the stretch of road which suggested 60km per hour speed limit that the Association is suggesting should be 50km.

B Rice advised the Board that NZTA would be making a range of safety improvements to SH1 through Woodend which may include new traffic signals and/or a roundabout. These measures would have an impact on speeds and also the traffic volume along Rangiora Woodend Road. The road was currently rural in nature and to achieve a real reduction in speed to 50km per hour would require redesign of the road at a cost. Such alterations may well be negated or need to be altered as a consequence of the changes to SH1. Staff would review the speed limits again once NZTA had identified its SH1 proposals. NZTA are actively working on this project with consultation anticipated by the end of 2018.

Moved J Watson seconded M Pinkham

**THAT** the Kaiapoi Tuahiwi Community Board recommends:

**THAT** the Council:

(a) **Receives** report No. 180809089699.
(b) **Approves** consultation being carried out on the proposed speed limit changes summarised below,

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(c) **Notes** the consultation on this proposal will be carried out between 8th October and 4th November 2018.

(d) **Notes** the Community Boards will be updated at the end of the consultation process.

(e) **Notes** that any submissions on the proposal will be taken into account before the speed limit change is presented to the Council on 4th December for approval.

CARRIED

M Pinkham congratulated the roading team on looking at the entire area rather than just one stretch of road and believes it is appropriate to have 80km per hour for these roads.

A Blackie noted that Rangiora-Woodend Road is a feeder road for a lot of people from across the district and as such supports the widespread consultation proposed, rather than the speed limits just being a matter for the Woodend-Sefton Community Board.

7.3 **Applications to the Kaiapoi-Tuahiwi Community Board’s Discretionary Grant Fund 2018/2019 - Edwina Cordwell (Governance Adviser)**

E Cordwell spoke to this report and provided an explanation on the Board’s criteria for applications with regard to schools in the context of Ministry of Education funding. This matter had been discussed by the Board members previously and it had been agreed that any application from an educational facility would be considered on a case by case basis.

Moved J Watson seconded C Greengrass

**THAT** the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** report No. 180807088710.

(b) **Declines** the application from Kaiapoi North School Raupo Team.

CARRIED

Moved J Watson seconded C Greengrass

**THAT** the Kaiapoi-Tuahiwi Community Board:

(c) **Approves** a grant of $500 to Coastguard North Canterbury towards the cost of a replacement Coastguard Rescue vessel.

CARRIED

Moved J Watson seconded C Greengrass

**THAT** the Kaiapoi-Tuahiwi Community Board:
(d) Approves a grant of $500 to Tuahiwi School towards the cost of the Tuahiwi Ka Matakura O Ruataniwha 2018 event

CARRIED

M Pinkham noted the cost of $1300 to Tuahiwi School to hire a facility to host this event.
7.4 **Ratification of the Board’s Submission to the Waimakariri District Council’s Draft Kaiapoi Town Centre Plan 2028 and Beyond - Edwina Cordwell (Governance Adviser)**

E Cordwell presented this report, taken as read. C Greengrass will present the Board’s submission to the Draft Kaiapoi Town Centre Plan at the hearing be held on Wednesday 26 September.

There were no questions.

Moved J Watson seconded M Pinkham

**THAT** the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** report No. 180827096709.

(b) **Retrospectively ratifies** the Board’s submission to the Waimakariri District Council’s Draft Kaiapoi Town Centre Plan 2028 and Beyond (Trim No. 180821094704).

CARRIED

8 **CORRESPONDENCE**

Moved J Watson seconded C Greengrass

**THAT** the Kaiapoi Tuahiwi Community Board:

(a) **Receives** the letter regarding the consultation on reducing speed limits on Rangiora Woodend Road from Woodend Community Association. (Trim 180911104072).

CARRIED

9 **CHAIRPERSON’S REPORT**

9.1 **Chair’s Diary for August - September 2018**

Moved J Watson seconded C Greengrass

**THAT** the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** report No. 180910103648.

CARRIED

10 **MATTERS REFERRED FOR INFORMATION**

10.1 **Oxford-Ohoka Community Board meeting minutes – 9 August 2018** (Trim No. 180801086128).

10.2 **Woodend-Sefton Community Board meeting minutes – 13 August 2018** (Trim No. 180807088486).

10.3 **Rangiora-Ashley Community Board meeting minutes – 8 August 2018** (Trim No. 180731085593).

10.4 **Youth Council meeting minutes – 26 June 2018**.

10.5 **Annual Report: Dog Control 2017/2018 – report to District Planning and Regulation Committee 21 August 2018** (Trim No 180704074535).

10.6 **Annual Report to the Alcohol Regulatory and Licensing Authority 2018 – report to District Planning and Regulation Committee 21 August 2018** (Trim No 180731085418).
10.7 **NZTA Investment Audit Report – report to Utilities and Roading Committee 21 August 2018** (Trim No 180809089507).

10.8 **Approval of the 2018/19 Roading Programme – report to Utilities and Roading Committee 21 August 2018** (Trim No 180529059018).

10.9 **Seal Extensions and Roading Subdivision Contribution Budget – report to Utilities and Roading Committee 21 August 2018** (Trim No 180511051675).

10.10 **Approval of New Footpaths Programme – report to Utilities and Roading Committee 21 August 2018** (Trim No 180502047634).

Moved J Watson seconded S Stewart

**THAT** the Kaiapoi-Tuahiwi Community Board receives the information in items 10.1-10.10.

**CARRIED**

11 **MEMBERS’ INFORMATION EXCHANGE**

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

**S Stewart**

An update was provided from the Waimakariri Water Zone Committee. The draft Zone Implementation Plan Addendum (ZIPA) should be out today for consultation and this is open until October 12. There will be a presentation from the Committee Chair as part of the All Boards Briefing on Monday 24 September. S Stewart suggested that members read through this document, noting the surface water issue, the nitrate problems in Kaiapoi River, Ohoka Stream and Silverstream. There are potentially long term issues with the groundwater which supplies the drinking water and Council staff have asked that there be limits in place in nitrate levels to protect the drinking water supplies in the district.

This is a non RMA process which means that the community are asked to provide feedback, rather than formal submissions. This is a non-statutory document, and is a suite of recommendations for this Council and ECan to consider and action accordingly. This could also potentially mean the Council stepping up to undertake work it has not traditionally undertaken. The ZIPA is to be part of the Land and Water Regional Plan which is a statutory plan and will be publicly notified by July 2019.

Mr Palmer noted that the ZIPA is now available on the ECan website and it is being emailed out to all Board members. Mr Palmer said an option is for all the Community Boards to choose to present a joint submit.

S Stewart noted the complaints received about Kairaki Creek, where whitebaiters are closing the gates and this is impacting on long finned eels which are then having great difficulty surviving. WDC staff are working on remediating this issue working with ECan staff, as the responsibility for the Creek is split between the two authorities.

S Stewart is involved with the Flaxton Road redesign and it is planned to have a solution that will create a nice entranceway and fix the issues with Pond C, located on the corner of Flaxton and Fernside Roads. Mr Palmer added that from a roading prospective, Council needs to think about the hierarchy from Ohoka Road all the way to West Belt, where priorities are, and there is a need to bring multiple areas together.
M Pinkham

Attended the KPA committee meeting.
Attended a Stakeholder meeting regarding the upcoming Carnival.
Attended the Town Centre public meeting on 23rd August.
Attended the Wellbeing Trust meeting on 27 August, congratulated the group on winning the award at the ENC Business Awards.

Attended a meeting looking at setting up a 10k running event in Kaiapoi in 2019.
Attended the Regeneration Steering Group meeting on 3 September

John Meyer

Attended the Darnley Club AGM.

Attended the picnic event to mark the first birthday of the Food Forest on Sunday 16 September.

Attended a forum in Wellington on Climate Change, also attended by A Blackie. Interesting speakers and major decisions to be made in the future but noted advantages with the short coastline in this district. There was a large attendance at the forum.

A Blackie

Added some comments on the Climate Change forum which was a very interesting meeting. Sea level rise is now a given, the hydrostatic pressure up to a kilometre inland will have an impact. There was discussion on the responsibilities of coastal settlements and should any developments be restricted and does the Council get involved with this?

A Blackie advised that as part of the Canon Camera Awards, Clarkville School pupils have won an award for all their work at Silverstream Reserve.

Chris Greengrass

Attended Kaiapoi Promotions Association Stakeholders’ meeting.

Attend the AGM of the Waimakariri Access Group– noting there is a new Chairperson of this group

Attended the Food Forest first birthday celebrations

Regarding the Cass Street footpath – noted that this is not in good condition, A Blackie noted that it will be a year before work is undertaken on this, to coincide with other work in the area.

You Me We Us have the spring festival coming up on Sunday 30 September. Party in the Park. Kaiapoi businesses are dressing up their windows in spring style.

You Me We Us AGM is being held this evening at Jagz, Sovereign Palms at 6.30pm.

Regarding the major road works at the end of Bracewell Street, workers are doing a great job keeping everyone safe – complimented the workers of Texco.
J Watson

Attended the Food Forest first birthday. Complimented the work associated with the Food Forest, this has created a wonderful hub for the Regeneration Area.

J Meyer noted that there are many visitors from outside the district to the food forest.

12 CONSULTATION PROJECTS

Earthquake-prone Buildings Legislation
Consultation closes Thursday 20 September 2018.

Draft Reserves Master Plan – Regeneration
Consultation closes Friday 5 October 2018.
https://www.waimakariri.govt.nz/have-a-say/lets-talk/consultations/draft-reserves-master-plan-regeneration

13 REGENERATION PROJECTS

13.1 Town Centre, Kaiapoi
Updates on the Kaiapoi Town Centre projects are emailed regularly to Board members. These updates can be accessed using the link below:

13.2 Kaiapoi Regeneration Steering Group
The next meeting of the Kaiapoi Regeneration Steering Group will be held in Meeting Room 1, Ruataniwha Kaiapoi Civic Centre, 4pm on Monday 1 October 2018. This meeting is open to the public.

14 BOARD FUNDING UPDATE

14.1 Board Discretionary Grant
Balance as at 12 September 2018: $5048 (including carry forward).

14.2 General Landscaping Budget
Balance as at 12 September 2018: $84,420 (including carry forward).
15 MEDIA ITEMS

16 QUESTIONS UNDER STANDING ORDERS
There were no questions.

17 URGENT GENERAL BUSINESS UNDER STANDING ORDERS
There was no urgent general business.

NEXT MEETING
The next meeting of the Kaiapoi-Tuahiwi Community Board is scheduled for 4pm, Monday 15 October 2018 at the Ruataniwha Kaiapoi Civic Centre.

There being no further business, the meeting closed at 5.15pm.

CONFIRMED

____________________________________
Chairperson

____________________________________
Date
**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR INFORMATION**

**FILE NO:** GOV-18 / 180921109749

**REPORT TO:** Council

**DATE OF MEETING:** 2 October 2018

**FROM:** David Ayers, Mayor

**SUBJECT:** Mayor's Diary 28 August to 24 September

1. **SUMMARY**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Tuesday 28 August</td>
<td>WDC meeting with Christchurch City Council to discuss Waimakariri in the GPS context</td>
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<td>CREDS Productivity Workshop for Mayoral Forum</td>
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<td>Youth Council Meeting</td>
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<tr>
<td>Wednesday 29 August</td>
<td>Road Safety Day at Kaiapoi High School</td>
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<td>Farewell to Les Pester: WDC Controller</td>
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<td>Visited sheep milking farm, Clarkville</td>
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<td>Met with Ashgrove School student to discuss Matariki</td>
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<td>Met with Mark Patterson, NZ First List MP – general matters</td>
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<td>Thursday 30 August</td>
<td>Attended MainPower and MainPower Trust AGMs</td>
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<td></td>
<td>Hosted Ashgrove School group visit to the Council</td>
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<td>Waimakariri Water Zone Committee Briefing</td>
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<tr>
<td>Friday 31 August</td>
<td>ENC Business Awards, Ohoka</td>
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<tr>
<td>Saturday 1 September</td>
<td>Attended Kaiapoi Riverside Bowling Club Opening</td>
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<tr>
<td>Monday 3 September</td>
<td>Interview with David Hill, North Canterbury News</td>
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<td>Date</td>
<td>Event</td>
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<tr>
<td>Tuesday 4 September</td>
<td>Compass FM interview</td>
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<td>Met with Bees Club re Kaiapoi Regeneration Area</td>
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<td>Thursday 6 September</td>
<td>Regional Transport Committee Meeting</td>
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<td>Canterbury Mayoral Forum Working Dinner</td>
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<td>Friday 7 September</td>
<td>Canterbury Mayoral Forum meeting</td>
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<td>Canterbury Civil Defence Emergency Management Joint Committee Meeting</td>
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<td>Saturday 8 September</td>
<td>Woodend Bowling Club Opening</td>
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<td></td>
<td>Rangiora Bowling Club Opening</td>
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<td></td>
<td>Waimakariri Yacht Club Opening, Kairaki</td>
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<tr>
<td>Monday 10 September</td>
<td>Waimakariri Water Zone Committee Workshop and meeting</td>
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<td>Woodend-Sefton Community Board</td>
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<tr>
<td>Tuesday 11 September</td>
<td>Compass FM Interview</td>
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<tr>
<td>Wednesday 12 September</td>
<td>Attended National Land Transport Programme Discussion, Christchurch</td>
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<td>Launch of Social Recovery 101, Pines Beach</td>
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<td></td>
<td>Attended Rangiora Players Production</td>
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<tr>
<td>Thursday 13 September</td>
<td>Te Taura Whiri i te Reo Māori: Ashgrove School</td>
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<td></td>
<td>Clean NZ Week: Presented certificates to students from North Loburn, Ashley, Ashgrove and Swannanoa Schools</td>
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<tr>
<td>Friday 14 September</td>
<td>Attended Women’s Suffrage Commemoration (125 Years), Christchurch</td>
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<td>Greater Christchurch Partnership Committee</td>
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<td></td>
<td>Interview with David Hill, North Canterbury News</td>
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<tr>
<td>Saturday 15 September</td>
<td>Attended Mandeville Shops Grand Opening</td>
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<td>Rangiora Volunteer Fire Brigade Gold Star Presentation</td>
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<td>Sunday 16 September</td>
<td>Woodend School Fair</td>
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<td>Food First Forest Birthday, Kaiapoi</td>
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<tr>
<td>Monday 17 September</td>
<td>Met with Waimakariri Irrigation Ltd – general catch-up</td>
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<td></td>
<td>Kaiapoi-Tuahiwi Community Board</td>
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<td></td>
<td>Attended You Me Us AGM, Kaiapoi</td>
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<td></td>
<td>Attended Rangiora Brass Band AGM</td>
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<td>Tuesday 18 September</td>
<td>Compass FM Interview</td>
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<td>Wednesday 19 September</td>
<td>CDEM Exercise Pandora 2018</td>
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<td>Woodend Friendship Club – talk on Passchendaele</td>
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<td></td>
<td>Attended Canterbury Business Awards, Christchurch</td>
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<tr>
<td>Thursday 20 September</td>
<td>Attended Ratana Church centenary event, Tuahiwi Maree</td>
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<td>Museum Exhibition Opening</td>
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<tr>
<td>Friday 21 September</td>
<td>Interview with David Hill, North Canterbury News</td>
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<td>Waimakariri Water Zone Committee Workshop</td>
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<td></td>
<td>Attended Pegasus Bay Art Show Opening</td>
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<tr>
<td>Saturday 22 September</td>
<td>Attended North Canterbury Expo</td>
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<tr>
<td>Sunday 23 September</td>
<td>Attended Ten Years at Pegasus event</td>
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</tbody>
</table>
THAT the Council:

a) Receives report No. 180921109749.

David Ayers
MAYOR