



WAIMAKARIRI
DISTRICT COUNCIL

Council Agenda

Tuesday 6 July 2021

Commencing at 1.00pm

**Function Room
Rangiora Town Hall
303 High Street
Rangiora**

Members:

Mayor Dan Gordon
Councillor Neville Atkinson
Councillor Kirstyn Barnett
Councillor Al Blackie
Councillor Robbie Brine
Councillor Wendy Doody
Councillor Niki Mealings
Councillor Philip Redmond
Councillor Sandra Stewart
Councillor Joan Ward
Councillor Paul Williams

The Mayor and Councillors

WAIMAKARIRI DISTRICT COUNCIL

A meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in **FUNCTION ROOM, RANGIORA TOWN HALL 303 HIGH STREET, RANGIORA** on **TUESDAY 6 JULY 2021** commencing at **1pm.**

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

Conflicts of interest (if any) to be reported for minuting.

3. **ACKNOWLEDGEMENTS**

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of a meetings of the Waimakariri District Council held on 1 June 2021 and 22 June 2021**

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of meetings of the Waimakariri District Council held on 1 June 2021.

19 – 28

- (b) **Confirms**, as a true and correct record, the circulated minutes of meetings of the Waimakariri District Council held on 22 June 2021.

29 - 47

MATTERS ARISING

4.2. **Minutes of the public excluded meeting of the Waimakariri District Council held on 1 and 22 June 2021**

(Refer to public excluded agenda)

5. **DEPUTATIONS AND PRESENTATIONS**

- 5.1 Haidee Scott from the Canterbury District Health Board will outline the COVID-19 vaccination programme for Canterbury.

6. **ADJOURNED BUSINESS**

There is no adjourned business.

7. **RECOVERY PROJECTS**

7.1 **COVID-19 RECOVERY PLANNING / SHOVEL READY PROJECTS**

Refer to Public Excluded agenda item 19.3.

7.2 **29-30 MAY 2021 ADVERSE WEATHER EVENT RECOVERY**

Simon Hart (Recovery Manager) will provide a verbal update on the community recovery from the adverse weather event that caused flooding through the District in late May.

8. **REPORTS**

8.1. **May 2021 Flood Event and Emergency Works Update – G Cleary (Manager Utilities and Roading)**

48 - 121

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210625103046;
- (b) **Approves** the unbudgeted expenditure to date on infrastructure services in responding to the flood event and estimated total unbudgeted expenditure of up to \$3.5 million for responding to and recovering from the flood damage;
- (c) **Notes** that staff will bring a further report to the August Council meeting to give an update and refined cost estimate and rating implications;
- (d) **Notes** that staff will work with Waka Kotahi, insurers and other external parties to seek funding for the works where available;
- (e) **Circulates** this report to all Community Boards for information.

8.2. **Setting of Speed Limits Rule 2021 Consultation - J McBride (Roading and Transport Manager) and S Binder (Transportation Engineer)**

122 - 157

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210624102345;
- (b) **Approves** the draft submission to the New Zealand Transport Agency on the Setting of Speed Limits Rule 2021 (TRIM 210616097096).

- (c) **Circulates** this report to Community Boards for information.

8.3. **Approval to Consult on Speed Limit Reviews for Town Entrances and Other Specified Locations Update - J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

158 - 193

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 210518079154;
- (b) **Approves** consultation being carried out on the proposed speed limit changes shown in Table 1 to Table 9 below:

Table 1. Proposed Speed Limits for Woodend Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Gladstone Road , east of Petries Road to end of road.	70	60	60
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50	50
Petries Road , Gladstone Road to Copper Beech Road.	60	50	50
Copper Beech Road , Petries Road to Woodend Beach Road.	60	N/A	50
Evergreen Drive , entire length.	60	N/A	50

Table 2. Proposed Speed Limits for Ashley Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Stokes Road , entire length.	100	60	60
Kaiapoi Pa Road , entire length.	100	60	60
Preece Road , entire length.	100	60	60
Wards Road , entire length.	100	60	60

Table 3. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60	60

Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60	60
Wilson's Road , entire length.	100	60	40
Woodside Road , current 70 km/h zone.	70	60	60
Commercial Road , unsealed section.	100	60	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60	60
Somerset Drive , entire length.	100	60	60
High Street , north of Queen Street to Ashley Gorge Road.	70	60	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60	60
Main Street , Urban area from east of High St to west of Harewood Road. <i>Note – The Community Board has requested 40km/h east of High St to Harewood Rd</i>	50	50	50
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	N/A	60
Weld Street , High St to 400 m along Weld St.	80	N/A	50
Bush Road , Bay Rd to Mill Rd.	100	N/A	60
Bush Road , Mill Rd to Gammans Rd.	100	N/A	60
Mill Road , 100 km/h zone.	100	N/A	60
Crallans Drain Road , entire length.	100	N/A	60

Table 4. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Camside Road , sealed section (280 m).	100	60	60
Camside Road , unsealed section.	100	60	60
Okaihau Road , entire length.	100	60	60
Waikoruru Road , entire length.	100	60	60
Topito Road , unsealed section.	100	60	60
Bramleys Road , unsealed section.	100	60	60
Cox Road , entire length.	100	60	60
Power Road , entire length.	100	60	60
Youngs Road , entire length.	100	60	60
Marsh Road , entire length.	100	60	60

Table 5. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed to Community	Proposed
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		Boards (km/h)	to Consult (km/h)
Threlkelds Road , entire length.	100	80	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60	60
Birchdale Place , entire length.	70	60	60
Wilson Drive , entire length.	70	60	60
Keetly Place , entire length.	70	60	60
Whites Road , Mill Road to end of current 70 km/h zone.	70	60	60
Bradleys Road , Mill Rd to 20 m north of Halffield Drive.	70/100	60	60
Halffield Drive , entire length.	100	60	60
Orbiter Drive , entire length.	100	60	60

Table 6. Proposed Speed Limits on Kaiapoi Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Giles Road , Ohoka Road to just south of Neeves Road.	100	60	60
Giles Road , south of Neeves Road to Tram Road.	100	80	80
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	60	60
Island Road , 50 km/h sign to Tram Road.	100	80	80
William Coup Road , entire length.	100	80	80
Orchard Place , entire length.	100	60	60
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	80	80
Raven Quay , east of Rich Street to western end.	50	30	30
Charles Street , Jones Street to Jollie Street.	50	30	30
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	30	30
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	80	80

Table 7. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Camwell Park , entire length.	100	60	60
Todds Road , 64 Todds Road to Fernside Road.	70/80	50	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60	60
Fernside Road , Flaxton Road to Lineside Road.	100	80	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80	80
Johns Road , current 70 km/h zone.	70	50	50
Johns Road , 100 km/h zone to Swannanoa Road.	100	80	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	50	60
Lehmans Road , Oxford Road to Fernside Road.	100	80	80
Plaskett Road , Fernside Road to Oxford Road.	100	80	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary.	100	60	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	60/80	80
Oxford Road , current 70 km/h zone.	70	50	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80	80

Table 8. Proposed Speed Limits for Cust Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50/60	50
Cust Road , 1776 Cust Road to the western 80 km/h threshold.	80	60	80
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80	80

Earlys Road , Cust Road to 100 km/h sign.	60	50	50
Earlys Road , 100 km/h sign to 80 km/h sign (West Eyreton)	100	80	80
Crysell Avenue , entire length.	100	80	80
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50	50
McKays Lane , entire length.	60	50	50
Mill Road , current 60 km/h zone.	60	50	50
Mill Road , 100 km/h zone to Terrace Road.	100	80	80

Table 9. Proposed Speed Limits for Sefton Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	N/A	60

- (c) **Notes** that staff are recommending that consultation on Main Street Oxford is not undertaken at this stage as there is no budget allocated for infrastructure required to achieve a 40km/h speed along the street and as such this cannot be supported on a technical basis;
- (d) **Notes** that should consideration be given to a 40km/h speed limit on Main Street Oxford (Burnett St to Bay Rd) then budget of approximately \$450,000 would need to be allocated to allow for infrastructure changes to support the lower speed. It is recommended that this be considered as part of the next Annual Plan process and this would also ensure adequate resourcing would also be available to deliver the project;
- (e) **Notes** that there will be investment required to support the proposed 50 km/h speed limit on Cust Road (through the township);
- (f) **Notes** that pre-engagement will be carried out in early August, with consultation occurring from mid-August to mid-September;
- (g) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Boards and then Council for approval;
- (h) **Notes** that any submission on the new proposed speed limits, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and the New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.

8.4. **Ohoka Road fence financial contribution request for consideration – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

194 - 216

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210624102113;
 - Either:**
 - (b) **Agrees** to cover the cost of materials and consenting for a new 2.4m high fence for seventeen properties along Ohoka Road, and;
 - (c) **Approves** the allocation of \$117,300 of budget for fencing costs;
 - Or:**
 - (d) **Declines** the request to fund fencing materials and consenting cost ;
 - And:**
 - (e) **Circulates** this report to Utilities & Roading Committee for information.

8.5. **Reallocation of Budget to Minor Safety Projects– J McBride (Roading and Transport Manager)**

217 - 221

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210618098882;
- (b) **Approves** the reallocation of \$147,000 from the Travel Demand Management Budget (PJ 101389.000.5135) to the Minor Safety budget (PJ 100185.000.5133) to cover Council share of the additional safety works;
- (c) **Approves** the Minor Safety budget (PJ 100185.000.5133) being increased by \$300,000;
- (d) **Notes** that Travel Demand Management Budget will decrease to \$444,000 and that the full budget will not be spent this year and budget has been allocated through the Long Term Plan for future needs, as such any remaining budget will be unspent;
- (e) **Notes** that the Council share of the additional safety works is \$147,000 and the Waka Kotahi share is available within the Low Cost Low Risk activity class and is already approved;
- (f) **Notes** that works have begun to ensure that the maximum Waka Kotahi co-funding can be utilised within the current financial year;
- (g) **Notes** that works brought forward are from a prioritised list of known safety issues within the district;
- (h) **Circulates** this report to Utilities & Roading Committee for information.

8.6. **2021-31 Long Term Plan Amendments to Waste Management and Minimisation Plan 2018 – K Waghorn (Solid Waste Asset Manager)**

222 - 236

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210622100326.
- (b) **Notes** that the Ministry for the Environment informed staff that we could advise minor changes to the Waste Management & Minimisation Plan's Action Plans and Funding statement through the Long Term Plan consultation process to ensure the proposed change in part-funding services and diversion activities from levy funds meets legislative requirements.
- (c) **Approves** the following amendments as indicated in **red** to Part B of the Waste Management & Minimisation Plan 2018:
- a. Section 1 – 1.1 Action Plan
- i. Page 21, Objective 1: *Our community has opportunities for avoiding or reducing waste at source*. Add in Levy funding for Action 1.4 as per **Table A**.
- ii. Page 21, Objective 2: No changes proposed for Objective 2 *Council works with other councils, central government, industry and other parties to improve product stewardship* as per **Table A**.

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
1. Our community has opportunities for avoiding or reducing waste at source	1.1 Circulate educational information to promote Council's waste management and minimisation services	Existing	Ongoing	Levy Rates
	1.2 Provide educational programmes and support other programmes aimed at waste management and minimisation and sustainability e.g. boomerang bags and 'no plastic straw' campaign	Existing	Ongoing	Levy
	1.3 Establish an educational facility for promotion of waste management and minimisation at the Southbrook RRP as part of the planned upgrade of the Southbrook RRP	New	By 2022/23	Levy Rates
	1.4 Support organisations leading litter clean-up and campaigns at raising awareness of waste minimisation, potentially by means of grants	Existing	Ongoing	Rates Levy
	1.5 Collaborate with other councils, to promote waste management and minimisation and waste acceptance criteria in a regionally and nationally consistent way	Existing	Ongoing	Levy Rates
	1.6 Promote and support existing waste minimisation and resource efficiency initiatives targeting local industry	Existing	Ongoing	Levy

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
2. Council works with other councils, central government, industry and other parties to improve product stewardship	2.1 Advocate to government, possibly via a coordinated approach with other organisations, such as Canterbury Waste Joint Committee, Local Government New Zealand and WasteMINZ	Existing	Ongoing	Rates
	2.2 Promote and support product stewardship programmes operating in-district	Existing	Ongoing	Rates Levy

Table A: Objectives 1 and 2

- iii. Page 22, Objective 3. *Our community has opportunity to maximise the diversion of material for reuse, recycling or recovery.* Add a new Action 3.2 which is existing and ongoing and to be funded by Rates and Levy; change wording in Actions 3.3, 3.6 and 3.8; and add Levy funding for Actions 3.3, 3.5, 3.6 and 3.7 as per **Table B**.

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
3. Our community has opportunity to maximise the diversion of material for reuse, recycling or recovery	3.1 Refine and publish Council's policy regarding the extent of kerbside collection service, both the urban/rural boundaries and the residential/commercial extent of services.	New	2018/19	Rates
	<u>3.2 Continue to provide kerbside collection services for diverted materials to properties within existing collection areas, and expand the collection areas as development occurs at their boundaries and also in response to public demand where this is economically viable.</u>	Existing	Ongoing	Rates Levy
	<u>3.3 Continue to provide services for diverted materials at RRP and Transfer Station facilities (Oxford TS and Southbrook RRP), and improve facilities</u> to expand associated services for diverted material.	Existing	Ongoing	Gate fees Rates Levy
	<u>3.4 Upgrade Southbrook RRP and Oxford TS facilities to increase capacity when required.</u>	New	2018 to 2022	Gate fees Rates Levy
	<u>3.5 Optimise the separation of diverted material at the RRP and TS facilities through procurement processes and contractual agreements</u>	New	2018/19 and ongoing	Rates Levy
	3.6 Use financial incentives to encourage the separation of <u>diverted materials (including reusable, recyclable and hazardous materials)</u> from the waste stream.	Existing	Ongoing	Gate Fees Levy
	3.7 Investigate the feasibility of providing recycling bins alongside litter bins in the District, and implement where appropriate.	Existing	Ongoing	Rates Levy
	3.8 Maintain existing drop-off points for diverted material in beach townships, investigate the feasibility of establishing	Existing	Ongoing	Rates Levy

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
	recycling drop-off points at suitable locations for rural resident use, including trialling new locations, <u>and - if feasible - establish and operate recycling drop-off points at suitable locations for rural resident use.</u>			

Table B: Objective 3

- iv. Page 23, Objective 4. *The range of diverted material will be improved and the quality of these materials enhanced.* Add two new Actions, 4.2 and 4.3, which are existing and ongoing and to be funded by Rates and Levy, as per **Table C**.
- v. Page 23, Objective 5. *Our community has access to services for effective and efficient management of waste that comply with current environmental and health practices.* Add Levy funding for Actions 5.2 and 5.3 as per **Table C**.
- vi. Page 23, No changes proposed for Objective 6. *The disposal of sewage treatment residuals complies with current environmental and health practices* as per **Table C**.
- vii. Page 23, Objective 7. *Our community is informed and educated about hazardous waste and residual waste.* Add Levy funding for Action 7.1 as per **Table C**.

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
2. The range of diverted material will be improved and the quality of these materials enhanced	4.1 Continue monitoring the composition of waste going to landfill through SWAP studies and investigate further waste minimisation measures when warranted.	Existing	Ongoing	Levy Rates
	<u>4.2 Undertake kerbside bin audits to ensure quality criteria are met for diverted materials.</u>	Existing	Ongoing	Rates Levy
	<u>4.3 Investigate, and invest in, regional diversion initiatives and infrastructure in partnership with other organisations and businesses.</u>	Expansion	Ongoing	Levy Rates
3. Our community has access to services for effective and efficient management of waste that comply with current environmental and health practices	5.1 Continue to provide litter collection bins at certain locations throughout the District.	Existing	Ongoing	Rates
	5.2 Ensure that littering and illegal dumping in public places is managed effectively.	Existing	Ongoing	Rates Levy
	5.3 Maintain existing RRP and Transfer Station facilities (Oxford TS and Southbrook RRP) and associated services for waste disposal, including domestic hazardous waste disposal.	Existing	Ongoing	Rates Levy
	5.4 Ensure all resource consent requirements for Council owned solid waste services, facilities and closed landfills are complied with.	Existing	Ongoing	Rates Gate fees
4. The disposal	6.1 Disposal of screenings from the	Existing	Ongoing	Rates

Objective	Action	New/ existing	Implementati on timeframe	Fundi ng sourc e
of sewage treatment residuals complies with current environmental and health practices	Council's wastewater treatment plant (WWTP) at Kate Valley landfill and dewatered sewage sludge at Christchurch City Council's Bromley WWTP, or alternative facility or site if feasible.			
5. Our community is informed and educated about hazardous waste and residual waste	6.2 Carry out educational campaigns to raise awareness about littering, including larger scale illegal dumping, when warranted.	Existing	Ongoing	Rates Levy

Table C: Objectives 4, 5, 6 and 7

b. Section 2 Funding

- i. Page 24 *2.1 Funding the plan*. Add a sixth bullet point "Waste minimisation levy" so that the wording reads: "The action plan will be funded using the suite of tools available to Council in the delivery of solid waste services. The activities will be funded by:

- General rates
- Targeted rates
- Fees and charges (including gate fees, licensing fees, user pays)
- Subsidies and grants
- Debt (if required)
- [Waste minimisation levy](#)

Through the action plan, it is expected that the cost for the provision of the services will increase from \$7,300,000 in 2017/18 to \$11,100,000 in 2022/23 when new services are fully introduced and facility upgrades are complete."

- ii. Page 24 *Waste minimisation levy funding expenditure*. Change the wording of this paragraph to read "Council will use the Waste Minimisation Levy funding income to fund waste education, investigations, trials, [waste diversion and minimisation services](#), to fund capital expenditure for diversion facility upgrades [within the Waimakariri District, and to fund regional and national waste diversion and minimisation initiatives](#)."
- iii. Page 24 *2.2 Grants*: no changes proposed.

c. Section 3 Reporting

- i. Page 25 *3.1 Monitoring and evaluation*: no changes proposed.

- ii. Page 25 3.2 *Reporting*. Change the wording in the final paragraph to read “The Council will also provide progress reports of expenditure of its waste levy funds, and on the quantities of waste and diverted materials received at and leaving its facilities, to the Ministry for the Environment”.
- (d) **Notes** that Solid Waste staff will work with the Communications Team to ensure that the community is advised about these amendments to the WMMP, and the reasoning behind the amendments.

8.7. **Green Space Natural Environment Strategy - V Spittal (Senior Policy Analyst)**

237 - 246

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210621099990.
- (b) **Endorses** the development of the natural environment strategy (title to be confirmed).
- (c) **Appoints** Councillors Stewart and Blackie to the Project Control Group for the natural environment strategy.

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

9.1. **Approval to Consult on Speed Limit Reviews undertaken for Town Entrances and Other Specified Locations – J McBride (Roading and Transport Manager and A Mace-Cochrane (Graduate Engineer)**

This matter was considered by each of the Community Boards, relevant to their areas, at recent meetings held on:

Woodend-Sefton Community Board - 10 May 2021

Rangiora-Ashley Community Board – 12 May 2021

Kaipoi-Tuahivi Community Board – 17 May 2021

Oxford-Ohoka Community Board – 9 June 2021

The staff report Item 8.3 in this agenda, includes the recommendations to Council from each of the Community Boards.

10. **HEALTH & SAFETY**

10.1. **Health and Safety Report June 2021 – J Harland (Chief Executive)**

247 - 261

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210622100846
- (b) Notes that there was one notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

11. **COMMITTEE MINUTES FOR INFORMATION**

- 11.1. Minutes of a meeting of the Audit and Risk Committee meeting of 18 May 2021 262 - 272
- 11.2. Minutes of a meeting of the Utilities and Roading Committee of 18 May 2021 273 - 279
- 11.3. Minutes of a meeting of the Community and Recreation Committee of 18 May 2021 280 - 289
- 11.4. Minutes of a meeting of the Utilities and Roading Committee of 15 June 2021 290 - 299
- 11.5. Minutes of a meeting of the District Planning and Regulation Committee of 15 June 2021 300 - 305
- 11.6. Minutes of a meeting of the Community and Recreation Committee of 22 June 2021 306 - 310

RECOMMENDATION

THAT Items 11.1– 11.6 be received for information.

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 12.1. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 17 May 2021 311 - 323
- 12.2. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 9 June 2021 324 - 338
- 12.3. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 9 June 2021 339 - 347
- 12.4. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 14 June 2021 348 - 354
- 12.5. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 21 June 2021 355 - 364

RECOMMENDATION

THAT Items 12.1– 12.5 be received for information.

13. **REPORT FOR INFORMATION**

- 13.1. **Naming of new Reserves in the Regeneration areas – Duncan Roxborough (Implementation Project Manager, District Regeneration) – report 210610092935 to the Kaiapoi Tuahiwi Community Board meeting of 21 June 2021** 365 - 373

RECOMMENDATION

THAT the Council:

- (a) **Receives** Item 13.1 for information.

14. **CORRESPONDENCE**

Nil.

15. MAYOR'S DIARY**15.1. Mayor's Diary 26 May – 29 June 2021**

374 - 379

RECOMMENDATION

THAT the Council:

- (a)
- Receives**
- report no. 210630105916.

16. COUNCIL PORTFOLIO UPDATES

- 16.1. **Iwi Relationships** – Mayor Dan Gordon
 16.2. **Canterbury Water Management Strategy** – Councillor Sandra Stewart
 16.3. **International Relationships** – Deputy Mayor Neville Atkinson
 16.4. **Regeneration (Kaiapoi)** – Councillor Al Blackie
 16.5. **Climate Change and Sustainability** – Councillor Niki Mealings
 16.6. **Business, Promotion and Town Centres** – Councillor Joan Ward

17. QUESTIONS*(under Standing Orders)***18. URGENT GENERAL BUSINESS***(under Standing Orders)***19. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED***Section 48, Local Government Official Information and Meetings Act 1987*

RECOMMENDATION

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

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
19.1	Minutes of Council public excluded portion of Council meeting of 1 June 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.2	Minutes of Council public excluded portion of Council meeting of 22 June 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)

REPORTS				
19.3	Report of R Kerr (Delivery Manager – Shovel Ready Programme), K Simpson (3 Waters Manager) and G Cleary (Manager Utilities and Roding)	Kaiapoi Stormwater and Flooding Improvements – Shovel Ready	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.4	Report of D Young (Senior Engineering Advisor) and R Qu (Property Assets Advisor)	Objection to Road Stopping of Adderley Terrace	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.5	Report of C Brown (Manager Community and Recreation)	MainPower Stadium Lease with North Canterbury Sport and Recreation Trust	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.6	Report of K LaValley (Procurement Manager) and D Thompson (Prequalification Tender Manager)	Qualifying of Suppliers to Prequalification List – Tranche 2	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.7	Report of S Hart (Business and Centres Manager) and R Hawthorne (Property Manager)	Strategic Property Dealings, Rangiora	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.8	Report of M Griffin (Ecan Team Leader) and S Allen (Water Environment Advisor)	Waimakariri Zone Committee – 2021 Refresh Appointments	Good reason to withhold exists under Section 7	Section 48(1)(a)
PUBLIC EXCLUDED REPORT FOR INFORMATION				
19.9	From M Bacon to the DP&R Committee meeting of 15 June 2021	Plan Implementation (Planning) Unit Update	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
19.1 – 19.9	Protection of privacy of natural persons. To carry out commercial activities without prejudice	A2(a) A2(b)ii

CLOSED MEETING

See Public Excluded Agenda.

OPEN MEETING

20. **NEXT MEETING**

The next monthly meeting of the Council will occur on Tuesday 3 August 2021, commencing at 1pm in the Function Room, Rangiora Town Hall, 303 High Street, Rangiora.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN MEETING ROOM 1, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON TUESDAY 1 JUNE 2021 COMMENCING AT 1PM

PRESENT

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

IN ATTENDANCE

J Harland (Chief Executive), K Simpson (Three Waters Manager), K Waghorn (Solid Waste Asset Manager), S Hart (Business and Centres Manager), M Harris (Customer Services Manager), V Thompson (Business and Centres Advisor) and T Kunkel (Governance Team Leader).

1. **APOLOGIES**

There were no apologies received.

2. **CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

3. **ACKNOWLEDGEMENTS**

Mayor Gordon acknowledged the recent passing of Rev. Irving Rutherford on 14 May 2021. Rev. Rutherford had been a resident of Woodend for 12-years and was a founding member of both the Woodend Residents Association and The Woodpecker Newspaper. He and Councillor Barnett attended the memorial service for Rev. Rutherford on 29 May 2021.

Councillor Barnett commended the work that Rev. Rutherford did in the community and how she considered him a mentor that would be missed.

All present stood and observed a minutes silence.

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of a meeting of the Waimakariri District Council held on 4 May 2021**

Moved: Councillor Atkinson

Seconded: Councillor Redmond

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of meetings of the Waimakariri District Council held on 4 May 2021.

CARRIED

MATTERS ARISING

Councillor Barnett noted that staff were requested to submit a report to the Council on the concerns raised by Mr and Mrs Williams regarding the traffic noise on Ohoka Road and enquired as to the status of the report. Staff would follow up on the matter.

4.2. **Minutes of the public excluded meeting of the Waimakariri District Council held on 4 May 2021**

(Refer to public excluded agenda)

5. **DEPUTATIONS AND PRESENTATIONS**

Nil.

6. **ADJOURNED BUSINESS**

Nil.

7. **COVID-19 RECOVERY PLANNING / SHOVEL READY PROJECTS**

Nil.

8. **REPORTS**

8.1. **Southbrook Stormwater Pipeline – Southern Cross to Flaxton – K Simpson (Three Waters Manager)**

The report to request that part of the budget of the Southbrook Pipeline Stormwater Project be brought forward to the current financial year was taken as read.

There were no questions from Councillors.

Moved: Councillor Williams Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 210519080377.
- (b) **Approves** bringing forward \$171,350 of the existing \$350,000 budget in 2021/22 to 2020/21 for the Kingsford Smith Drive and Southern Cross Road parts of the Southbrook Pipeline - Southern Cross to Flaxton project under the Rangiora Urban Drainage account.
- (c) **Notes** that this would leave \$178,650 remaining in 2021/22 for the remaining Southern Cross Road to Flaxton Road stormwater pipe part of the project.
- (d) **Notes** that this work is funded by the Southbrook Drainage development contribution and there is no impact on rates.

CARRIED

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

9.1. **Sensitivity Expenditure Policies – J Millward (Manager Finance and Business Support)**

(Refer to attached copy of report no. 201420063774[v02] to the Audit and Risk Committee meeting of 18 May 2021)

The report on the Sensitivity Expenditure Policies was taken as read.

Councillor Barnett enquired if dinner with the Council's contractors was considered a 'gift' and therefore needed to be declared. J Harland confirmed

that dinner with the Council contractors was allowed, however, it would have to be recorded.

In response to a question from Councillor Mealings, Mayor Gordon advised that he reviewed the Chief Executive's expenditure and that Councillor Ward, as the Finance Portfolio holder, reviewed the Mayor's expenditure.

Moved: Councillor Barnett

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Approves** the Credit Card Policy (QD MGT Policy 003).
- (b) **Endorses** the Sensitive Expenditure Policies (QD MGT Policies 001 to 009).
- (c) **Notes** that these policies provide guidance and controls over Council's sensitive expenditure activities and provide greater assurance that public monies spend / receivables are appropriately managed.

CARRIED

Councillor Barnett commented on the extensive work done on reviewing the Council's Sensitive Expenditure Policies to ensure the policies were comprehensive and transparent.

9.2. Section 17A Review of Whole of Council Community and School Education Programmes – K Waghorn (Solid Waste Asset Manager)

(Refer to attached copy of report no.210419062950 to the Audit and Risk Committee meeting of 18 May 2021)

K Waghorn provided a brief overview of the findings of a Section 17A Review of the Council's Education Programmes that were delivered to the community and schools.

Councillor Stewart sought clarity on what advice and assistance would the Council be providing to local businesses on environmental sustainability. K Waghorn explained the recommendation to expand the EnviroSchools Programme, by investigating the delivery of additional environmental sustainable education programmes for all schools and the community and to provide advice and assistance for local businesses.

Councillor Stewart further enquired if a report would be submitted to the Council on the investigation of a possible Joint Environmental Sustainability Education Delivery Programme with neighbouring Councils. K Waghorn noted that the investigation had not commenced yet, however, once the work had been done a report would be submitted to the Council for consideration.

Councillor Doody questioned if there had been a large uptake of the Sustainable Living Education Programme's resources which were available on-line. K Waghorn advised that the uptake had been slow and the programme needed to be promoted extensively.

Moved: Councillor Brine

Seconded: Councillor Doody

THAT the Council:

- (a) **Continues** to partner with EnviroSchools Canterbury and co-fund delivery of the EnviroSchools Programme.

- (b) **Directs** staff to further investigate expanding the reach of the EnviroSchools Programme with additional funding from other department budgets and to bring a report to the Council on the outcomes of the investigations.
- (c) **Continues** to provide an alternative environmental sustainable education programme for all schools and the community, and to provide advice and assistance for local businesses, via an external contract that is sought through a contestable procurement process.
- (d) **Directs** staff to further investigate development of a Joint Environmental Sustainability Education Delivery Programme with neighbouring Councils prior to the end of the next education contract's term.
- (e) **Notes** that once a District Sustainability Strategy has been adopted the Council may choose to increase funding for education in order to expand the reach and scope of EnviroSchools Canterbury and the alternative environmental sustainable education programme.

CARRIED

Councillor Brine noted that the findings of the Section 17A Review had been discussed extensively at the previous Solid and Hazardous Waste Working Party meeting as well as at the previous Audit and Risk Committee meeting.

Councillor Doody commented on the importance of the Council's Education Programmes, as there was a need to educate as many people as possible on environmental sustainability.

Councillor Stewart supported the initiative to develop a joint Environmental Sustainability Education Delivery Programme with other Councils which was directed towards adult education rather than school educational programmes.

Councillor Williams concurred with the comments made by Councillor Stewart and stated that local Councils should work together on environmental sustainability training aimed at adults.

Mayor Gordon supported the motion as the importance of environmental sustainability education on all levels had been raised at working party discussions.

Councillor Mealings reported that Enterprise North Canterbury (ENC) was championing environmental sustainability education for adults. There was a need for a District Sustainability Strategy which would need funding in order to expand the reach and scope of sustainability education.

9.3. Adoption of the Cemetery Policy – Hearing Panel Recommendation – Councillors R Brine (Chair), W Doody and P Redmond)

(Refer to attached copy of report no. 210325049648 to the Community and Recreation Committee meeting of 18 May 2021)

M Harris presented the recommendations of the Hearing Panel that considered submissions to the draft Cemetery Policy. This was a new policy giving effect to the Cemetery Strategy adopted by Council in October 2020. She thanked the members of the hearing panel for their contribution to the drafting of the policy.

Councillor Williams enquired as to how the public would be made aware that the burial plots that they previously purchased would only be reserved for ten years. M Harris advised that the option had been investigated to avoid burial plots being reserved and not used. However, subsequent to deliberations the recommendation was not included in the draft Cemetery Policy. She noted

that under the Burial and Cremation Act, 1964 burial plots may be reserved for 60 years.

Councillor Mealings questioned if it was possible for people to 'land bank' burial plots. M Harris noted that it was unlikely as the Burial and Cremation Act, 1964 made provision for one burial plot per person.

Moved: Councillor Brine

Seconded: Councillor Doody

THAT the Council:

- (a) **Adopts** the draft Cemetery Policy (Trim: 200916122776), incorporating the changes made by the Hearing Panel and the Community and Recreation Committee as attached, to take effect on adoption.
- (b) **Notes** a copy of this report will be sent to the Community Boards for their information.

CARRIED

Councillor Brine thanked the staff and the other members of the hearing panel for the work that they had done on the draft Cemetery Policy.

Councillor Doody noted that there were some informative submissions and that the hearing panel learned a great deal about the cemeteries in the district. She elaborated on the unmarked graves that were found outside the Oxford Cemetery boundary as a matter that the Council would work through.

Councillor Williams concurred that it had been an interesting hearing with educational submissions.

10. **HEALTH & SAFETY**

10.1. **Health and Safety Report May 2021 – J Harland (Chief Executive)**

J Harland advised that the overall safety management of the Refurbishment Project was going well and 80 staff members had returned to the refurbished part of the Rangiora Civic building. It was anticipated that the remainder of the staff would return at the end on June 2021.

Moved: Councillor Atkinson

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** report No 210519079901.
- (b) **Notes** that there was one notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.
- (c) **Notes** that phase three of the Rangiora Service Centre Refurbishment Project is underway and on track.

CARRIED

11. **COMMITTEE MINUTES FOR INFORMATION**

11.1. Minutes of a meeting of the Land and Water Committee of 20 April 2021

11.2. Minutes of a meeting of the Utilities and Roading Committee of 20 April 2021

11.3. Minutes of a meeting of the Waimakariri Water Zone Committee of 3 May 2021

Moved: Councillor Doody

Seconded: Councillor Blackie

THAT the Council:

- (a) Receives Items 11.1 to 11.3 for information.

CARRIED

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

12.1. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 19 April 2021

12.2. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 5 May 2021

12.3. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 10 May 2021

12.4. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 12 May 2021

Moved: Councillor Doody

Seconded: Councillor Mealings

THAT the Council:

- (a) Receives Items 12.1 to 12.4 for information.

CARRIED

13. **REPORTS FOR INFORMATION**

Nil.

14. **CORRESPONDENCE**

Nil.

15. **MAYOR'S DIARY**

15.1. **Mayor's Diary 28 April – 25 May 2021**

Moved: Councillor Atkinson

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report no. 210525083394.

CARRIED

16. **COUNCIL PORTFOLIO UPDATES**

16.1. **Iwi Relationships – Mayor D Gordon**

Mayor Gordon reported that a Rūnanga meeting had been held. A meeting had also been held with Te Maire Tau and Tania Wati with staff regarding the District Plan Review. It was anticipated that the Rūnanga would have a hui to discuss special MR873 provisions in the next week.

16.2. **Canterbury Water Management Strategy – Councillor S Stewart**

Councillor Stewart advised that a CWMS Waimakariri Zone Committee Refresh was currently being undertaken. She served on the panel that interviewed six potential candidates to serve on the Waimakariri Zone

Committee. The Waimakariri Biodiversity Trust was having a meeting for potential trustees next week. The New Zealand Landcare Trust was investigating a proposal of a walking and cycleway through the Sparks property in Rangiora.

16.3. **International Relationships – Deputy Mayor N Atkinson**

No matters were discussed.

16.4. **Regeneration (Kaiapoi) – Councillor A Blackie**

Councillor Blackie noted that the whole of Murphy Park was flooded during the extreme weather event over the weekend, however, no flooding occurred in Norman Kirk Park. The land in Courtney Drive Reserve was munted and the Council would need to fund the rehabilitation of the land.

16.5. **Climate Change and Sustainability – Councillor N Mealings**

Councillor Mealings reported that an issue previously raised by the Audit and Risk Committee regarding the replacement of Light-Emitting Diode (LED) lighting should be reflected in the Council's cost savings and efficiencies. Staff were investigating and would prepare a response for the Committee.

The elected members' Sustainability Steering Group met on 20 May 2021 and received updates on progress with local food forests, the Honda Forest, and the ENC sustainability activities.

Councillor Mealings and staff met with the Chief Executive on 20 May 2021 to discuss the future of the Sustainability Strategy Stage 3, and the Climate Change Response Strategy. To date the Sustainability Strategy, and the planning for a Climate Change Response Strategy had been managed separately and governance arrangements had not been managed through a Council standing committee. The Chief Executive outlined a possible way forward, and emphasised the importance of measuring the outcomes that the Council was seeking to achieve.

Another E-bike demonstration for elected members and staff, this time with a local business (Ecoquip) selling more economical conversion kits, was held in the Council's car park on 27 May with approximately 20 participants test driving the bikes, and two sales confirmed.

16.6. **Business, Promotion and Town Centres – Councillor J Ward**

Councillor Ward noted ENC's revised website and that ENC had received a Commendation from Economic Development New Zealand (EDNZ) for its Covid-19 response in support of businesses.

Nominations were open for the 2021 North Canterbury Business Awards. This was a great opportunity for local businesses to receive the recognition they deserved. The 2021 Gala Evening would be held on 24 September 2021 at the Mainpower Stadium and tickets were available from Councillor Ward.

17. **QUESTIONS**
(under Standing Orders)

Nil.

18. **URGENT GENERAL BUSINESS**
(under Standing Orders)

Nil.

19. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Councillor Atkinson

Seconded: Councillor Mealings

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

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
19.1	Minutes of Council public excluded portion of Council meeting of 4 May 2021	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
19.2	Report of S Hart (Business and Centres Manager)	North of High Parking Building Proposal	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.3	Report of D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)	Springbrook Flood Repairs Update	Good reason to withhold exists under Section 7	Section 48(1)(a)
19.4	Report of V Thompson (Business and Centres Advisor)	Bike Stands in the Waimakariri District	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
19.1 – 19.4	Protection of privacy of natural persons. To carry out commercial activities without prejudice	A2(a) A2(b)ii

CARRIED

The Public Excluded portion of the meeting occurred from 1.50pm to 2.25pm.

CLOSED MEETING

Resolution to resume open meeting

Moved: Councillor Redmond

Seconded Councillor Barnett

THAT the Council:

19.2 North of High Parking Building Proposal - S Hart (Business and Centres Manager)

Resolves that the recommendations (a) to (d) and (k) [excluding (e) to (j)] be made public, but the contents of this report remain public excluded, due to commercial sensitivity.

19.3 Springbrook flooding repairs – discussion on potential liability – D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)

Resolves that the recommendations be made public, but the contents of this report remain public excluded due to commercial sensitivity.

19.4 Locky Dock Bike Stands in the Waimakariri District – V Thompson (Business and Centres Advisor)

Resolves that the resolutions and report remain public excluded.

CARRIED

OPEN MEETING

19.2 North of High Parking Building Proposal - S Hart (Business and Centres Manager)

Moved: Councillor Atkinson

Seconded: Mayor Gordon

THAT the Council:

- (a) **Receives** report No. 210506072446.
- (b) **Notes** the background information provided in this report relating to the North of High development concept.
- (c) **Notes** the Council adopted the Rangiora Town Centre Strategy – Blueprint to 2030+ in July 2020, which was developed with specific and robust transport, parking and urban design advice.
- (d) **Notes** the updated information provided in this report relating to recent property owner discussions and draft Long Term Plan community consultation.
- (k) **Notes** that a subsequent report on this matter may not be considered until after Council has confirmed the 2021 – 2031 Long Term Plan, and that a future option for consideration of Council might be to retrospectively reorganise Rangiora Town Centre budget provision to achieve desired parking supply outcomes.

CARRIED

19.3 Springbrook flooding repairs – discussion on potential liability – D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)

Moved: Councillor Ward

Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 210517078489.

- (b) **Notes** that the work to repair and protect property in Springbrook Close has been completed.
- (c) **Notes** that the staff have concluded that there is no opportunity to seek funding from a third party.

CARRIED

20. **NEXT MEETING**

The next ordinary meeting of the Council would be held occur on Tuesday 6 July 2021, commencing at 1pm in the Function Room, Rangiora Town Hall, 303 High Street, Rangiora.

Prior to this, the Council will meet at 2.30pm on Tuesday 22 June 2021 to adopt the Long Term Plan 2021-2031.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 2.25PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date 22 June 2021

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET, RANGIORA, ON TUESDAY 22 JUNE 2021, COMMENCING AT 2.30PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors K Barnett (arrived at 2.36pm), A Blackie, W Doody, R Brine, N Mealings, P Redmond, S Stewart, J Ward and P Williams.

IN ATTENDANCE:

J Harland (Chief Executive), S Collins (Infrastructure Strategy Manager), K LaValley (Project Delivery Manager), M Harris (Customer Service Manager), M O'Connell (Senior Policy Analyst), and K Rabe (Governance Advisor).

1. APOLOGIES

Moved: Councillor Atkinson Seconded: Councillor Doody

An apology was received and sustained from K Barnett for lateness who arrived at 2.36pm.

CARRIED

2. CONFLICTS OF INTEREST

Mayor Gordon, as Chairman of the Waimakariri Arts Trust, declared a conflict of interest in any matters concerning the Trust.

3. ACKNOWLEDGEMENTS

Queens Birthday Honours

The Mayor acknowledged the recent Queens Birthday Honours presented to Councillor Alistair Blackie, for services to dentistry and local government and Gary Lang, for services to Special Olympics and the community. Mayor Gordon noted that Mr Lang was also active in the volunteer fire brigade, the RSA and Rotary.

4. CONFIRMATION OF MINUTES

4.1 Minutes of a meeting of the Waimakariri District Council held on Tuesday 25 May 2021

Moved: Councillor Atkinson Seconded: Councillor Stewart

THAT the Council:

- (a) **Confirms**, as a true and correct record, the Minutes of a meeting of the Waimakariri District Council held on Tuesday 25 May 2021.

CARRIED

5. MATTERS ARISING FROM THE MINUTES

Nil.

6. **REPORTS**

Mayor Gordon noted that Item 6.6 would be taken after Item 6.3 as the consideration of the amendments to the Fees and Chargers Schedule would need a decision prior to the adoption of the Long Term Plan.

Councillor Barnett arrived at 2.36pm.

6.1 **Submission on Ministry of Transport 'Green Paper' Transport Emissions – M O'Connell (Senior Policy Analyst)**

M O'Connell requested feedback on the Council's draft submission in response to the Ministry of Transport's 'Green Paper'.

Councillor Redmond sought clarity in regard to Question 7 Theme 2 "Improving our Passenger Vehicles". M O'Connell noted that this referred to aging vehicle fleets and consideration of retiring vehicles before they reach 14 years old. Councillor Redmond enquired about the status of classic or vintage cars and the provision of appropriate fuel to run these vehicles in the future.

Councillor Doody raised concern regarding the lack of suitable electric vehicles offered for farmers. Most electric vehicles were currently unable to manage rough terrain or the distances required, for travelling on the farm environment or when moving people or goods due to the isolated locations of most farms.

Councillor Atkinson suggested that the Council's submission should use the term 'alternative' rather than 'electric' as there were other options to electric being developed such as hydrogen.

Councillor Mealings drew attention to Chapter 9 "Supporting a Just Transition" question 12, stating that, in her opinion the National Policy Statement Urban Development (NPS-UD) was contradictory to the goals and efforts to develop Mass Rapid Transit / Public Transport, which stated intensification along transport corridors and the ability to make the most efficient use of existing infrastructure. In the Waimakariri District's semi-rural environment, out of sequence urban development also ran counter to the requirements to delete parking requirements from District Plans and noted that rural areas were poorly serviced, if at all, by public transport. Councillor Mealings noted that the Government was only considering urban areas and not taking into account rural areas.

Mayor Gordon noted the aspirations of the Government to move away from fossil fuel driven vehicles however, agreed that the Green Paper had not taken into account the farming community or the trade vehicles and therefore felt that the taxing of these industries was very unfair especially when there isn't viable alternatives and would like this point made in the submission.

Councillor Williams advised that at present, due to low water levels, New Zealand had been importing coal to generate electricity, and raised the question that if the country was already currently short of 'clean' electricity what measures were being put in place to provide for the required increase in clean electricity as the nation transitions to electric vehicles.

Councillor Barnett enquired if there was likely to be any funding assistance for rural areas during the transition phase. M O'Connell replied that there was no funding for rural areas and would therefore raise this question in the submission.

M O'Connell thanked the members for their feedback and undertook to include the comments raised in the Council's submission.

Moved: Councillor Redmond

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** report No. 210601087638.
- (b) **Notes** that because of the date when the submission is due (25 June 2021), the report and draft submission is presented at an extraordinary (LTP) meeting rather than at the ordinary scheduled meeting of first Tuesday of the month.
- (c) **Approves** the submission to the Ministry of Transport: *Hikina te Kohupara – Kia mauri ora ai te iwi: Transport Emissions* consultation document (No. 210517078299), subject to the changes agreed during the discussion being included in the final submission.

CARRIED

6.2 **Final Utilities and Rooding Activity Management Plans – G Cleary (Manager Utilities and Rooding) and S Collin (Infrastructure Strategy Manager)**

S Collin noted that the only changes to the Activity Management Plans (AMP) were those raised by submitters in their submissions to the 2021-2031 Long Term Plan (LTP). The AMP now matched the LTP document which would be considered later during the meeting.

Moved: Councillor Williams

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 210514077226.
- (b) **Approves** the following final versions of the 2021 Activity Management Plans for Rooding, Water, Wastewater, Drainage, Stockwater, and Solid Waste as supporting documents to the 2021-31 LTP.
 - i) **Introduction, IFR-02-01**, TRIM 200716088682
 - ii) **Rooding AMP, IFR-02-02**

Scheme / Document Reference	TRIM Number
Section 1 Executive Summary Waimakariri Transport AMP 2021	201208166991
Section 2 Introduction Waimakariri Transport AMP 2021	201208166992
Section 3 Levels Of Service Waimakariri Transport AMP 2021	201208166993
Section 4 Future Demand Waimakariri Transport AMP 2021	201208166995
Section 5 Risk Management Waimakariri Transport AMP 2021	201208167107
Section 6 Life Cycle Management Plan Waimakariri Transport AMP 2021	201208166996
Section 7 Financial Summary Waimakariri Transport AMP 2021	201208166997
Section 8 Asset Management Practices Waimakariri Transport AMP 2021	201208166998
Section 9 Plan Improvement And Monitoring Waimakariri Transport AMP 2021	201208166999
Appendix A Glossary of Terms Waimakariri Transport AMP 2021	201208167000
Appendix B 2020 Strategic Business Case	201208167001
Appendix C Level Of Services Waimakariri Transport AMP 2021	201208167002
Appendix D Rooding Valuation Report Waimakariri Transport AMP 2021	201208167003
Appendix E Risk Management Waimakariri Transport AMP 2021	201215171784

iii) **Water Supply AMP, IFR-02-03**

Scheme / Document Reference	TRIM Number
Water Supply AMP Overview Document 2021	200120006283
Rangiora Water Supply Scheme AMP 2021	200120006291
Kaiapoi Water supply AMP 2021	200120006318
Woodend/ Pegasus Water Supply Scheme AMP 2021	200120006288
Oxford Urban and Oxford Rural No 2 Water Supply Scheme AMP 2021	200120006286
Oxford Rural No. 1 Water Supply Scheme AMP 2021	200120006298
Waikuku Beach Water Supply Scheme AMP 2021	200120006307
Cust Water Supply Scheme AMP 2021	200120006305
Mandeville/Fernside Water Supply Scheme AMP 2021	200120006303
Summerhill – West Eyreton Water Supply Scheme AMP 2021	200120006309
Ohoka Water Supply Scheme AMP 2021	200120006311
Poyntz Road Water Supply Scheme AMP 2021	200120006292
Garrymere Water Supply Scheme AMP 2021	200120006317

iv) **Wastewater AMP, IFR-02-04**

Scheme / Document Reference	TRIM Number
Wastewater AMP Overview Document 2021	200120006527
Rangiora (including Fernside) Wastewater Scheme AMP 2021	200120006521
Oxford Wastewater Scheme AMP 2021	200120006513
Kaiapoi Wastewater Scheme AMP 2021	200120006504
Woodend Wastewater Scheme AMP 2021	200120006520
Pegasus Wastewater Scheme AMP 2021	200120006515
Waikuku Beach Wastewater Scheme AMP 2021	200120006524
Mandeville Wastewater Scheme AMP 2021	200120006508
Pines/Kairaki Wastewater Scheme AMP 2021	200120006516
Tuahiwi Wastewater Scheme AMP 2021	200120006523
Woodend Beach Wastewater Scheme AMP 2021	200120006518
Loburn Lea Wastewater Scheme AMP 2021	200120006506
Ocean Outfall Wastewater Scheme AMP 2021	200120006525

v) **Drainage AMP, IFR-02-05**

Scheme / Document Reference	TRIM Number
Drainage AMP Overview Document 2021	200120006602
Rangiora Urban Drainage Scheme AMP 2021	200120006574
Ohoka Rural Drainage Scheme AMP 2021	200120006593
Coastal Urban Drainage Scheme AMP 2021	200120006582
Pegasus Urban Drainage Scheme AMP 2021	200120006578
Oxford Urban Drainage Scheme AMP 2021	200120006576
Kaiapoi Urban Drainage Scheme AMP 2021	200120006577
Loburn Lea Rural Drainage Scheme AMP 2021	200120006590
Coastal Rural Drainage Scheme AMP 2021	200120006585
Clarkville Rural Drainage Scheme AMP 2021	200120006586
Oxford Rural Drainage Scheme AMP 2021	200120006595
Cust Rural Drainage Scheme AMP 2021	200120006587
Central Rural Drainage Scheme AMP 2021	200120006583

vi) **Stockwater AMP, IFR-02-06**

Scheme / Document Reference	TRIM Number
Stockwater Race AMP 2021	200819107116

vii) **Solid Waste AMP, IFR-02-07**

Scheme / Document Reference	TRIM Number
Solid Waste AMP November 2021	201016139173

- (c) **Notes** that progress on the Activity Management Plan Improvement programme will be reported to the Utilities and Rooding Committee annually.
- (d) **Circulates** a copy of this report to all Community Boards for their information.

CARRIED**6.3 Final 2021/22 Development Contributions Schedule – K LaValley (Project Delivery Manager)**

K LaValley noted three changes, as specified in the recommendation, being made to the schedule as a result of feedback during the public consultation on the Long Term Plan.

Moved: Councillor Atkinson

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Report No. 210526084904.
- (b) **Approves** the 2021/22 Development Contribution schedules (TRIM 210526084944), to be effective on 1 July 2021 at the start of the new financial year.
- (c) **Notes** that consent and connection applications received prior to 1 July 2021 will include the 2020/21 Development Contribution rate.
- (d) **Notes** that there are no proposed changes to the Development Contributions Policy following the 2021/31 Long Term Plan consultation and the changes to the schedules are as follows:
- Water – Mandeville - \$1,236.
 - Water – Woodend - \$7,145.
 - Water – Woodend-Tuahiwi - \$2,533.

CARRIED

Item 6.6 was taken at this time, the Minutes have however been recorded as per the agenda.

6.4 Adoption of the Long Term Plan (LTP) 2021 - 2031 – J Harland (Chief Executive)

J Millward spoke to this report, noting the only amendments were to the general rates which was specified by Audit New Zealand, an update to the Finance and Revenue Policy and the provision for doubtful debts.

J Millward also noted that there would be some amendments to budgets specified in the LTP due to unexpected costs relating to the 29-30 May flooding event. These changes would be sent out for public consultation in the near future, but it was not anticipated to impact the rates significantly.

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report N° 210604090386.
- (b) **Adopts** the 2021 - 2031 Long Term Plan (*Trim document 210419062984*) commencing 1 July 2021;
- (c) **Notes** the Audit Opinion provided by audit New Zealand is an unmodified opinion;
- (d) **Authorises** the Chief Executive and the Manager Finance and Business Support to make necessary minor edits and corrections to the 2021-2031 Long Term Plan prior to printing.

CARRIED

Mayor Gordon commended the staff across the organisation for the good work done during the LTP process including the briefings to the elected members throughout the preparation of the draft LTP documentation. The public consultation had resulted in 160 submissions which was a strong endorsement of the LTP given that there were no contentious items in the budget. He thanked J Millward for his strong leadership throughout the process and the Finance Team for their work in compiling the budgets. He was very proud that the Council had achieved an unmodified result from Audit NZ noting that other Councils in the area were still striving to ready their documentation for the auditors.

Councillor Atkinson agreed with the Mayor's comments and also commended J Millward's summary of the items covered.

Mayor Gordon noted that the flooding resulted in an expenditure of approximately \$2.8 million, however, it was expected that most of that would be recoverable.

6.5 Rates Resolution 2021/2022 – L Palmer (Credit Controller)

M Harris spoke to the report noting that this process was a requirement of the Local Government (Rating) Act 2002 requiring sector rates were set for the year ahead. She also advised that every three years rating impact statements were sent to all residents to ensure compliance of the Act.

Councillor Doody enquired if the roading rates were specified so residents knew what each of the charges were for ie. earthquake recovery. M Harris explained that the documentation specified each charge as a separate line item.

Moved: Councillor Doody

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report No.210602088562.
- (b) **Resolves** to set and assess the following rates under the Local Government (Rating) Act 2002 and in accordance with the relevant provisions of the Long Term Plan 2021/2031 and Funding Impact Statement for the 2021/2022 year, on rating units in the Waimakariri District for the financial year commencing on 1 July 2021 and ending on 30 June 2022.

Rates are inclusive of the Goods and Services Tax (GST).

All section references are to the Local Government (Rating) Act 2002.

1. GENERAL RATES

- (a) a general rate set under Section 13 as a rate in the dollar on the rateable capital value for all rateable land; and
- (b) a uniform annual general charge set under Section 15 as a fixed amount per rateable rating unit.

Uniform annual general charge per rateable rating unit	\$135.00
General rate in the dollar on rateable capital value	\$0.000498

2. EARTHQUAKE RECOVERY RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the District.

Fixed amount per rateable rating unit	\$104.45
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3. ROADING RATES

Targeted rates set under Section 16-18 comprising a fixed amount per rateable rating unit in the District; and a rate in the dollar on the rateable capital value for all rateable land in the District.

Fixed amount per rateable rating unit	\$107.99
Roading rate in the dollar on rateable capital value	\$0.000664

4. NORTH EYRE ROAD AND BROWNS ROAD SEAL EXTENSION LOAN RATE

A targeted rate set under section 16-18 as a fixed amount per rateable rating unit the North Eyre Road and Browns Road Seal Extension rating area where a lump sum contribution has not been previously been paid.

The boundary of the North Eyre Road and Browns Road seal extension rating area

is

Shown on Rating Policy Map 52.

Fixed amount per rateable rating unit	\$1,206.91
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5. THONGCASTER ROAD AND BROWNS ROCK ROAD SEAL EXTENSION LOAN RATE

A targeted rate set under sections 16-18 as a fixed amount per rateable rating unit in the Thongcaster Road and Browns Rock Road Seal Extension rating area where a lump sum contribution has not previously been paid.

The boundary of the Thongcaster Road and Browns Rock Road Seal Extension rating area is shown on Rating Policy Map 47.

Fixed amount per rateable rating unit	\$354.39
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6. BARKERS ROAD SEAL EXTENSION LOAN RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the Barkers Road Seal Extension rating area where a lump sum contribution has not previously been paid.

The boundary of the Barkers Road Seal Extension rating area is shown on Rating Policy Map 51.

Fixed amount per rateable rating unit	\$232.19
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7. COMMUNITY PARKS AND RESERVES, BUILDINGS AND GRANTS RATES

Targeted rates set under Sections 16-18 on a differential basis according to where the land is situated and the use to which the land is put, and targeted to each rateable rating unit or separately used or inhabited part of a rateable rating unit as follows:

Fixed amount per separately used or inhabited part of a rateable rating unit in the Town Residential category	\$534.80
Fixed amount per rateable rating unit in the Town Commercial category	\$534.80
Fixed amount per rateable rating unit in the Town Vacant category	\$85.00
Fixed amount per separately used or inhabited part of a rateable rating unit in the Rural Residential category	\$449.80
Fixed amount per rateable rating unit in the Rural Commercial category	\$449.80

Town boundaries for Rangiora, Kaiapoi, Woodend, Oxford and Pegasus are shown on the Rating Policy Maps 1-4.

A full explanation of the differential categories is contained in the Funding Impact Statement.

8. COMMUNITY LIBRARY AND MUSEUMS RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the District that is used for business purposes; and each separately used or inhabited part of a rateable rating unit in the District that is used for residential purposes.

Fixed charge per rateable rating unit used for business purposes	\$185.61
Fixed charge per separately used or inhabited part of a rateable rating unit used for residential purposes	\$185.61

9. COMMUNITY SWIMMING POOLS RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the District that is used for business purposes; and per separately used or inhabited part of a rateable rating unit in the District that is used for residential purposes.

Fixed charge per rateable rating unit used for business purposes	\$149.04
Fixed charge per separately used or inhabited part of a rateable rating unit used for residential purposes	\$149.04

10. CANTERBURY MUSEUM OPERATIONAL LEVY RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the District that is used for business purposes; and per separately used or inhabited part of a rateable rating unit in the District that is used for residential purposes.

Fixed charge per rateable rating unit used for business purposes	\$30.40
Fixed charge per separately used or inhabited part of a rateable rating unit used for residential purposes	\$30.40

11. CANTERBURY MUSEUM REDEVELOPMENT LEVY RATE

A targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit in the District that is used for business purposes; and per separately used or inhabited part of a rateable rating unit in the District that is used for residential purposes.

Fixed charge per rateable rating unit used for business purposes	\$3.80
Fixed charge per separately used or inhabited part of a rateable rating unit used for residential purposes	\$3.80

12. PEGASUS SERVICES RATE

Targeted rate set under Sections 16-18 as a fixed amount per rateable rating unit situated in the Pegasus Town boundary.

Fixed amount per rateable rating unit	\$72.72
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The town boundary for Pegasus is shown on Rating Policy Map 1.

13. ANIMAL CONTROL (STOCK) RATE

A targeted rate set under Sections 16-18 as a rate in the dollar on the rateable capital value on rating units situated in the Residential 4A, Residential 4B and rural zones in the Waimakariri District Council District Plan.

Rate in the dollar on rateable capital value	\$0.000007
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14. COMMUNITY BOARD RATES

Targeted rates set Under Sections 16-18 as a fixed amount per rateable rating unit plus a rate in the dollar on the rateable capital value in each of the Community Board areas.

Rate in the dollar on rateable capital value on each rating unit situated in the Kaiapoi-Tuahiwi Community Board area	\$0.000010
Fixed amount per rateable rating unit situated in the Kaiapoi-Tuahiwi Community Board area	\$20.98
Rate in the dollar on rateable capital value on each rating unit situated in the Rangiora-Ashley Community Board area	\$0.000008
Fixed amount per rateable rating unit situated in the Rangiora-Ashley Community Board area	\$19.44
Rate in the dollar on rateable capital value on each rating unit situated in the Woodend-Sefton Community Board area	\$0.000015
Fixed amount on per rateable rating unit situated in the Woodend-Sefton Community Board area	\$29.56

Rate in the dollar on rateable capital value on each rating unit situated in the Oxford-Ohoka Community Board area	\$0.000007
Fixed amount per rateable rating unit situated in the Oxford-Ohoka Community Board area	\$26.28

Community Board boundaries are those in place at 1 July 2021 and are illustrated on Rating Policy Map 11.

15. PROMOTION AND ECONOMIC DEVELOPMENT RATE

A targeted rate set under Sections 16-18 as a rate in the dollar on rateable capital value on each rating unit that is used primarily for business purposes.

Rate in the dollar on rateable capital value	\$0.00019
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16. RANGIORA CBD AREA MAINTENANCE AND STREET WORKS RATE

A targeted rate set under Sections 16-18 as a rate in the dollar on rateable capital value on rating units situated in the Rangiora Central Business District rating area that are used for business purposes.

Rate in the dollar on rateable capital value	\$0.0001383
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The boundary of the Rangiora CBD rating area is shown on Rating Policy Map 12.

17. KAIAPOI CBD AREA MAINTENANCE AND STREET WORKS RATE

A targeted rate set under Sections 16-18 as a rate in the dollar on rateable capital value on rating units in the Kaiapoi Central Business District rating area that are used for business purposes.

Rate in the dollar on rateable capital value	\$0.0002356
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The boundary of the Kaiapoi CBD rating area is shown on Rating Policy Map 13.

18. KERBSIDE RUBBISH AND RECYCLING COLLECTION RATE

A targeted rate set under Sections 16-18 as a fixed amount per separately used or inhabited part of a rating unit within the Kerbside Collection Contract areas excluding the Ohoka Kerbside recycling area to which the rubbish and recycling service is available.

Fixed charge per separately used or inhabited parts of a rating unit to which the Kerbside Rubbish and Recycling Collection service is available	\$105.00
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The Kerbside Collection Contract areas are shown on Rating Policy Maps 34-40, and 42-44.

19. OHOKA KERBSIDE RECYCLING COLLECTION RATE

A targeted rate set under Sections 16-18 as a fixed amount on each separately used or inhabited part of a rating unit in the Ohoka Kerbside Recycling Area.

Fixed charge per separately used or inhabited parts of a rating unit in the Ohoka Kerbside Recycling Area	\$95.00
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The Ohoka Kerbside Recycling Area is shown on Rating Policy Map 41 and 41A.

20. KERBSIDE BIN RUBBISH COLLECTION

A targeted rate set under Sections 16-18 as a fixed amount per rubbish wheelie bin provided to rating units within the Kerbside Collection Contract areas including the Ohoka Kerbside Recycling Area.

Fixed charge per 80 litre rubbish wheelie bin	\$99.62
Fixed charge per 140 litre rubbish wheelie bin	\$131.37

21. KERBSIDE ORGANICS BIN COLLECTION

A targeted rate set under Sections 16-18 as a fixed amount per organics wheelie bin provided to rating units within the Kerbside Collection Contract areas (excluding the Ohoka Kerbside Recycling Area).

Fixed charge per 80 litre organics wheelie bin	\$84.00
Fixed charge per 140 litre organics wheelie bin	\$114.00
Fixed charge per 240 litre organics wheelie bin	\$164.00

Kerbside Collection Contract areas are shown on Rating Policy Maps 34- 40 and 42-44.

22. WATER RATES

Targeted rates for water supply set under Sections 16-19.

On a differential basis according to the provision or availability of the service, a fixed amount per separately used or inhabited part of a rating unit that is provided with an unrestricted connection to the Cust, Rangiora, Kaiapoi, Waikuku Beach, Woodend-Tuahiwi-Pegasus, Oxford Township water supplies. A fixed amount (40% of the rate for an unrestricted connection) for each unit of water supplied is set on rating units provided with a restricted connection to the above named water supplies.

A fixed amount per rating unit connected to the Summerhill, West Eyreton, Poyntz Road, Garrymere and Ohoka restricted water supplies together with a fixed amount for each unit of water supplied.

A fixed amount per unit of water supplied from Oxford Rural No. 1, Oxford Rural No. 2 and Mandeville (including the Fernside extension) water supplies.

(1 unit of water = 1,000 litres/day).

Targeted rate for Water UV Treatment set as a fixed amount per rating unit on all rating units connected to a Waimakariri water supply.

Targeted loan rates set under Sections 16-18 on a differential basis according to the provision or availability of a service, on rating units in the Tuahiwi residential area that are serviced by the Woodend Tuahiwi-Pegasus Water Supply, where a lump sum contribution has not been paid. Loan rates are set as a fixed amount on each rating unit that is connected to the Woodend-Tuahiwi-Pegasus Water Supply, with a reduced amount payable on rating units that are not connected (pipeline share). The lower differential reflects the cost of installing the main pipeline and does not include the cost of property connections.

Targeted loan rate set as a fixed amount per rating unit in the rural land adjacent to the Tuahiwi residential area that have a restricted connection to the Woodend-Tuahiwi-Pegasus Water supply, where a lump sum contribution has not been paid.

Targeted loan rate set as a fixed amount per unit of water in the Fernside Water Loan area.

Cust	\$1,101.40
Cust – restricted supply per unit of water	\$440.56
Summerhill – per unit of water	\$102.70
Summerhill – per rating unit	\$929.60
Fernside Loan Rate per unit of water	\$78.60
Rangiora	\$330.70
Rangiora – restricted supply per unit of water	\$132.28
Kaiapoi	\$253.70
Kaiapoi – restricted supply per unit of water	\$101.48
Waikuku Beach	\$449.60
Waikuku Beach – restricted supply per unit of water	\$179.84
Woodend-Tuahiwi-Pegasus	\$414.70
Woodend-Tuahiwi- Pegasus restricted supply per unit of water	\$165.88
Tuahiwi rural water loan rate	\$778.30
Tuahiwi residential area water connection loan rate	\$667.11
Tuahiwi residential area water pipeline loan rate	\$489.22
West Eyreton—per unit of water	\$70.00
West Eyreton—per rating unit	\$735.70
Oxford Township	\$515.00
Oxford Township – restricted supply per unit of water	\$206.00
Oxford Rural Water No 1 per unit of water	\$433.90
Oxford Rural Water No 2 per unit of water	\$388.10
Water UV Treatment rate – per rating unit	\$6.64
Mandeville – per unit of water	\$260.90
Ohoka – per unit of water	\$23.22
Ohoka – per rating unit	\$1,194.37
Poyntzs Road – per unit of water	\$46.00
Poyntzs Road – per rating unit	\$718.00
Garrymere – per unit of water	\$34.31
Garrymere – per rating unit	\$1,368.83
Ashley Rural Water- per unit of water	\$876.24

Tuahiwi residential area (water supply) is shown on Rating Policy Map 45.
 Tuahiwi rural restricted water supply area is shown on Rating Policy Map 46.
 Fernside Water Loan area is shown on Rating Policy Map 49.
 Mandeville Water Supply area (including Fernside extension) is shown on Rating Policy Map 50.

23. WAIMAKARIRI WATER RACE RATES

Targeted rates set under Sections 16-18 as a fixed amount per rateable rating unit where the Waimakariri water race system is available assessed on a differential basis according to the area of land within each rating unit; together with a targeted rate per hectare of land area.

Small holdings for which special arrangements have been made to pipe water from this scheme are charged the special fixed charge only.

Area Rate (per Hectare)	\$7.90
Fixed amount per rateable rating unit (properties of over .4046 ha land area)	\$126.00
Fixed amount per rateable rating unit (properties less than or equal to .4046 ha)	\$121.00
Special fixed amount per rateable rating unit for piped supply	\$126.00

24. SEWER RATES

A targeted rate under Sections 16-18 per water closet or urinal within a rating unit connected to the Eastern Districts Sewer in Rangiora, Waikuku Beach, Woodend, Woodend Beach, Pines Kairaki, Tuahiwi, Kaiapoi, Pegasus, Swannanoa, Mandeville, Ohoka, Loburn Lea and Fernside.

A targeted rate set under Sections 16-18 as a fixed charge per rateable rating unit in the Oxford sewer rating area.

Targeted loan rates set under Sections 16-18 as a fixed amount per rateable rating unit and as a rate per hectare of land area in each rating unit located in the Southbrook Services (Sewer) Extension Stage 1 area where a lump sum contribution has not been paid.

Targeted loan rates set under Sections 16-18 as a fixed amount per rateable rating unit located in the Ohoka Utilities Connection Loan area and the Fernside Sewer Loan rating area and the Loburn Lea Sewer loan rating area.

Eastern Districts (Rangiora, Waikuku Beach, Woodend, Woodend Beach, Pines Kairaki, Tuahiwi, Kaiapoi, Pegasus, Swannanoa, Mandeville, Ohoka, Fernside, Loburn Lea) per WC or urinal.	\$525.50
Ohoka Utilities Sewer Connection Loan Rate fixed amount per rateable rating unit	\$335.24
Loburn Lea Sewer Loan Rate fixed amount per rateable rating unit	\$1,113.87
Oxford Sewer Operating Rate fixed amount per rateable rating unit	\$1,033.50
Fernside Sewer Loan Rate fixed amount per rateable rating unit	\$942.78
Southbrook Services Extension Stage 1 loan rate fixed amount per rateable rating unit	\$453.30
Southbrook Services Extension Stage 1 loan rate rate per hectare of land area	\$2,970.41

Oxford sewer rating boundary is shown on Rating Policy Map 32.

Fernside sewer loan rating boundary is shown on Rating Policy Map 30.

Loburn Lea sewer loan rating boundary is shown on Rating Policy Map 31.
 Southbrook Services Stage 1 Extension boundary is shown on Rating Policy Map 33.
 Ohoka Utilities Connection Loan rating area is shown on Rating Policy Map 48.

25. URBAN STORMWATER DRAINAGE RATES

Targeted rates set under Sections 16-18 as a rate in the dollar on the rateable land value on each rating unit situated in the Rangiora, Oxford, Pegasus and Coastal Urban (Woodend, Waikuku and Pines/Kairaki) urban drainage rating areas.

Targeted rate set under Sections 16-18 as a rate in the dollar on the rateable land value on each rating unit situated in the Kaiapoi urban drainage rating area on a differential basis according to where the land is situated.

A targeted rate set under Sections 16-18 as a fixed amount per rating unit on the properties in Alexander Lane that benefit directly from the private stormwater pump, to be charged in addition to the Kaiapoi urban drainage rate.

Rate in the dollar on rateable land value in the Kaiapoi urban drainage rating area excluding the Island Road rural extension	\$0.001829
Fixed amount per rating unit in the Alexander Lane Drainage Rating area	\$120.00
Rate in the dollar on rateable land value in the Kaiapoi urban drainage rating area Island Road rural extension	\$0.000915
Rate in the dollar on rateable land value in Rangiora urban drainage rating area	\$0.0013669
Rate in the dollar on rateable land value in Coastal Urban (Woodend, Waikuku and Pines/Kairaki) urban drainage rating areas	\$0.0010610
Rate in the dollar on rateable land value in the Oxford urban drainage rating area	\$0.0008064
Rate in the dollar on rateable land value in the Pegasus urban drainage rating area	\$0.0014970

Rangiora Urban Drainage Rating Area is shown on Rating Policy Map 14.
 Kaiapoi Urban Drainage Rating Area, including the Island Road extension is shown on Rating Policy Map 15.
 Pegasus Urban Drainage Rating Area is shown on Rating Policy Map 16.
 Coastal Urban Drainage Rating Area is shown on Rating Policy Maps 17 (Waikuku and Waikuku Beach), 18 (The Pines Beach and Kairaki) and 19 (Woodend).
 Oxford Urban Drainage Rating Area is shown on Rating Policy Map 21.
 Alexander Lane Drainage Rating Area is shown on Rating Policy Map 22.

26. RURAL LAND DRAINAGE RATES

Targeted rates for Rural drainage set under Sections 16-18 on all rating units situated within the separate rural drainage targeted rating areas:

Waimakariri Coastal Rural	20% collected as a fixed amount per rateable rating unit and 80% by a rate per hectare of land
Cust	Rate per hectare of land
Clarkville	50% collected as a fixed amount per rateable rating unit and 50% as a rate per hectare of land

Oxford, Ohoka and Waimakariri Central Rural	20% collected as a fixed amount per rateable rating unit and 80% as a rate in the dollar on the rateable land value
Loburn Lea	Rate in the dollar on rateable land value

Ohoka fixed amount per rateable rating unit	\$59.00
Ohoka rate in the dollar on rateable land value	0.0005957
Loburn Lea rate in the dollar on rateable land value	0.0025289
Oxford fixed amount per rateable rating unit	\$32.00
Oxford rate in the dollar on rateable land value	0.0001987
Clarkville fixed amount per rateable rating unit	\$157.00
Clarkville rate on land area (per hectare)	\$40.74
Waimakariri Coastal Rural fixed amount per rateable rating unit	\$55.00
Waimakariri Coastal Rural rate on land area (per hectare)	\$32.60
Waimakariri Central Rural fixed amount per rateable rating unit	\$41.00
Waimakariri Central Rural rate in the dollar on rateable land value	0.0002905
Cust rate on land area (per hectare)	\$42.90

Ohoka Rural Drainage rating area is shown on Rating Policy Map 23.

Oxford Rural Drainage rating area is shown on Rating Policy Map 28 (West) and Rating Policy Map 29 (East).

Clarkville Rural Drainage rating area is shown on Rating Policy Map 24.

Waimakariri Coastal Rural Drainage rating area is shown on Rating Policy Map 27.

Waimakariri Central Rural Drainage rating area is shown on Rating Policy Map 26.

Cust Rural Drainage rating area is shown on Rating Policy Map 25.

Loburn Lea Rural Residential Drainage Rating Area is shown on Rating Policy Map 20.

- (c) **Resolves** that rates are due and payable by four equal instalments on the dates listed below and resolves pursuant to Sections 57 and 58 that a penalty amounting to 10% of the amount unpaid will be added to any amount of the current instalment remaining unpaid seven days after the due date of that instalment. No penalty will be applied where a ratepayer has entered into an arrangement by way of a direct debit authority and honours that arrangement so that all current years rates will be paid in full by 30th June in that rating year or such other date agreed to by the Council.

Instalment	Due Date	Penalty Charge Applies
1	20 August 2021	27 August 2021
2	20 November 2021	27 November 2021
3	20 February 2022	27 February 2022
4	20 May 2022	27 May 2022

- (d) **Resolves** pursuant to Sections 57 and 58 a penalty charge amounting to 10% of the amount of unpaid rates from previous financial years, remaining unpaid at 1 July 2021 will be added on 2nd July 2021 and a further penalty charge of 10% will be added on 5th January 2022 to rates for previous years still remaining unpaid as at 2 January 2022.

- (e) **Resolves** pursuant to Section 55 and the Discount for the Early Payment of Rates Policy, a discount amounting to 4% of the General Rate, Uniform Annual General Charge, Rooding Rates, Community Parks and Reserves, Buildings and Grants rate, Community Library and Museums Rate, Community Swimming Pools Rate, Pegasus Services Rate, Canterbury Museum Operational Levy rate and Canterbury Museum Redevelopment Levy Rate, will be allowed if the total year's rates and charges assessed, including those rates collected on behalf of the Canterbury Regional Council are paid in full by 27 August 2021.
- (f) **Resolves** that rates shall be payable by cash or eftpos (debit card) at any of the following places during office opening hours:
- Rangiora Service Centre, 215 High Street, Rangiora
 Kaiapoi Service Centre, 176 Williams Street, Kaiapoi
 Oxford Service Centre, 34 Main Street, Oxford
- Or online at waimakariri.govt.nz, by a direct debit facility established by the Council, internet or phone banking or direct credit.
- (g) **Resolves** to set the following Lump Sum Contributions for the early repayment of loans.

1. **SOUTHBROOK SERVICES (SEWER) EXTENSION STAGE 1 LUMP SUM CONTRIBUTIONS**

Lump sum contributions towards the early repayment of the Southbrook Services Extension Loans on all rating units in the Southbrook Services (Sewer) Extension Stage 1 rating area where an election has been made to pay a lump sum contribution in accordance with Section 117H and the Capital Project Funding Plan.

Fixed Lump Sum Contribution fixed amount per rating unit	\$3,420.77
Variable Lump Sum Contribution rate per hectare of land area	\$22,417.71

Southbrook Services (Sewer) Stage 1 Extension boundary is shown on Rating Policy Map 33.

CARRIED

Councillor Doody thanked M Harris and her team for the work done over the past few months.

Councillor Ward concurred and acknowledged that the follow up work would now start which would be a busy time for the team.

Councillor Stewart pointed out that the Drainage Groups were all rated differently which caused confusion and in some cases, resentment. She noted that it was time that a uniform rating system be developed to achieve consistency district wide.

Councillor Williams queried why the Ohoka's kerbside rubbish and recycling collection rates were cheaper than other areas in the district. M Harris noted that Oxford only had recycling services and not green or red waste services.

6.6 Long Term Plan – Changes to Fees and Charges Schedule – M Harris (Customer Services Manager)

M Harris noted only a few minor changes had been made due to the public consultation on the Long Term Plan and these had been included in the document for sign-off during item 6.5.

Moved: Councillor Barnett

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 210601088466.
- (b) **Approves** the updated changes to the fees and charges schedule to be included in the Long Term Plan 2021-2031.

CARRIED

7. QUESTIONS

There were no questions.

8. URGENT GENERAL BUSINESS

There was no urgent general business.

9. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Mayor Gordon

Seconded: Councillor Redmond

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
9.1	Minutes of Public Excluded portion of Council meeting of 25 May 2021	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
9.2	Report of T Ellis (Development Planning Manager)	District Plan	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
9.1 – 9.2	Protection of privacy of natural persons. To carry out commercial activities without prejudice	A2(a) A2(b)ii

CARRIED

CLOSED MEETING

The Public Excluded portion of the meeting occurred from 3.05pm to 3.48pm.

Resolution to resume in Open Meeting

Moved: Councillor Atkinson

Seconded: Councillor Barnett

THAT open meeting resumes and the business discussed with the public excluded remains public excluded.

CARRIED

OPEN MEETING9.2 **District Plan – T Ellis (Development Planning Manager)**

THAT the Council:

- (a) **Receives** report No. 210518079226.
- (b) **Approves** the attached application (Attachment i) to the Environment Court under Section 86D of the RMA for immediate legal effect of rules relating to density of the proposed General Rural Zone, subject to (c).
- (c) **Nominates** the Manager, Planning and Regulation to confirm any necessary edits to Attachments i and ii as required that affect *how* the application or evidence is expressed, while not altering the substance of it, prior to being submitted to the Environment Court, allowing appropriate room for improvements to be made.
- (d) **Notes** the application is supported by four separate expert evidence affidavits from Mrs Downie, Mrs Whyte, Mr Gordon and Mrs Pflüger, of which substantially complete draft copies are attached to this report (Attachments iii to vi), however refinements will still be made ahead of the application being submitted to the Environment Court.
- (f) **Notes** that Attachments i and ii seek immediate legal effect from the date the Proposed Plan is notified or any earlier date specified by the Environment Court, due to potential risks of applications being sought before the rules relating to density in the proposed General Rural Zone are notified.

10. NEXT MEETING

The next scheduled ordinary meeting of the Council is Tuesday 6 July 2021 commencing at 1pm, to be held in the Rangiora Town Hall.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 3.48PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

Unconfirmed

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-22-01, DRA-16-03 / 210625103046**REPORT TO:** COUNCIL**DATE OF MEETING:** 6 July 2021**AUTHOR(S):** Gerard Cleary – Manager, Utilities & Roading**SUBJECT:** May 2021 Flood Event and Emergency Works Update**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1 This report is to provide an overview of the May 2021 flood event and associated emergency works which are either in progress or planned. The report also seeks approval of unbudgeted expenditure of \$3.5 million to respond to and recover Council's infrastructure services impacted by this flood.
- 1.2 The rainfall event which occurred over the weekend of 29th to 31st May resulted in sustained damage to Roading and 3 Waters infrastructure in the district. A Canterbury wide State of Emergency was issued on 30th May.
- 1.3 The highest rainfall quantities were recorded around the foothills of Oxford and Okuku, with coastal areas showing lower-level rainfall levels. Coastal areas however were affected by swollen river levels and high tides, causing backflow of flood water into lower lying areas.
- 1.4 Areas along the Ashley and Eyre Rivers were evacuated due to concerns that rivers would breach their stopbanks, and a number of areas around the district were isolated during and post flood event with residents' access or services cut off.
- 1.5 Work has been underway since the flood event to identify all issues in the network and restore infrastructure. This has included repairing underground services, roads, bridges, culverts, slips and washouts from overland flow.
- 1.6 In some areas the work required to repair infrastructure is substantial and as such is ongoing.

Attachments:

- i. Attachment i - May 2021 flood - Lees Valley - large slip - before repair (210624102638)
- ii. Attachment ii - May 2021 flood Lees Valley Whistler Bridge (210624102641)
- iii. Attachment iii - May 2021 flood - Lees Valley - large slip - initial repair (210624102642)
- iv. Attachment iv - May 2021 flood - Lees Valley - typical washout (210624102644)
- v. Attachment v - May 2021 flood - Lees Valley - first small slip - before repair (210624102645)
- vi. Attachment vi - May 2021 flood - Lees Valley - large slip during repair (210624102652)
- vii. Attachment vii - May 2021 flood - Lees Valley - Repair of first small slip (210624102658)
- viii. Attachment viii - May 2021 flood - Lees Valley Rd - Second small slip - before repair (210624102660)
- ix. Attachment ix - May 2021 flood - Okuku River breakout - showing breakout location (210625102924)
- x. Attachment x - May 2021 flood - Okuku river breakout - general effect (210625102927)

- xi. Attachment xi - May 2021 flood - Okuku River breakout - house flooding (210625102932)
- xii. Attachment xii - May 2021 flooding - Okuku River breakout - section flooding (210625102940)
- xiii. Attachment xiii - May 2021 flood - Pines Beach flooding - Dunns Ave 1 (210625102955)
- xiv. Attachment xiv - May 2021 flood - Pines Beach flooding - Dunns Ave flooding 2 (210625102957)
- xv. Attachment xv - May 2021 flood - Pines Beach flooding - Beach Rd culvert before repair (210625102959)
- xvi. Attachment xvi - May 2021 flood - Pines Beach flooding - Beach Rd culvert with digger (210625102963)
- xvii. Attachment xvii - May 2021 flood - Pines Beach flooding - Beach Rd culvert being repaired (210625102965)
- xviii. Attachment xviii May 2021 flood Event Debrief - Powerpoint Utilities and Roading (210625103001)

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 210625103046;
- (b) **Approves** the unbudgeted expenditure to date on infrastructure services in responding to the flood event and estimated total unbudgeted expenditure of up to \$3.5 million for responding to and recovering from the flood damage;
- (c) **Notes** that staff will bring a further report to the August Council meeting to give an update and refined cost estimate and rating implications;
- (d) **Notes** that staff will work with Waka Kotahi, insurers and other external parties to seek funding for the works where available;
- (e) **Circulates** this report to all Community Boards for information.

3. **BACKGROUND**

- 3.1 The flooding event was caused by significant rainfall over the 29th-31st May 2021 and resulted in damaged to Council's infrastructure assets as outlined in this report.
- 3.2 The rainfall was higher in the western parts of the district (refer Table 1 below) and was a longer duration event which had more of an impact on river flows, and infrastructure next to rivers, rather than our urban systems.

Table 1 – Rainfall Depths 29th-31st May 2021

Rainfall Totals				
	29 May (mm)	30 May (mm)	31 May (mm)	Total (mm)
Oxford	6	122.8	37.8	227.6
Rangiora	44.8	99.8	31.4	176
Mandeville	37	72.4	19.4	128.8
Kaiapoi	29.8	78.2	22.6	130.6
Woodend	36	71.2	34.8	142
Summerhill	54.5	105.2	30.8	190.6

- 3.3 The highest rainfall quantities were recorded around the foothills of Oxford and Okuku, with coastal areas showing lower-level rainfall levels. Coastal areas however were affected by swollen river levels and high tides, causing backflow of flood water into lower lying areas.
- 3.4 The rainfall that occurred was estimated to be a in the order of a 17 year event in the eastern part of the district and over a 100-year event in the western part of the district over a 48-hour period. The return period of the flooding that occurred is, however, dependent on more factors rather than just rainfall, including:
- Preceding rainfall – catchment wetness / soil moisture deficit
 - Groundwater levels
 - Catchment and sub catchment size and shape
 - River levels
 - Tides and storm surge
 - Storm direction and duration
 - Blockage risk - leaf fall (wind & hail), culverts, bank slips
 - Asset maintenance – sumps, grills, flap gates, pump stations, drains and culverts
- 3.5 The infrastructure damage that was caused as a result of the flooding is outlined in the following sections.

3.6 **Roading**

During the recent flood event, inundation of roads occurred in a large number of areas across the district, resulting in damage to road surfaces both sealed and unsealed, scour around stormwater culverts and bridge abutment, and in some locations bridge abutments were completely washed away.

The following areas were affected:

- Lees Valley – Substantial damage as outline in Section 3.2 below.
- Horsford Downs Rd – Wash out of two bridge approaches
- Harewood Rd Bridge – Scour damage at the abutment
- Ashley Bridge - Scour damage at the abutment
- Okuku River Bridge - Scour damage at the abutment
- Poyntz Rd Bridge – Scour damage at the abutment
- Steffans Rd Bridge - Scour damage at the abutment
- Makerikeri Rd Bridge - Scour damage at the abutment
- Coopers Creek Bridge - Scour damage at the abutment
- Island Rd Bridge - Scour damage at the abutment
- New Road, Taaffes Glen Rd, Ashley Gorge Rd, Glentui Bush Rd, Island Rd View Hill, Woodside Rd, Mounseys Rd, Wrights Rd – Road scour and culverts washed out.

As well as this we had a large number of roads that were closed due to flood flow. These included:

- Lees Valley Rd
- Okuku Pass Rd
- Woodside Rd
- Woodstock Rd
- Harman Gorge Rd
- Taaffes Glen Rd
- New Rd
- Wrights Rd
- Tippings Road
- Patersons Road (Cust)
- Kennedys Hill Road
- Island Rd, View Hill

- Welchs Rd
- Swamp Rd
- Mairaki Road
- Inglis Rd
- Riverside Rd
- Steffens Rd
- Terrace Rd
- Depot Rd
- Courtenay Drive
- Waikuku Beach Rd
- Perhams Rd
- Beach Rd at Pines / Kairaki
- South Eyre Rd at bridge
- Harewood Rd at bridge

All fords were closed during the event and have remained closed across the district since this time due to both ongoing rain and damage sustained in the fords.

The following actions have been underway post flooding:

- Post flood inspections of all larger bridges
- Debris removal on upstream side of bridges
- Grading is underway on unsealed roads along with metalling to address scour
- Repair to wash outs, scour and culvert damage to allow roads to reopen
- Reinstatement of bridge approaches sufficient to allow road reopening
- Ford repairs
- Slip repairs

Future and ongoing works will include:

- Continued repair to bridge approaches
- Scour repair, river training and rock protection at affected bridges
- Repairing damaged culverts
- Ford reinstatement
- Maintenance metalling on unsealed roads
- Seal repairs on damaged sealed roads

3.7 **Lees Valley, Okuku Pass Rd**

- 3.8. The road access into Lees Valley was severed in numerous places during the flooding event. In particular all access to the valley was cut off at a very large slip approximately 5km from Ashley Gorge Rd, at three bridges throughout the valley, and at a ford washout on Okuku Pass Rd.
- 3.9. The full length of the road was flown on the Wednesday 2nd June to allow staff to undertake a high-level assessment of condition and assisted in highlighting the major issues.
- 3.10. A full meeting with engineers and contractors was held on Friday 4th June at the large slip, and due to the size of the slip and difficult terrain a decision was made to bypass the slip rather than try to stabilise it, or span it. This bypass involved cutting a new track up and over the adjacent bridge and has been done in two stages. Stage one involved forming a 4WD only track over the ridge and the second stage has been improvements to allow future access for standard vehicles and trucks.

- 3.11. Prior to beginning the work, agreement was reached with the landowner, and both the Council and ECan compliance teams, that the work could proceed as generally proposed, on the understanding that we would discuss retrospective approval after the event.
- 3.12. Work began on the bypass road on Friday 4th June, and was finally open to 4WD only traffic by Friday 18th June. The road has remained closed to the general public but has been opened for people living and working in the valley.
- 3.13. However, work has also been required to repair both the first small slip and the second small slip. The repair of the former has meant that access has not been available for any traffic for the majority of this time. The repair of the latter is intended to be carried out starting on Monday 28th June, and again this will cut off access for at least a week.
- 3.14. In the meantime, work has begun on restoring the three bridge approaches.
- 3.15. In addition, the Okuku Pass Rd (which provides access to Lees Valley from the northern end) was also damaged with a number of washouts. A portion of this road is administered by Hurunui District Council, and as such staff have been liaising with HDC as to immediate repairs. HDC be giving consideration to any longer-term improvements which may be required along their section of road.
- 3.16. The current intention is to have all vehicle access restored by Monday 5th July; however, this may be optimistic. A verbal update will be provided at the Council meeting.
- 3.17. **Okuku River (Riverside Rd & Inglis Rd)**
- 3.18. The Okuku River broke out of its flow path at the bend in the river near 44 Inglis Road cutting a new flow path to the south across private property and both Riverside Road and Inglis Road before re-joining the main river downstream of 450 Riverside Road.
- 3.19. The residents in the vicinity of the flooding were evacuated from their residences.
- 3.20. Staff deployed a drone on Tuesday afternoon to assess the extents of the flooding and to get an understanding of what happened and begin to assess the on-going risk to the properties. The drone footage was shared with both Environment Canterbury staff and the river engineer engaged by Council to provide advice on the risk to properties (see attachments ix) to xii).
- 3.21. At the request of the river engineer, additional drone footage was obtained once the floodwaters had receded.
- 3.22. The report commissioned by staff concluded that there was on-going risk due to erosion at 44 Inglis Road, but low risk to the remaining properties once the waters had receded. This report was provided to all residents in the area.
- 3.23. Staff from Environment Canterbury initiated emergency works to divert the river back to the previous flow path to reduce the risk to properties from another event (including more minor weather events). Two channels and banks were created to retrain the river back to the previous flow path.
- 3.24. Council contributed \$10,000 (half the costs) to the works performed by Environment Canterbury as this work benefited protection of roading assets.
- 3.25. Council's road maintenance contractor re-graded both Riverview Road and Inglis Road after the flood water had receded.

- 3.26. With the rain that occurred over the weekend of 19th / 20th June, the upstream channel and bank failed but the 2nd channel and bank held preventing properties from getting flooded again with the rain event.
- 3.27. Once water levels drop, Environment Canterbury will look to reinstate the first channel and bank with a further \$5,000 contribution to costs from Council.
- 3.28. Staff have been regularly updating residents in the area of developments and have undertaken water testing at the affected properties as their private bores were submerged by the flood waters. Test results are being provided back to the residents and to date one test result has come back with elevated levels of E. coli. These property owners have advised that they are not currently using water at the property and are staying elsewhere while repairs are made.
- 3.29. At the request of residents, staff are also enquiring into whether or not there is any possibility that the land would be determined to no longer be suitable for residential use ('red zoned') and have undertaken to meet with residents again once an outcome or process for making a determination are known.
- 3.30. Staff will also be meeting with Environment Canterbury staff to discuss what options are available to residents for longer term protection. These options will then be presented to residents. It is likely that these options will be led by the regional council, however, if any options involved Council, further reporting will be brought forward.
- 3.31. **Pines Kairaki**
- 3.32. After the flood event over the weekend, it became clear that there was an issue with ongoing flooding to lower portions of Pines Beach. (Attachments xiii and xiv) Floodwaters were not getting away as expected, and in fact were increasing. It became clear that there was a problem with the flood gate on the Beach Rd culvert which crosses Kairaki Stream. This culvert has two pipes (owned by the Council) each with a separate flood gate (owned by ECan). One of these gates had become jammed open, while the other continued to operate as normal. At that time, due to the very high-water levels, it was not possible to identify the problem (Attachment xv).
- 3.33. Because of the uncertainty around the cause of the flap gate issue and the risk from flooding at high tide, a number of residents were requested to evacuate. As information became clearer about the extent and the risk, this number was reduced over subsequent days.
- 3.34. In order to try to keep up with the inwards flow, a digger was positioned at the culvert to hold a steel plate against the upstream inlet during high tides, and a large 12' pump installed (Attachment xvi). This successfully prevented any further flooding issues during the high tides.
- 3.35. Over the following 2 days and as the water level in the Waimakariri River dropped, more of the flood gate was exposed. This allowed a closer inspection of the issue. Finally on the Wednesday, Ecan were able to identify the issue and restore the flap gate to normal operation (Attachment xvii).
- 3.36. The problem was caused by a short stub welded to the top of the gate to stop it 'over-opening'. This stub is intended to butt against the headwall when the gate was being pushed wide open to prevent it opening to greater than horizontal. In this instance the stub had been ground down in the past to prevent other issues, and therefore it popped into the culvert pipe when the gate was over-extended, and then jammed the gate partially open when it tried to return to vertical. Once identified, this was remedied by crow-bar, and the

problem fixed. In order to ensure the problem was fixed the issue was monitored over the next few high tides.

- 3.37. Unfortunately, the issue arose again at the more recent high tide. However, it was quickly remedied, and the problem has been temporarily resolved by putting a large concrete block just downstream to stop over-extending.
- 3.38. ECan have already budgeted a significant upgrade to the headwall structure, as it is acknowledged that the current arrangement has a number of deficiencies. This was originally intended in the 20/21 financial year, but was delayed due to the shovel-ready funding. However, it is now back on the ECan programme, to be completed in 21/22.
- 3.39. The cost to block off the outlet pipe and deploy a large capacity temporary pump was \$36,000. Environment Canterbury have indicated that they are open to discuss cost sharing for this work.
- 3.40. **Urban Stormwater**
- 3.41. Temporary pumps were deployed to Dudley Drain, Feldwick Drain and McIntosh Drain in advance of this event. The cost to deploy and operate these pumps during the event was \$20,000, which is funded from existing budgets.
- 3.42. During the event additional pumps were deployed to Kiln Place and Cridland Street West, Kaiapoi and Swindells Road and the Waikuku Beach campground in Waikuku Beach. Additional support was also obtained from Ongrade to assist with checking grills, sumps and flapgates during the event as maintenance staff were stretched. The total additional unbudgeted cost for the urban stormwater response is \$40,000.
- 3.43. Observations during the event indicated that the Kiln Place issue may have been related to the stormwater pipeline through Blue Skies holding water. Subsequent investigation work, undertaken as urgent work, has identified a significant blockage at the downstream end under the railway line which has now been removed. This required substantial work including uncovering manholes, pumping down the system, CCTV inspection and removing the blockage. The total cost to undertake this work is still to be confirmed but is estimated to be in the order of \$60,000 to \$80,000. This work is not currently budgeted for.
- 3.44. Council received a total of 192 drainage related service requests for the event on the 30th & 31st May 2021 and a further 53 service requests for the event on 20th June 2021. Each of these requests have been responded to, but will be assessed to determine if any further maintenance or investigation is warranted.
- 3.45. The following areas have already been identified for further investigation. It is noted additional localised areas will be added to the list as the service requests are worked through.

Kaiapoi

- Kiln Place – Blue Skies Pipeline Investigation (underway)
- Cridland Street West – Pipeline condition and capacity assessment

Waikuku Beach

- Waikuku Beach Campground – Extension of stopbank (led by Environment Canterbury)
- Swindells Road – Pipeline condition and capacity assessment
- Collins Drive – Flapgate issue
- Waikuku Beach Road – Flooding assessment
- Kiwi Ave Reserve – Pipeline condition and capacity assessment

Oxford

- Church Street / Burnett Street – Drain capacity assessment
- Pearsons Drain (Bay Road & Burnett Street) – Drain capacity assessment

3.46. A further report will be brought to the Utilities & Roading Committee on the full assessment of service requests and the proposed additional investigation work.

3.47. It is noted that a community meeting has been held with the residents of Kiln Place and a community meeting is planned for Waikuku Beach residents on 6 July 2021.

3.48. **Rural Land Drainage**

3.49. Generally, the drains in the rural drainage areas of the district functioned well. The following repair works have been required as a result of the event:

- Ohoka Stream – Tree Removal
- Waikuku Stream – Tree Removal (x2) and bank repairs
- Deep Creek – Drop structure repairs and debris removal from flood gates
- Mounsey Stream – Tree removal and bank repairs

3.50. Most of the repair work will be undertaken from existing operational budgets (estimated to be about \$25,000). However, the Mounsey Stream bank repairs work is more substantial and will require additional budget. Initial estimates are in the order of \$50,000, which is double the Oxford Rural Drainage annual drain maintenance budget.

3.51. **Stockwater**

3.52. The syphon under the Eyre River on the Main Race (MR8) near Warrens Road, scoured out and washed away during the event. This syphon comprises of twin 1,500mm Aluflo culverts about 150m in length. The old stockwater syphon was re-activated to provide continuity of stockwater flows.

3.53. A section of the water race system adjacent to the Eyre River between Carleton Road and Steffens Road (Race R7) suffered bank damage and washed out. This section is currently isolated, with a few downstream properties not receiving stockwater.

3.54. The damaged syphons and bank collapse will be replaced by Waimakariri Irrigation Limited. As these works are for irrigation purposes, they have confirmed that they will not be seeking any contribution from Council for the repair.

3.55. **Wastewater**

3.56. Given the nature of the event the wastewater reticulation system generally performed well. Sucker trucks were deployed to the following locations to keep the level sewers down:

- Ohoka Road, Kaiapoi
- Cridland Street West, Kaiapoi
- Chapman Place PS, Kaiapoi
- Kairaki PS, Kairaki/Pines
- Rotten Row, Waikuku Beach.

3.57. The Ohoka Road and Chapman Place PS areas will benefit from the Kaiapoi Stormwater and Flooding Improvements project. The Cridland Street West area was partially related to stones in the syphon under the Cam River which has been addressed, although this is a catchment of focus as part of the Kaiapoi Wastewater Network. Further investigation is required at the Kairaki PS where inflow was observed in the vicinity of the Kairaki

campground. The issue at Rotten Row in Wakikuku Beach was predominantly due to the Ashley River overflow into the Waikuku Beach campground which also flowed into and overloaded the sewer system.

- 3.58. The long duration of the event meant that the holding pond at the Oxford wastewater treatment plant was overloaded and spilt into the onsite pit. Environment Canterbury have been advised of this overflow and a follow up factual report will be provided, covering the duration of overflow, estimated volume and clean up undertaken.
- 3.59. The total cost of our wastewater response is estimated to be \$15,000 and will be funded from existing operational budgets.

3.60. **Water**

- 3.61. The following key points can be made about impacts on the water supply system:

Source Water Quality

- 3.62. There are no longer any surface water intakes as part of the Council's primary public water supply sources, therefore impacts to source water were not as great as they would have been had some of the surface water takes still be in use.
- 3.63. The raw water quality on most schemes therefore had minimal impact from the event. The key exception was the Garrymere supply, which although a groundwater source, has its shallowest screen at only 2.5m below ground level. This scheme experienced higher than expected turbidity levels, which were greater than what the treatment system was designed to cope with. This meant a precautionary boil water notice was put in place for approximately a week, while the turbidity levels were greater than the Drinking-water Standards limit of 2 NTU for the treatment system. Frequent sampling for E. coli was taken during the event on the Garrymere system, and no E. coli was detected in the treated water.
- 3.64. The extra sampling and operational work at the Garrymere headworks is estimated at \$5,000.
- 3.65. This was considered to be an extreme event, and is not expected to be a regularly recurring event for the system. Even so, there are steps that can be taken to minimise the risk of recurrence going forward. In particular, within the Long Term Plan period there is provision for a backup well for this scheme. It is intended that this well is not screened as shallow as the current well, which would reduce the likelihood further of detrimental impacts of events of this nature on the raw water quality.

Waikuku Beach Campground Flooding

- 3.66. There is a backup water supply source for the Waikuku Beach scheme at the campground site. Due to the significant flooding in this area, the station was partly inundated with water, although the water level remained below the height of the electrical cabinets and pump motors. There was only minor damage which has since been repaired, and the station is still functional. The well was tested, and no E. coli or total coliforms were detected, despite the bore being in a below ground chamber which was inundated with water.
- 3.67. The minor repair works and associated testing of equipment is estimated at \$5,000.

Oxford Rural No.2 Infrastructure Damage

- 3.68. There are a number of pipes that cross drains and creeks, in particular within the Oxford Rural No.2 scheme. There are also pipes on hills that were susceptible to ground movement / slippages during the very wet event. This led to three key issues:

Coopers Creek

- 3.69. Coopers Creek used to be the primary headworks for the Oxford Urban and Rural No.2 water supplies, until the Domain Road headworks was established in 2010. Since this time it was the primary headworks just for the Oxford Rural No.2 part of the network, and in 2018 when the Oxford Rural No.2 scheme was joined to share the Domain Road source, was relegated to an emergency backup site.
- 3.70. Despite being a backup headworks, the tanks above the Coopers Creek intake still perform a function of providing gravity flow to about 15 houses west of the headworks, and some storage for the scheme, and water quality monitoring equipment.
- 3.71. There is a bridge that gives access to this headworks site, which has a 40mm alkethene pipe fixed to it. The ground around the bridge washed out, and the bridge suffered structural damage meaning that it is in need of replacement. The pipe is still fixed to the bridge, however is suspended in the area where the bank has washed out, and is at risk of complete failure. It is proposed to replace this section of pipe that is suspended across flowing water with a new pipe sleeve about 1.5m below the stream bed. This will reduce the risk in the immediate term, although active consideration is still being given to bank stabilisation and bridge replacement works.
- 3.72. At the Coopers Creek intake, which is downstream of the access bridge, there was a weir that was used to slow the water around the intake, and maintain adequate supply in times of low flow in Coopers Creek. This weir washed out completely, and options to reinstate this are also being considered. There are records that this weir washed out in 2010 as well, and was replaced with boulders following this.
- 3.73. There was an outage for the 15 properties following rain on the night of Sunday 20 June. This was caused by a water lateral and toby box on the eastern side of Coopers Creek, immediately next to the bridge that suffered the damage being washed out. This was due to further scour of this area. Due to the time taken to repair this main, especially with the limited access to this side of the river, properties were without water for about 24 hours. Property owners were notified by phone, and the Drinking Water Assessor informed, as is required for outages greater than 8 hours. This toby box and damaged lateral have now been repaired.
- 3.74. The total value of work required to reinstate pipes, the bridge, stabilisation of banks, and the weir is estimated at \$360,000, although advice is being sought in a number of areas before a definitive cost can be determined for this.
- 3.75. A further report will be brought to Council on the future long term strategy for this infrastructure to confirm what should be reinstated.

Bush Road Pipe Exposed

- 3.76. On Bush Road, a 200mm diameter PVC main was found exposed in the base of the drain, due to scour in the surrounding area. This presents a significant risk of complete failure in a future event, as more gravel and tree branches are highly likely to wash down the stream given the amount of loose material upstream, which could damage the pipe, given it has no protection currently. The Water Unit are working to replace this section of pipe at a

greater depth beneath the existing base of the stream, as conditions allow. The cost to install a lowered pipe at this location is estimated at \$20,000 to \$30,000.

Mill Road Pipe Leak

- 3.77. Following the initial rain event, it was noticed that the flow on the Gammans Creek part of the Oxford Rural No.2 system had increased from a flow of around 2 L/s to about 12 L/s, which was at the upper limit of what the pumps could keep up with, and was putting the scheme at risk of not being able to maintain pressure.
- 3.78. Given the timing of the event, and the very high flows in the creeks, drains and streams in the area, it was assumed that this large leak had been caused by the ground surrounding a pipe being washed out, and damage incurred.
- 3.79. Staff inspected drain crossings, and worked their way through the system assessing flows, to narrow down the area where the leak was. Eventually, a leaking 150mm diameter pipe was found on a hill in between Mill Road and Bay Road. This was caused by the surrounding ground slumping, due to saturation.
- 3.80. Once the leak was located, it was repaired by the Water Unit, and flows on the system returned to normal.
- 3.81. During the days taken to locate and fix this leak, scheme members had been asked to conserve water as there was a risk that the leak could have failed catastrophically before it was located, which would have meant residents would have had to rely on their tank water until the leak could be located and repaired. Thankfully, this did not eventuate and the leak was found before it completely failed.
- 3.82. The cost of finding and repairing this leak is estimated at \$10,000.
- 3.83. **Solid Waste:**
- 3.84. Solid Waste services and facilities were not greatly impacted by the flood events. Kerbside collections and most scheduled bin deliveries were undertaken on the Monday in the Woodend and northern rural areas, including into Waikuku Beach. Where vehicle access was not possible the contractor advised they would return on the following day to complete collections, if requested.
- 3.85. Southbrook RRP was within the second potential Ashley River flood evacuation zone during the first event. Staff discussed contingencies with the operations contractor to ensure Council collections, and commercial and public customers, would still be able to dispose of their waste materials in the event the site was closed.
- 3.86. There was minor flooding on the Southbrook site during the event, but the majority of operational areas were not impacted, with some minor flooding in the green-waste disposal area. The facilities operators did not advise Council staff of any flooding issues occurring at the Oxford transfer station site, which was is open on Friday and Sunday afternoons.
- 3.87. There was an impact on usage of Southbrook RRP during the May rainfall event. As shown in the below table, there was a substantial decrease in incoming tonnages from 29 to 31 May compared to the same three days during the previous week, and there has been a 'lag' in tonnages returning to more normal levels.

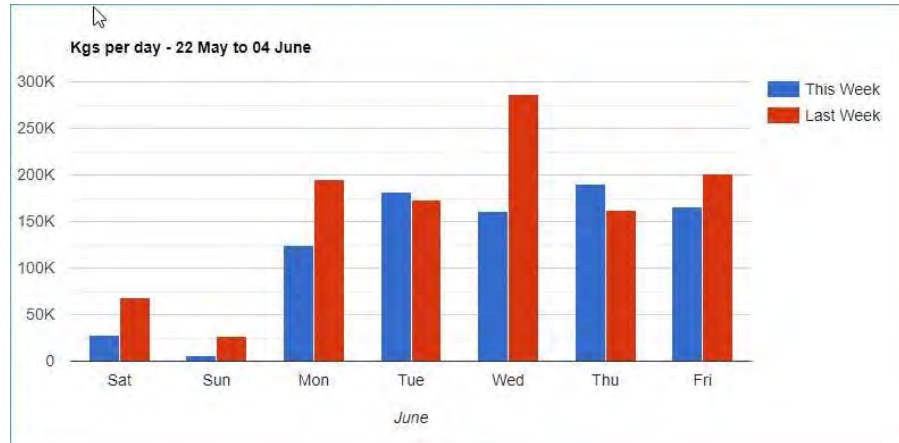


Table Showing Incoming Weight of Materials into Southbrook RRP 2 May to 4 June 2021

3.88. Property Facilities:

3.89. There has been minor flooding and leak damage in some of the Council Buildings. The cost of this is expected to be covered from existing maintenance budgets and insurance.

3.90. There was a cost of \$5,250 to pump out flood water at the Waikuku Beach Campground. This water originated from an overflow at the end of the Ashley River stopbank. This was unbudgeted expenditure.

3.91. Recreation and Community Facilities:

3.92. Flood damage was experienced at a number of Greenspace facilities across the District, including Ashley Gorge Campground, Cust Community Hall, Murphy Park and Askeaton Park. The Kaiapoi South and Kaiapoi East regeneration areas were also inundated with flood water.

3.93. Additionally a number of localised flooding issues have been identified, for example the Waikuku Beach Central Area reserve (near flying fox). This area has been identified before as requiring further investigation into long term solutions. This will be worked on with the community to determine what the best option is. At this stage no funding has been spent on the investigation or any implementation. Staff will report back to Council at a future date once the investigation and community consultation has been completed.

3.94. The most affected reserve in the district was Ashley Gorge. The lower terrace was significantly damaged with park furniture being swept away and a large amount of river silt being deposited. The total cost to date of the remediation of this reserve has come to \$128,000. This has included the removal of the silt and debris from the site and the reinstatement of all of the playground safety surface and park furniture. This includes 7 picnic tables and their concrete bases as well as two double refuse bins.

3.95. Other Park related clean up and remediation costs total approximately \$20,000. The largest costs can be attributed to the clean-up and replacement of bark safety surface in playgrounds across the district. Other smaller projects include debris removal from Kairaki Beach Car Park and replacement of crusher dusts on paths which had been washed away.

3.96. Currently the Recreation account has a budget of \$5,000 for storm related damage. This means that there is currently a total of \$143,000 of unbudgeted expenditure related to the storm damage in the recreation area.

- 3.97. A number of community facilities leaked as a result of the persistent rain. These include Fernside Hall, Cust Community Centre, Rangiora Library, Rangiora Town Hall, Rangiora Toy Library, Oxford Jaycee and Dudley pavilion. The total cost to repair the damage to the buildings is \$10,300. There are some maintenance budgets within each community facility budget which can be used for unplanned works. Taking these into account it is estimated that the unbudgeted work would amount to \$7,000.
- 3.98. The total expected expenditure for the Community and Recreation area related to the flooding event is \$158,300. Of this a total of \$8,300 can be paid for utilising existing budget provision leaving a total of \$150,000 of unbudgeted expenditure.

4. ISSUES AND OPTIONS

- 4.1. Due to the nature of these events, there is no ability to be able to plan in advance for infrastructure that may need to be replaced or repaired. As such staff often need to make informed decision in a very short timeframe regarding reinstatement of infrastructure but are aware of the need to make sound decisions regarding the best whole of life costs for either repairing or reinstating these assets.
- 4.2. Where there are specific decisions which require Council input or for a decision to be made, this will be reported through to Council.

Implications for Community Wellbeing

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

Safe and reliable Roding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water and drainage for health and Roding infrastructure is require to provide safe egress and enable residents to access goods and services within the community.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with MKT.

5.2. Groups and Organisations

A number of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from ECAN and WDC are working to proactively coordinate where necessary.

- 5.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

5.4. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of this report.

A high-level estimate of the costs associated with the flood are summarised below. It is noted that some of the costs will come from existing budgets, however, the large majority of this spend is unbudgeted.

Asset Area	Cost Estimate (\$)	Unbudgeted Council Expenditure (\$)	Budgeted or Anticipated Funding by Other Source (\$) *
Water			
Garrymere Flood Response	5,000	5,000	0
Oxford Rural No.2 Flood Response and Repair Works	400,000	400,000	0
Waikuku Beach Flood Repair Works	5,000	5,000	0
Total for Water	410,000	410,000	0
Wastewater			
General Response	15,000	0	15,000
Total for Wastewater	15,000	0	15,000
Drainage			
Kaiapoi Urban Flood Response	20,000	20,000	0
Kaiapoi Urban Flood Response and Repairs	95,000	95,000	0
Pines / Kairaki Flood Response	36,000	0	36,000
Waikuku Beach Flood Response	5,000	5,000	0
Rural Land Drainage Repairs	24,000	0	24,000
Oxford Rural Flood Repair Works	50,000	50,000	0
Total for Drainage	230,000	170,000	60,000
Roading			
Flood response	110,000	53,900	56,100
Lees Valley (includes Lees Valley bridges)	900,000	441,000	459,000
Bridge Repairs including bridge approaches (excluding Lees Valley bridges)	660,000	323,400	336,600

Culvert & Washout repairs	550,000	269,500	280,500
Unsealed Road Repairs	100,000	49,000	51,000
Total for Roothing	2,320,000	1,136,800*	1,183,200
River Flood Works			
Okuku River	15,000	15,000	0
Total for River Flood Works	15,000	15,000	0
Greenspaces			
Reserves	148,000	143,000	5,000
Community Facilities	10,300	7,000	3,300
Total for Greenspaces	158,300	150,000	8,300
Property			
Waikuku Beach Campground	5,250	5,250	0
Total for Property	5,250	5,250	0
Contingency (10%)	345,450	345,450	0
GRAND TOTAL	\$3,499,000	\$2,232,500	\$1,266,500

* Anticipated funding by other source relates to potential co-funding by Waka Kotahi, Insurance claims or budget has previously been allocated and can be utilised.

** This is assuming that Waka Kotahi co-funding of 51% will be granted, meaning Council share is the remaining 49% of the Roothing works.

Council's insurers have been advised of the flood event and staff will work with them to determine if there is to be any claimable costs from damage to 3 Waters assets. It is currently not expected that the LAPP threshold for Government funding (60% share) will be triggered for this event.

While no specific budget is being sought at this time, it is noted that the estimated costs of the clean-up from this flood event is in the order of \$ 3.5 million and the full costs are not likely to be clear for another 4 to 8 weeks. Further detailed information on costs and any details as they relate to budgets will be provided to Council in a future report.

Roothing assets are not insured however Emergency Flood events do attract Waka Kotahi co-funding. Work category 141 enables funding from the National Land Transport Fund (NLTF) in response to a defined, major, short-duration natural event (a qualifying event) that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event and results in unforeseen, significant expenditure.

Events that qualify for NLTF funding as emergency works will:

- be of unusually large magnitude or severity for the particular area in which they occur (as a guide, they would be expected to have an annual return period greater than 1 in 10 years)

- originate from natural, short duration triggering events, including very high intensity rainfall, severe wind, severe drought in government declared drought areas or seismic events
- have reduced, or will reduce within a 12 month period, levels of transport service significantly below those that existed prior to the event
- involve a total cost of \$100,000 or more per event per approved organisation or Waka Kotahi NZ Transport Agency (state highways) region
- be clearly defined, named and described, with a separate funding application required for each event.

The usual funding assistance rate (FAR) that applies to emergency works for qualifying events within each financial year is:

- the approved organisation's normal FAR. This covers cumulative claims for total costs of emergency works **up to 10%** of the approved organisation's total cost of its maintenance programme for the year (as approved when the National Land Transport Programme (NLTP) was adopted), or
- the approved organisation's normal FAR plus 20% to a maximum of 95%. This is for the part of the cumulative claims of total costs of emergency works that **exceeds 10%** of the approved organisation's total cost of its approved maintenance programme for the year.

As the flood response and associated works will straddle two financial years, the allowance for 10% over the approved organisation's total cost of its maintenance programme for the year will reset at the 1st July, and not be cumulative over two financial years. This means that the increase to will not eventuate in 2020/21 and as this resets in 2021/22 it is unlikely to reach the trigger point for increase to 20%FAR.

Initial discussions on the claiming has been undertaken with the Waka Kotahi Investment Advisor who has advised that this cannot be treated as one event for claiming purposes. This will be explored further at a regional level as this disadvantages Councils when an event occurs near the end of a financial year.

6.2. **Sustainability and Climate Change Impacts**

The frequency and severity of flood events is likely to increase due to the impacts of climate change.

6.3 **Risk Management**

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

A risk-based approach has needed to be adopted around the management of the Lees Valley slips and this will also be the case when assessing and agreeing repairs for the Okuku Pass Rd slips as well as bridge approach repairs. In these cases, the best whole of life cost needs to be considered when agreeing the extent of repair and there is a residual risk of ongoing repairs being required due to further rainfall events.

6.3. **Health and Safety**

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

Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

The work around the Lees Valley slips in particular is a higher risk activity due to the steep terrain and geological constraints. This has been discussed in detail with the contractor who is very experienced in this type of work, a Site Specific Safety Plan has been

submitted and a site briefing including Council staff has been undertaken prior to the physical works commencing on site.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Management Act is the relevant legislation in relation to Rooding activities.

7.3. **Consistency with Community Outcomes**

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

This report considers the following outcomes:

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.

Core utility services are sustainable, resilient, affordable; and provided in a timely manner

- Harm to the environment from sewage and stormwater discharges is minimised
- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard
- Waste recycling and re-use of solid waste is encouraged and residues are managed so that they minimise harm to the environment

7.4. **Authorising Delegations**

Council has the authority to receive this report.

Relevant staff have delegation to authorise unbudgeted emergency works where needed. Future reports will seek approval for unbudgeted expenditure.





































Flood Event Debrief

Council Briefing

Tuesday 8 June, 4pm



Agenda

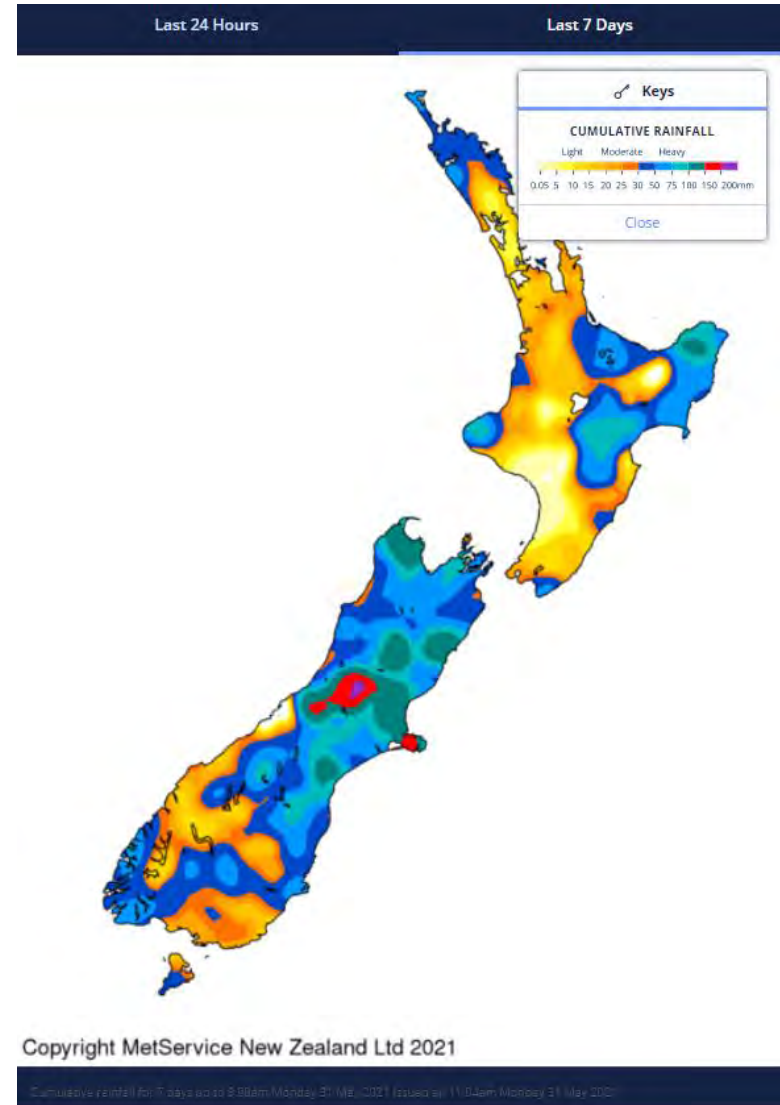
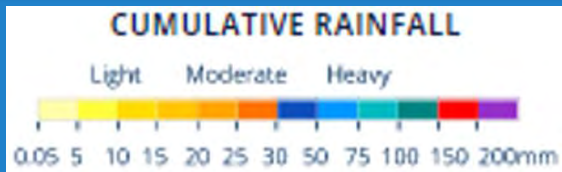
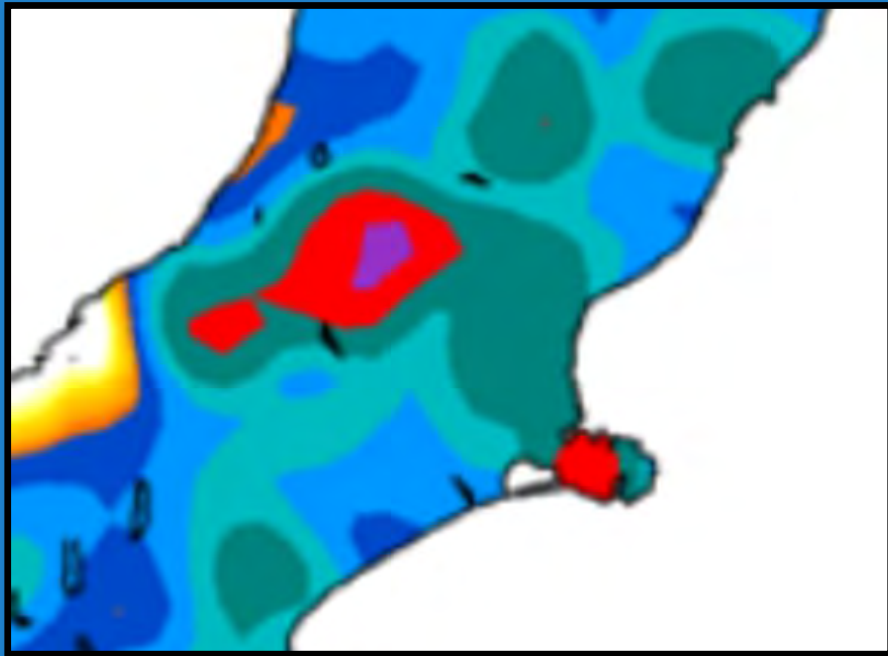
- Rainfall
- Rivers – Ashley, Eyre, Cust, Okuku
- Evacuation Zones
- Roading – Bridges, Slips, Closures
- Flooding Hot Spots
- Utilities Performance
- Service Request
- Flooded Houses
- Public Meetings

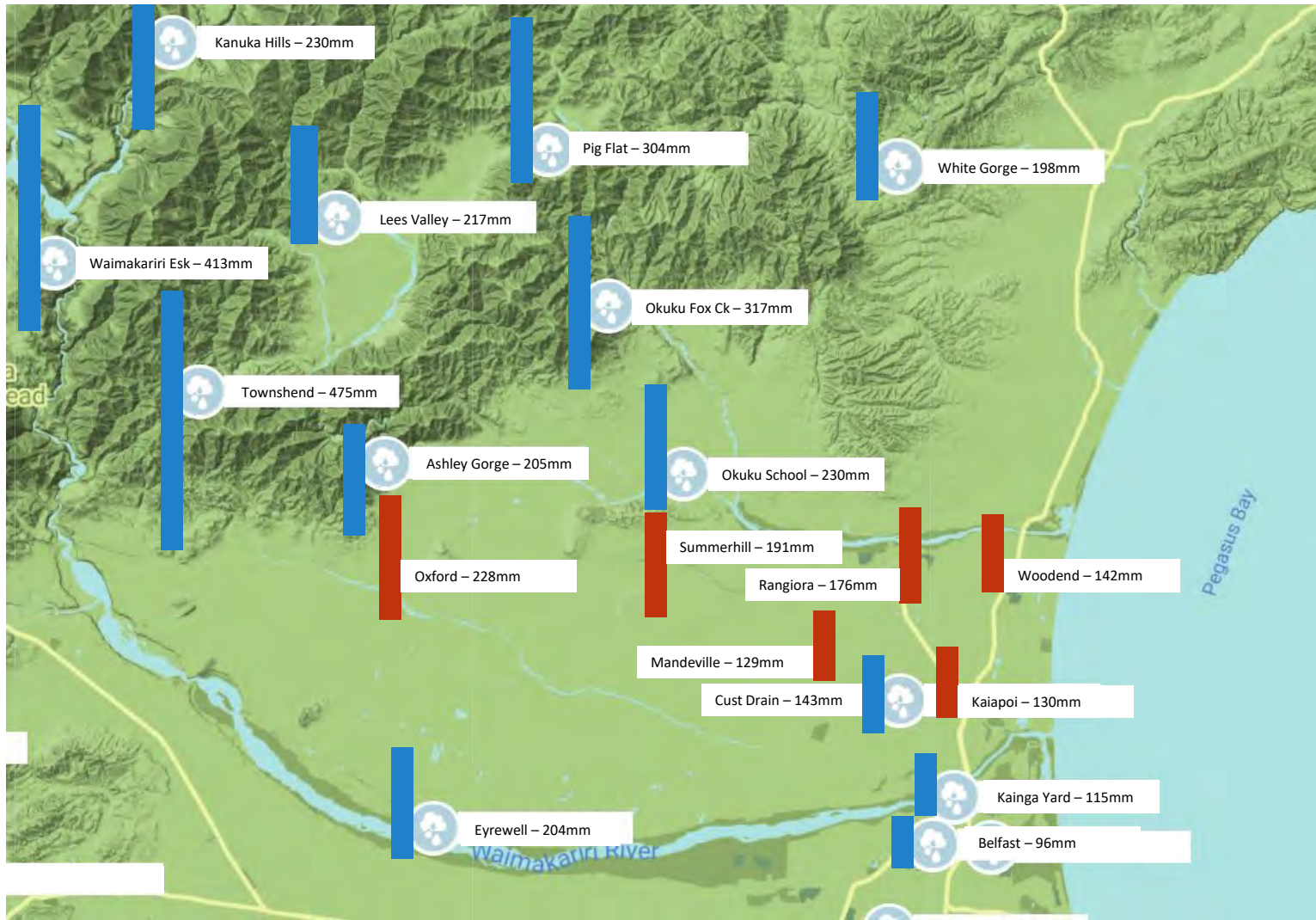


Lees Valley Slip

Rainfall return period

Rainfall Depths





RAINFALL DEPTHS

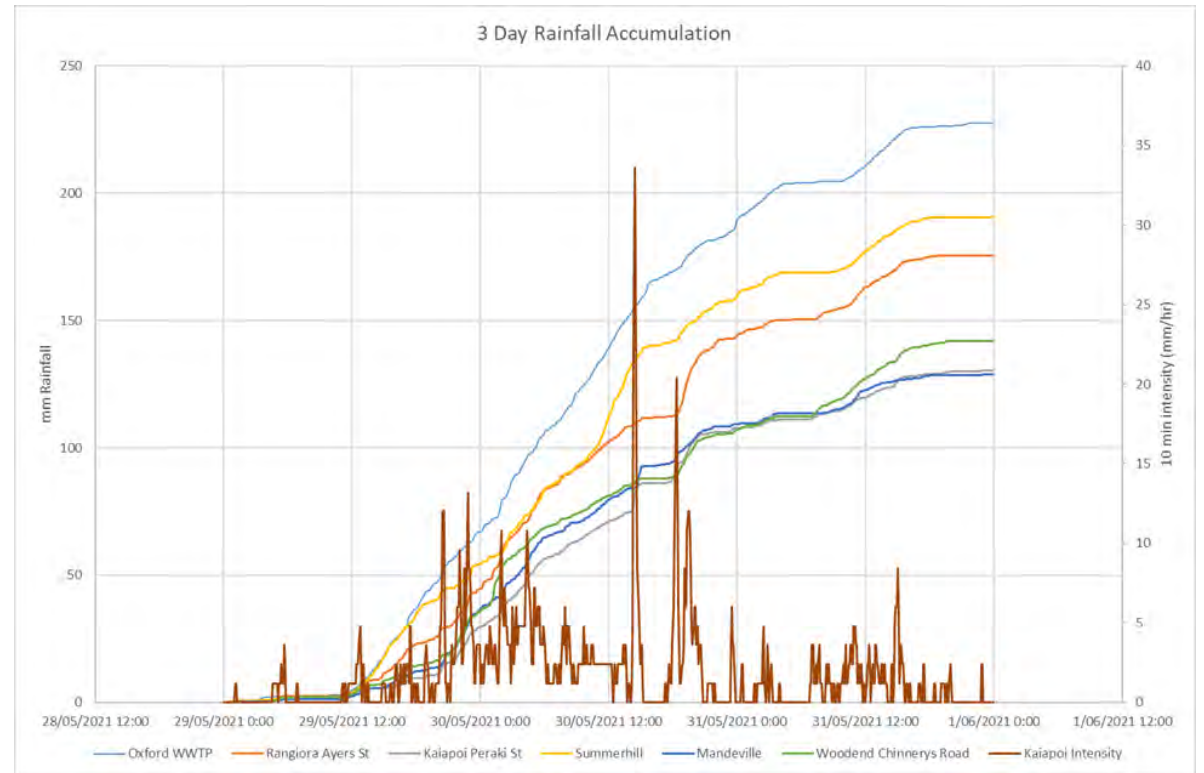
- Higher in hills compared to coast
- Higher in north compared to south
- Reasonable comparison between WDC and Ecan data

RAINFALL RETURN PERIOD

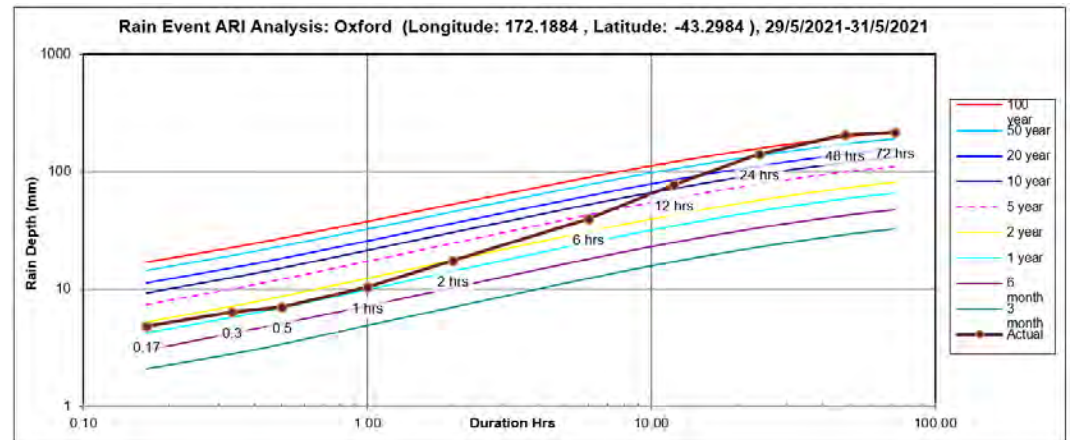
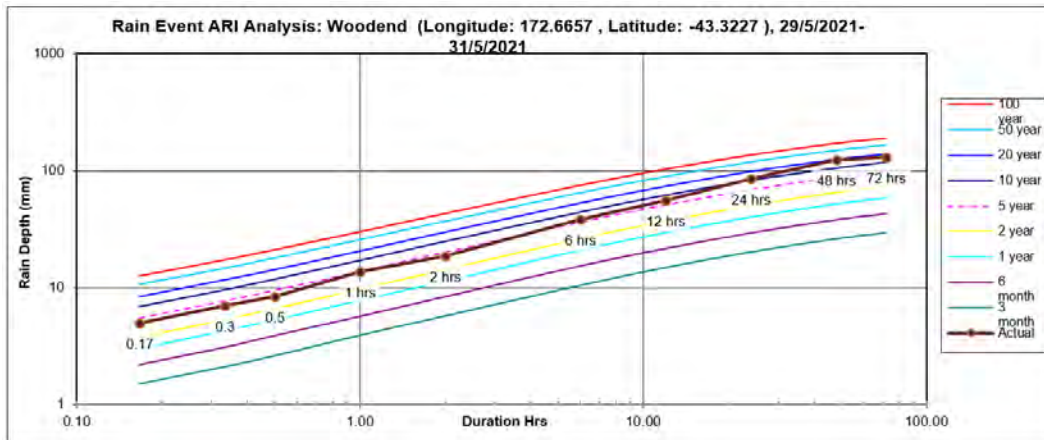
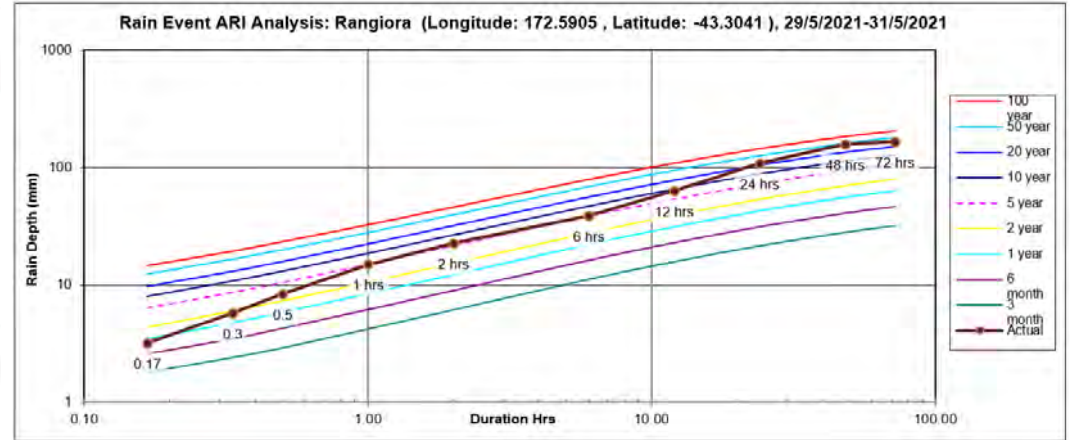
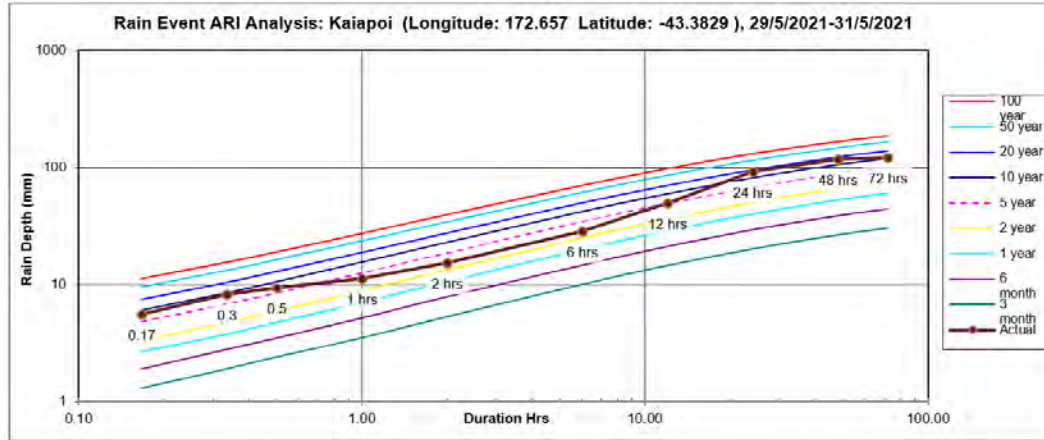
Rainfall Totals				
	29-May	30-May	31-May	Total
Oxford	67mm	122.8mm	37.8mm	227.6mm
Rangiora	44.8mm	99.8mm	31.4mm	176mm
Mandeville	37mm	72.4mm	19.4mm	128.8mm
Kaiapoi	29.8mm	78.2mm	22.6mm	130.6mm
Woodend	36mm	71.2mm	34.8mm	142mm
Summerhill	54.6mm	105.2mm	30.8mm	190.6mm

Indicative Rainfall Return Periods

- Oxford – 127 year event over 48 hours
- Rangiora – 46 year event over 48 hours
- Mandeville – 17 year event over 48 hours
- Kaiapoi – 17 year event over 24 hours
- Woodend – 20 year event over 48 hours
- Summerhill – 46 year event over 48 hours



RAINFALL RETURN PERIOD



RAINFALL RETURN PERIOD

Flooding Return Period

Flooding that occurs is dependent on more factors rather than just rainfall, including:

- Preceding rainfall – catchment wetness / soil moisture deficit
- Groundwater levels
- River levels
- Tides and storm surge
- Storm direction and duration
- Blockage risk - leaf fall (wind & hail), culverts, bank slips
- Asset maintenance – sumps, grills, flap gates, pump stations, drains and culverts

Rivers

- Ashley
- Eyre
- Okuku
- Cust



Ashley Gorge

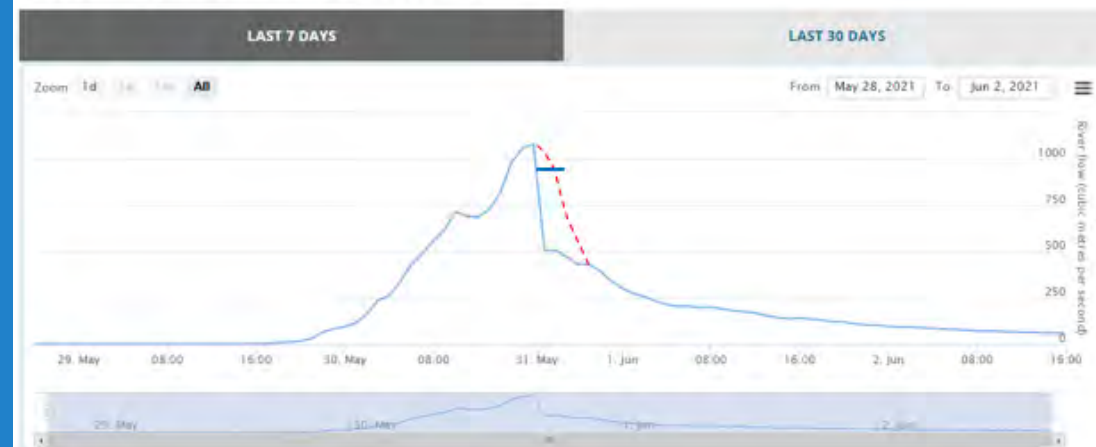
Ashley River

- Exceeded 1,000 m³/s at the gorge
- Gauge at the gorge had issue during the event
- Ecan Flood Controllers were providing reports of visual observations during the event
- Level reached less than 1m freeboard downstream of Okuku River confluence

River Flow for Ashley River at Gorge

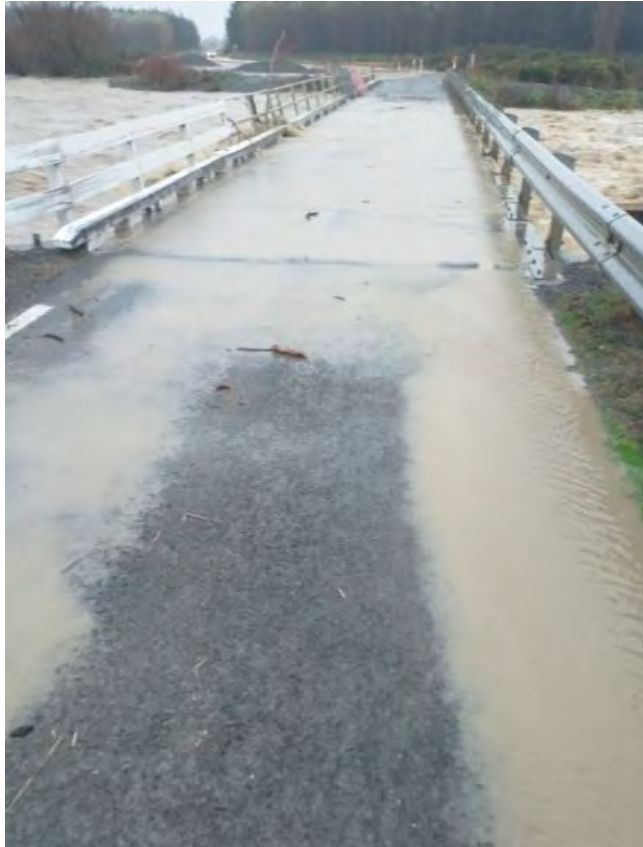
LAST SAMPLE (NZD STD TIME)	STAGE M	FLOW M ³ /S	CHANGE MM/H	7 DAY PEAK STAGE	7 DAY PEAK FLOW	7 DAY PEAK DATE	TEMP CELSIUS
02-Jun 16:00	1.322	58.815	-21	5.858	1126.32	30-May 14:55	8.34

River flow (cubic metres per second)

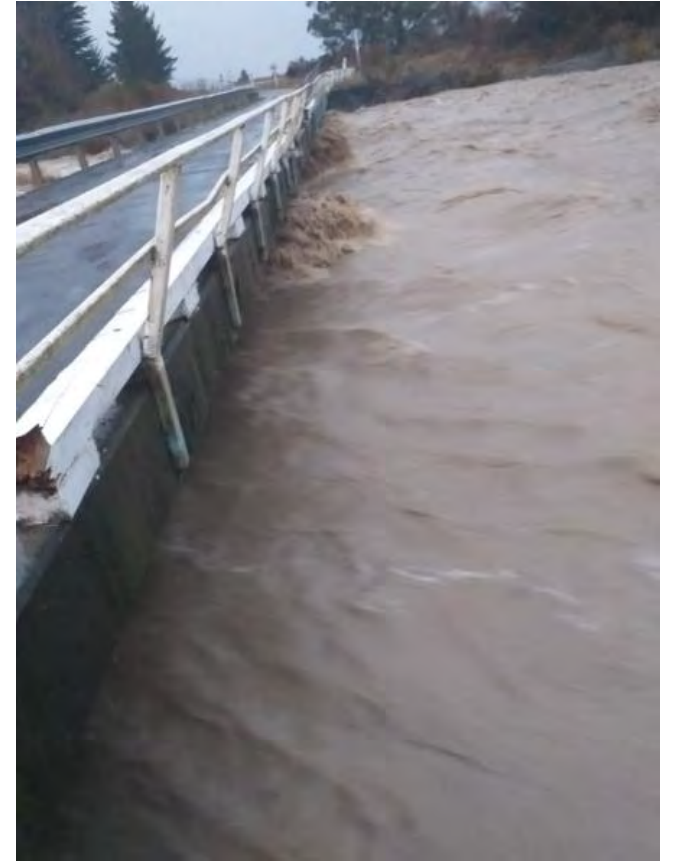


Eyre River

Wolffs Road



Harewood Road Bridge



RIVERS

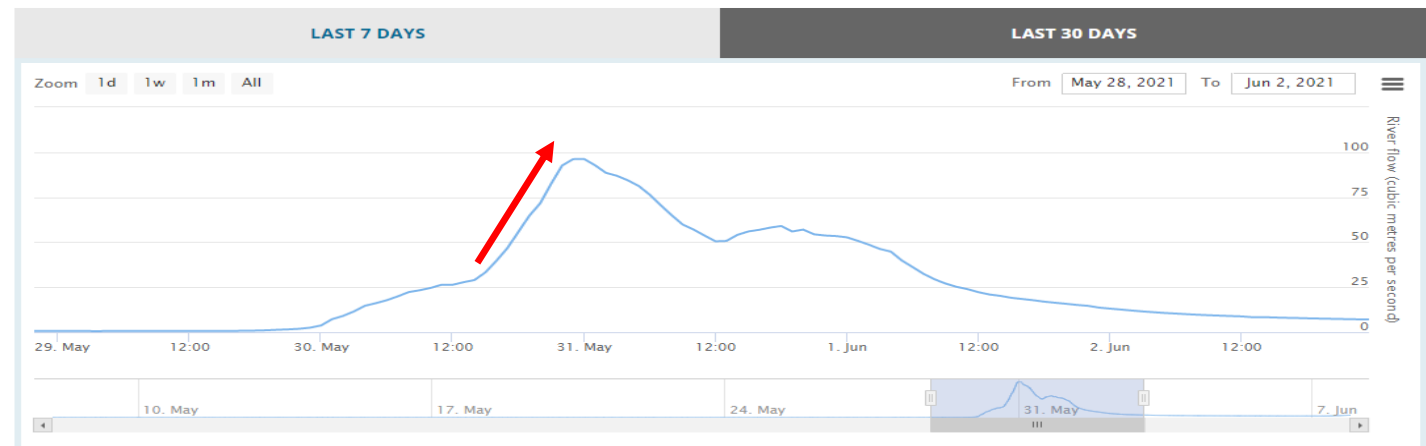
Eyre River

- No data since 28 May
- Visual inspections undertaken through night
- 100mm freeboard at Wolffs Road



Cust River

- Rapidly increased
- Peaked at 100m³/s
- Contained within banks and below bridges



RIVERS

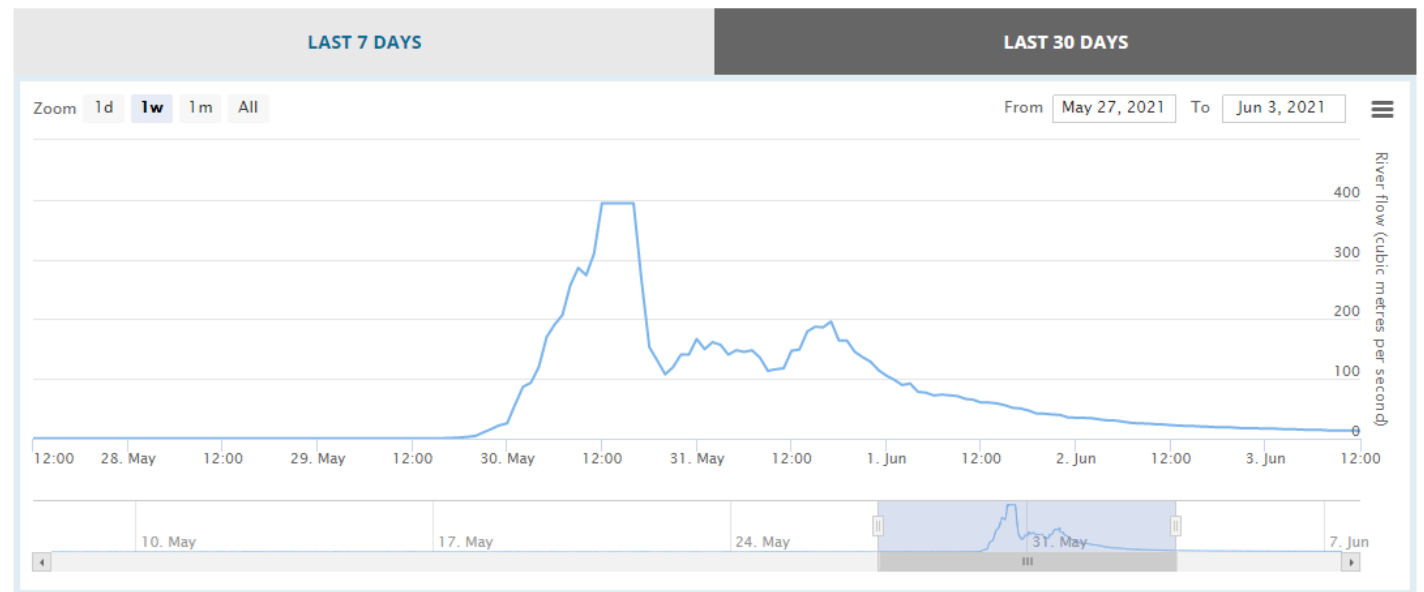
Okuku River

- Spilled over road at Birch Hill
- Gauge data not available during the event
- Data available post event shows gauge was maxed out

River Flow for Okuku River at Fox Creek

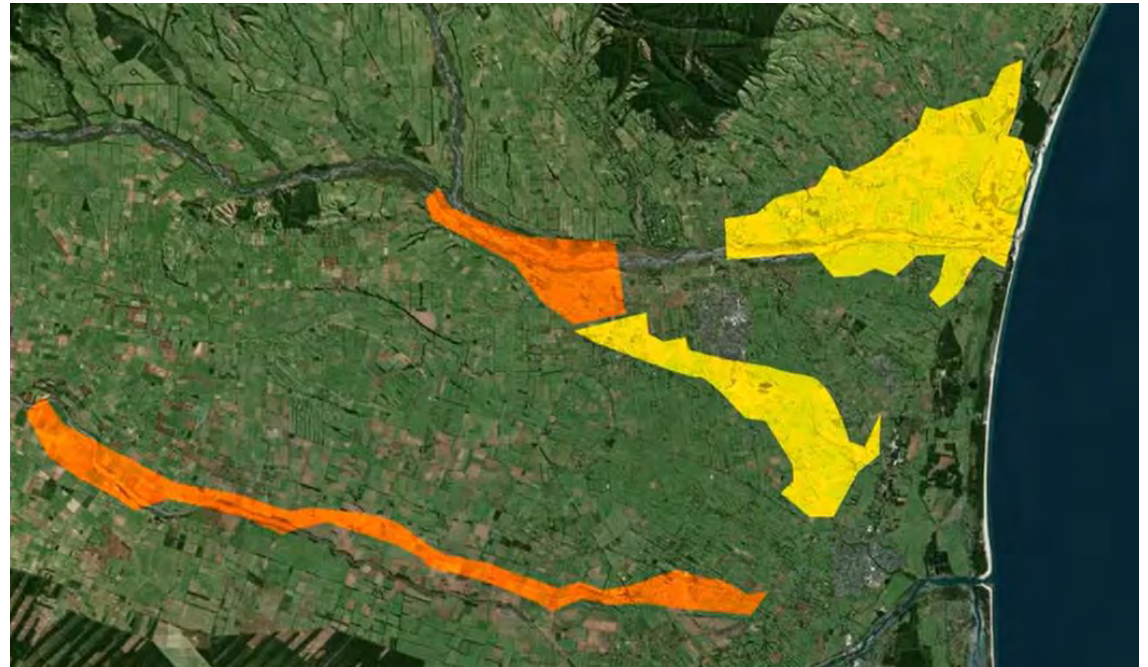
LAST SAMPLE (NZD STD TIME)	STAGE M	FLOW M3/S	CHANGE MM/H	7 DAY
07-Jun 09:30	0.765	6.448	7	

River flow (cubic metres per second)



Evacuation Zones

- **The Pines Beach and Kairaki** – low lying areas
- **The Eyre River**
- **Fernside residents between Oxford Road / Mount Thomas Road and the Ashley River** – from Mertons Road up until the junction of the Okuku and Ashley Rivers
- **Fernside Road and Southbrook Area** - between Oxford Road through Southbrook and to State Highway 1. Includes area between Oxford Road, Fernside Road, Lineside Road, Marsh Road and Tuahiwi Road. Includes Southbrook industrial area.
- **Waikuku Area** - between Gressons Road, Coldstream Road and the Ashley River. Includes Waikuku Beach Township
- **North Of Ashley River** – East Of Ashley Village – Between upper Sefton Road and Ashley River, from Ashley Village to the Coast.



Okuku River

- ECAN work
- Building Consent
- Way forward





Okuku River



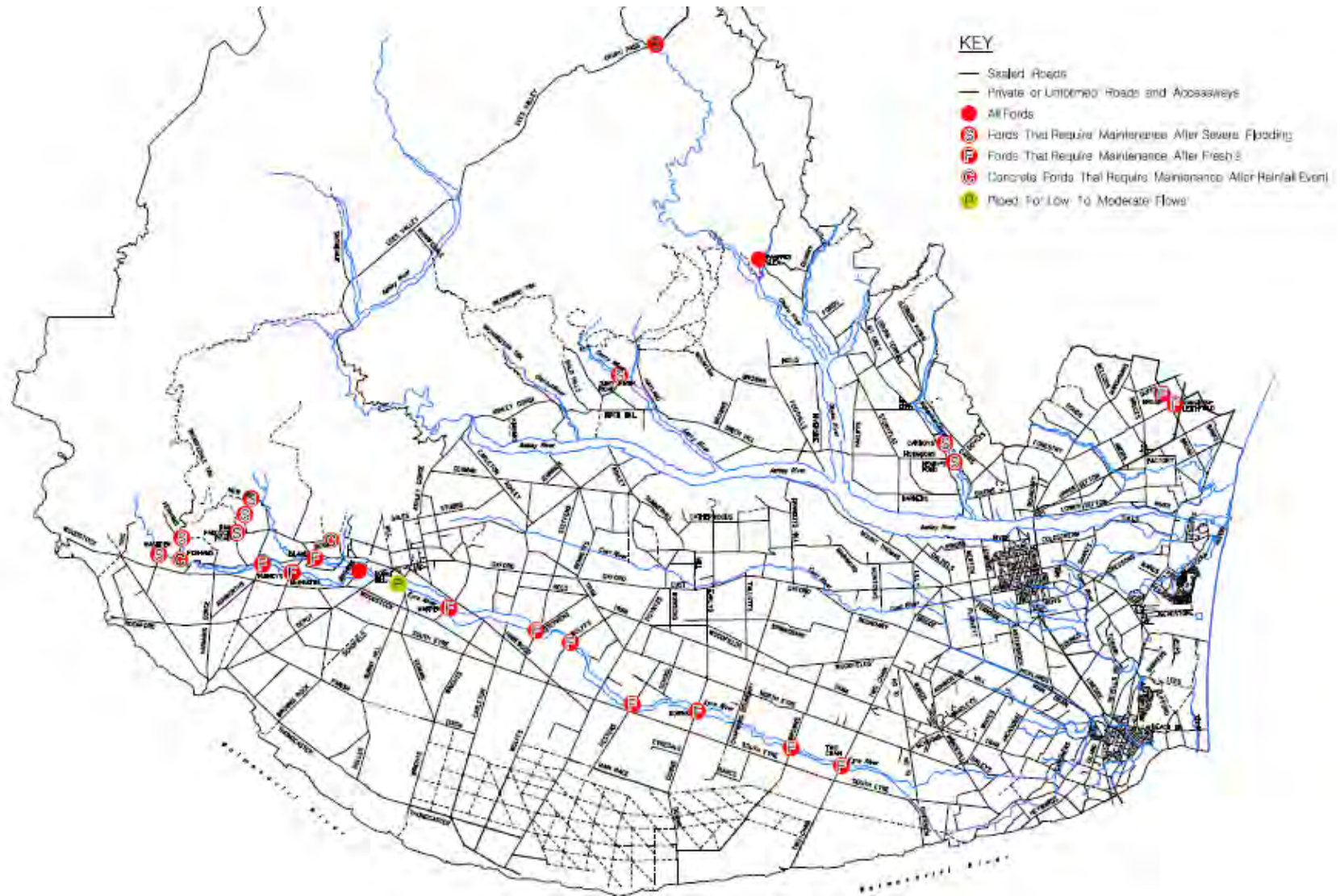
Okuku River



Okuku River

Roading

*As at 4pm Friday 4th May,
all fords remained closed*



Bridges

- **Horsford Downs**

- x2 Bridges

- **Okuku Pass**

- 2x washouts - HDC

- **Lees Valley**

- Bridge 1: both approaches
- Bridge 2: one approach
- Bridge 3: one approach



Slips

- **Lees Valley**
 - 2 major slips



Road Closure Status

- All Fords across the District remain closed (Friday 4th)
- Lees Valley Road. There are two slips and three bridges where the approaches have been washed out
- Okuku Pass Rd. Repairs are underway
- Horsford Downs Rd. Repairs are underway
- Island Rd east of Mounseys Rd. A culvert repair is required.
- All other roads across the District are open.

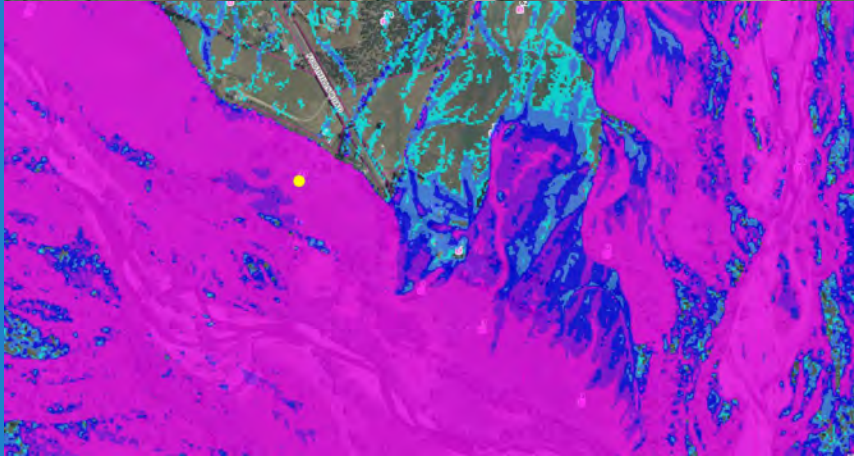


Flooding Hot Spots

- Okuku
 - Birch Hill Road
- Fernside
 - Dockey Creek
- Kaiapoi
 - Kiln Place
 - Murphy Park
 - Hilton Street
- The Pines Beach
 - Beach Road
- Oxford
 - Karadean Court
 - Kowhai Ave
- Waikuku Beach
 - Swindells Road
 - Beach Road
 - Campground



Okuku



Birch Hill Road

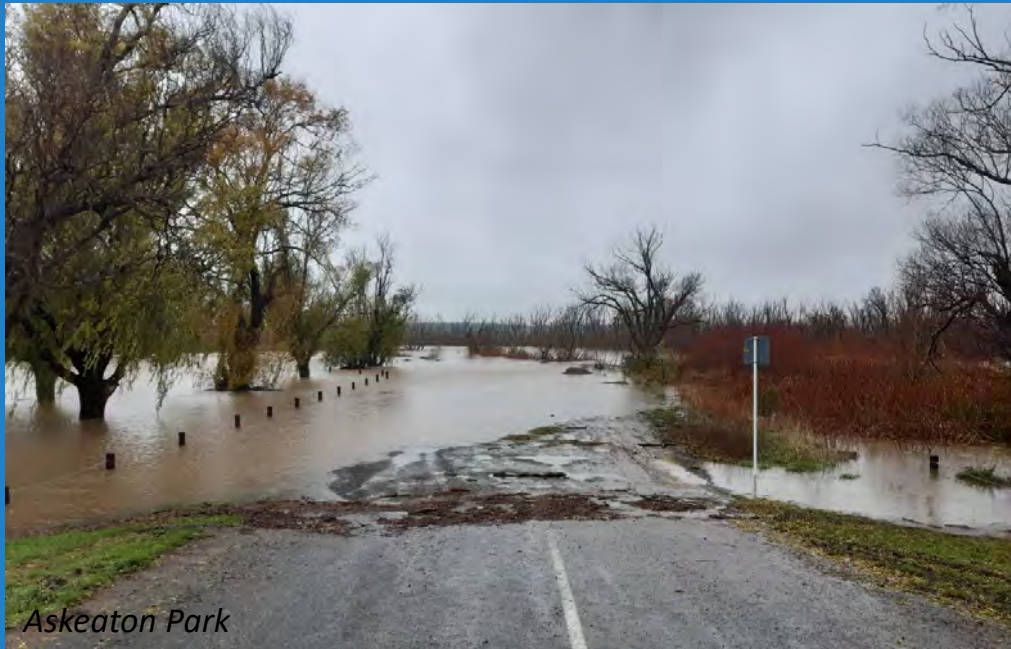


Fernside

Dockey Creek
(127 C Mairaki Road)



Kaiapoi Greenspace Facilities



Askeaton Park



Raven Quay



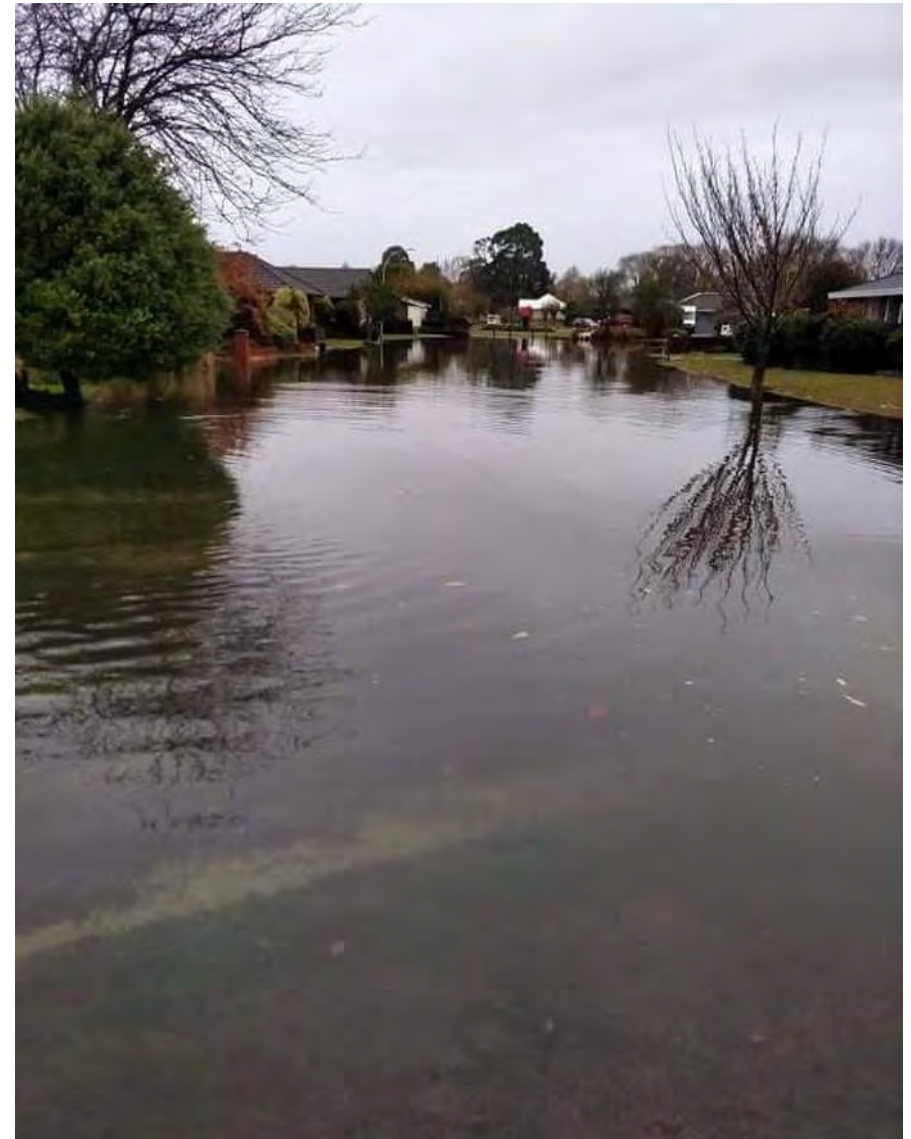
Murphy Park



Murphy Park

Kiln Place

- Sumps and flap gate checked prior
- Pumps deployed
- Flooding not as severe as 1 June 2019
- Underlying issue with system still exists
- Investigations and upgrade proposed



Pines / Kairaki



Pines Beach / Kairaki Creek - Pumping



Beach Road



Oxford

Kowhai Place



Oxford

Karadean Court



- Findlays Drain and Frahms Drain overloaded



Waikuku Beach



Waikuku Beach Holiday Park



125 Park Terrace



Ashley River at Waikuku

Utilities Performance

- Water
- Wastewater
- Stockwater



Water

Oxford Rural No. 2 Water Supply Coopers Creek Access Bridge



A bridge washed out giving access to the Coopers Creek water head works, which is part of the Oxford Rural No.2 water supply. This came very close to rupturing a pipe which was attached to the bridge, and was found dragging in the water, but still in-tact.

This pipe has been temporarily supported, and a deeper carrier pipe is to be installed beneath the stream bed once the flows drop.

A ford has been constructed to give 4WD access to the site, and we are working with WSP on options to repair or replace the bridge.

Water

Oxford Rural No. 2 Water Supply Large Leak on Scheme



During the rain event, the flow from the Gammans Creek pump station increased from about 2 – 4 L/s, to a flow of about 10 to 14 L/s. This indicated a very large leak on the system, which was very hard to locate during such a high rainfall event with a lot of water around.

A conserve water notice was in place in case supply was lost entirely. Eventually the leak was found on Thursday 4 June, and repairs completed that night. It can be seen that water use returned to normal pre-event levels after this repair was completed.

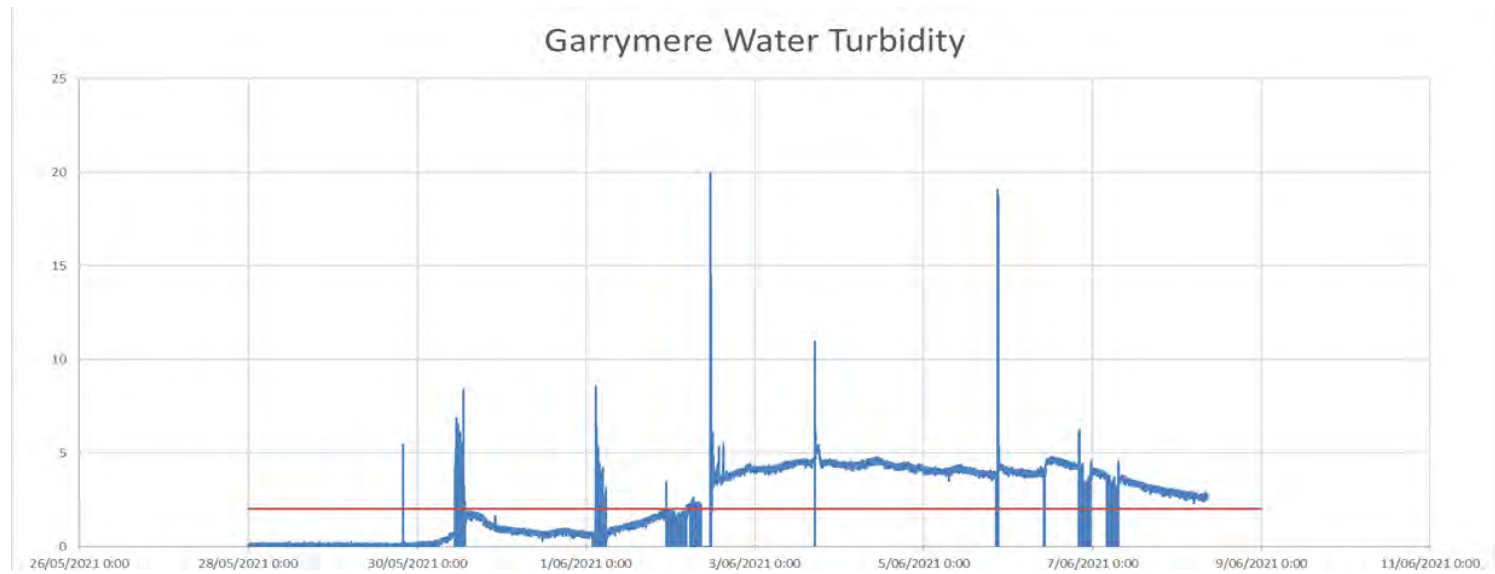
The leak was caused by saturated ground slumping on the hill. A photo of the leak is shown.

Water

Garrymere

- The rain event caused higher than expected turbidity water to enter the source water. This created a lot of very fine material not able to be removed by the filters at the treatment plant, and is likely linked to the runoff in the Garry River, which is upstream of the source.
- As this turbidity is higher than that allowed within the drinking water standards, residents have been advised to boil their water to ensure its safe to drink.
- Staff are considering options to resolve this if the levels don't drop. There is a second well budgeted for, that could be brought forward, and not screened as shallow as the existing well, which may produce higher quality water

Blue line is measured turbidity data, red is DWSNZ limit.



Wastewater

- **Kaiapoi** – reticulation tested, sucker trucks deployed
- **Rangiora** – reticulation at capacity, WWTP ponds near capacity.
- **Waikuku Beach** – reticulation overloaded, sucker trucks deployed
- **Oxford** – WWTP holding pond overflowed into pit onsite. No discharge from site. Environment Canterbury informed.



Stockwater

- Photo 1: Irrigation siphon from beneath the Eyre River at Warren Road
- Three lengths of pipe have been found downstream of the siphon.
- The current has eroded the bed dislodging the pipe.
- WIL noticed the damage and quickly re-activated the stockwater siphon constructed in 1901 as shown in photo 2.

1.



2.

Service Request

- 190 Service requests received (not as many as 2014)
- Most have been responded to – 19 to be done today
- Further investigation work to commence

Drainage CSR Type	Total Drainage CSR	Responded To	Completed / Closed Out
Drainage Enquiry	14	9	8
Drainage Floor Level	2	2	2
Drainage Maintenance	17	15	14
Drainage Roadside	27	25	24
Flooding Land	53	45	44
Flooding Road	67	67	66
Water Races	10	8	8
Grand Total	190	171	166

Flooded Houses



277 Woodside Road, Coopers Creek



Okuku River



10 Beach Road, Waikuku



4 Swindells Road, Waikuku

Public Meetings

- **Kiln Place, Kaiapoi – 4:30pm Friday 11 June at Kaiapoi SC**
- **Waikuku Beach – Currently being considered**

Questions



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** EXT-39, RDG-31 / 210624102345**REPORT TO:** COUNCIL**DATE OF MEETING:** 6 July 2021**AUTHOR(S):** Shane Binder, Transportation Engineer
Joanne McBride, Roading & Transport Manager**SUBJECT:** Setting of Speed Limits Rule 2021 Consultation**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1 The purpose of this report is to seek Council approval on a draft submission to the New Zealand Transport Agency on the Setting of Speed Limits Rule 2021.
- 1.2 On 11 November 2019 Cabinet agreed to the wider Tackling Unsafe Speeds package, which comprises:
- Introducing a new regulatory framework for speed management to improve how speed management changes are planned for, consulted on and implemented
 - Transitioning to lower speeds around schools to improve safety and encourage more children to use active modes of transport
 - Adopting a new approach to road safety cameras (also referred to as "speed cameras") to reduce excessive speeds on our highest risk roads
- 1.3 Staff have prepared the attached draft submission (TRIM No. 210616097096) in response to the proposed Rule.

Attachments:

- i. Draft submission to the New Zealand Transport Agency on the Setting of Speed Limits Rule 2021 (TRIM No. 210616097096)
- ii. Consultation draft of proposed Setting of Speed Limits Rule 2021

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 210624102345;
- (b) **Approves** the draft submission to the New Zealand Transport Agency on the Setting of Speed Limits Rule 2021 (TRIM 210616097096).
- (c) **Circulates** this report to Community Boards for information.

3. **BACKGROUND**

- 3.1 Under the current 2017 Setting of Speed Limits Rule, the power to manage and set speed limits is given to RCAs, which can be territorial authorities (councils) or non-territorial authorities (e.g. supermarkets or the Department of Corrections). RCAs that are territorial authorities are then members of a Regional Transport Committee (RTC), who have traditionally managed the RLTP process, with RCA input. RTCs have no involvement in the current speed limit setting process. Waka Kotahi is the RCA for the State highways.
- 3.2 The proposed Rule includes:
- Requiring all road controlling authorities that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (including proposed placement of road safety cameras) for the coming 10 years into speed management plans
 - Regional transport committees will coordinate input from road controlling authorities in their region to create and consult on a regional speed management plan, aligning with the regional land transport planning process
 - Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans
 - Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to road controlling authorities (RCAs)
 - Introducing a new process for setting speed limits outside of speed management plans, and for road controlling authorities that are not territorial authorities
 - Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register
 - Requiring road controlling authorities to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits)
 - Introducing a target of 40% of school speed limits to be reduced by 30 June 2024, and all remaining speed limits by 31 December 2029.
- 3.3 Once signed, this proposed rule will replace the Land Transport Rule: Setting of Speed Limits 2017.
- 3.4 The Setting of Speed Limits Rule 2021 has been out for public consultation from Friday 23 April through to Friday 25 June 2021.
- 3.5 Subject to the approval of the Minister, the proposed Rule is expected to come into effect later in 2021.

4. **ISSUES AND OPTIONS**

- 4.1. Changes to the setting of the Speed Limits Rule will affect the way Council goes about planning for, consulting on, and implementing speed limit changes throughout the district.

- 4.2. The new Rule has raised questions around the following which are included in the submission:
- 4.2.1. The new Rule seeks to reduce the current resource intensive way in which speed limits are set, however, there are questions this is the case in its current state.
 - 4.2.2. The new Rule aims to create regional collaboration to ensure consistency for road users across district and city boundaries.
 - 4.2.3. The timing of the changes and expectations created by the new Rule have raised some concerns around resourcing and budgets.
 - 4.2.4. Who is responsible for the final decision making process around speed limit changes needs clarification.
 - 4.2.5. The level or apparent duplication of public consultation and by which authority needs further explanation.
- 4.3. In summary, the proposed Rule revisions will create a substantial improvement in concept and strategy but the new speed management process will result in an increase in complexity, requirements, and Council resourcing.
- 4.4. Additionally, infrastructure improvements will be required to reinforce reductions in speed environments, this will also result in a major increase in infrastructure costs (e.g., an unfunded mandate) during a period of increasingly constrained Council roading budgets.
- 4.5. The introduction of a central speed limit register may help with uniformity, public interpretation, and future connected/automated vehicle operations, but more consideration is required on what elements are best included in the register and how to format their inclusion to minimise an increase in RCA burden.
- 4.6. Finally, there is concern around the interpretation of the proposed school speed zone requirements and the follow-on implications.
- 4.7. The speed management process places too much reliance and mandated adherence to Waka Kotahi's desktop-derived Safe and Appropriate Speeds (SAAS) through the MegaMaps web portal. Per the proposed Rulemaking, these SAAS values have to be adopted by RCAs or else justification is required when they are not. MegaMaps is a useful tool in setting speeds but it is only appropriate as one of many inputs to be considered; it lacks the accuracy needed to be a mandated requirement. The solution to the lack of accuracy implicit in MegaMaps should not be additional justification to an oversight committee; this is an unnecessary extra burden on RCAs who have the local knowledge and data and ultimate speed limit proposing responsibility.

Implications for Community Wellbeing

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

Speeds and speed limits have a direct impact on the safety of our community when travelling on our Roding network and also on how we go about our daily lives.

Speeds need to be safe and appropriate for the road environment. As speed increases, drivers are less likely to recognise unexpected or developing danger and the time available to react and take action is reduced. The severity of injuries resulting from a crash is directly related to the pre-crash speed of the vehicle, whether or not speeding was a factor in the crash. When a vehicle crashes, it undergoes a rapid change of speed. But the occupants keep moving at the vehicle's previous speed until stopped, either having been thrown from the vehicle and hitting an external object; having smashed into the vehicle interior; or having been restrained by a safety belt or airbag.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

Setting of speed limits particularly around the wider Tuahiwi area has been of particular interest to Runanga.

5.2. Groups and Organisations

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

5.3. Wider Community

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

5.4 The Setting of Speed Limits Rule 2021 has been out for public consultation from Friday 23 April through to Friday 25 June 2021. Waimakariri District Council have been granted an extension to provide a submission due to the timing of the Council meeting and impacts of flooding delaying resource availability to be able to prepare a submission.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report, however there are financial implication from changes to the Setting of Speed Limit Rule. This include additional cost for infrastructure to support changes in speed limits as well as additional resource required to be able to develop and implement a speed management plan for the district.

6.2. Sustainability and Climate Change Impacts

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

6.3. Risk Management

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

6.3. Health and Safety

There are no specific health and safety risks arising from the adoption/implementation of the recommendations in this report, however setting safe and appropriate speeds on roads has a significant safety benefit to the wider community.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the current pieces of legislation which are currently relevant for setting of speed limits.

7.2.2. The Land Transport Rule: Setting of Speed limits 2017 (Rule 54001/2017) currently outlines the responsibility of the RCA in Clause 2.2(1) and its obligations to consult on proposed speed limits in Section 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.

7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.

7.2.4. The Speed Limit Bylaw (2009) enables the Council to set speed limits by Council resolution on roads which are within Council jurisdiction.

7.3. **Consistency with Community Outcomes**

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

7.3.1. There is a safe environment for all

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

7.3.2. Transport is accessible, convenient, reliable and sustainable

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

7.4. **Authorising Delegations**

7.4.1. The Council has the authority to approve the submission to Waka Kotahi.

**In the Matter of
The Waka Kotahi (NZ Transport Agency) public consultation on
the “*Land Transport Rule, Setting of Speed Limits 2021*”**

**Submission by
Waimakariri District Council**

DRAFT

July 2021

Person for Contact: Shane Binder (Transport Engineer)

Submission Summary

The Waimakariri District Council welcomes this opportunity to present its views concerning Waka Kotahi's public consultation on the "*Land Transport Rule: Setting of Speed Limits 2021*."

The Council appreciates the opportunity to contribute to the refinement of rules in this important area.

In general, we are supportive of Waka Kotahi's efforts to improve road safety and speed management while providing a framework that seeks to improve how speed management changes are planned for, consulted upon and implemented. The transition to lower speeds around schools and encouragement of more children using active transport modes is welcomed. On the following pages, we have included a range of comments on the proposed rules in response to the submission questions on the consultation website.

The Waimakariri District

The Waimakariri District lies to the north of Christchurch City. Its southern boundary is the Waimakariri River, and it is bounded to the north by the Hurunui District. The District covers an area of approximately 225,000 hectares, but approximately 80 percent of its population lives in the south-eastern portion of the District. This population is served by more than 1,500 km of sealed and unsealed roads owned by the Council, split about 18% urban/82% rural. Since its formation in November 1989, the Council has overseen a prolonged period of sustained growth. In 1990 the District had an estimated population of 25,626 and today it has a population approaching 63,000 people. Population projections expect to reach 97,000 by 2048.

In summary, the proposed Rule revisions will create a substantial improvement in concept and strategy but the new speed management process will result in a major increase in complexity, requirements, and Council resourcing. Additionally, given Waka Kotahi's firm insistence on infrastructure improvements to enforce reductions in speed environments, this will also result in a major increase in infrastructure costs (e.g., an unfunded mandate) during a period of increasingly constrained Council roading budgets. The introduction of a speed limit register may help with uniformity, public interpretation, and future connected/automated vehicle operations, but we feel more consideration is required on what elements are best included in the register and how to format their inclusion to minimise an increase in RCA burden. Finally, we have a number of concerns around the interpretation of the proposed school speed zone requirements and the follow-on implications.

In the details of the speed management process, we are concerned that there is too much reliance and mandated adherence to Waka Kotahi's desktop-derived Safe and Appropriate Speeds (SAAS) through the MegaMaps web portal. Per the proposed Rulemaking, these SAAS values have to be adopted by RCAs or else justification is required when they are not. MegaMaps is a useful tool in setting speeds but it is only appropriate as one of many inputs to be considered; it lacks the accuracy to be a mandated requirement. The solution to the lack of accuracy implicit in MegaMaps should not be additional justification to an oversight committee; this is an unnecessary extra burden on RCAs who have the local knowledge and data and ultimate speed limit proposing responsibility.

Proposal 1	Comments
	The reduction of speed limits should be driven nationally rather than relying on individual Councils or regions to reduce speed limits; for example, a blanket 60km/h for unsealed roads.
	While the existing bylaw process is administratively burdensome, the proposed process is far more resource-intensive and complex with multiple new 10-year plans (RCA and RTC), multiple consultation processes (RCA and RTC), and an entirely new class of infrastructure requiring planning and integration. WDC does not have sufficient resources or budget for this additional workload.
	Setting a separate process for Waka Kotahi to consult on their speeds independent of the RCAs and regional plans does not promote collaboration or regional consistency.
	There is a stated goal to align speed management with the Regional Land Transport Plan (RLTP) process but no additional or separate funding for the required speed management infrastructure is allocated.
Proposal 2	Under present bylaw process, speed limits can be changed at any time. While the speed management plan process is helpful to introduce more long-term organisation around modifying speed limits, it also imposes new rigidity to the process, such that an "alternative process" will now be required to alter a speed limit not defined when the speed management plan is finalised. This is unnecessary rigidity and an unnecessary new process to work around it.
Proposal 3	It is unclear who has ultimate decision-making authority in setting speed limits: the RCA, the RTC, or Waka Kotahi? The RCA "provides input" while the RTC "develops and finalises regional plan" and the Waka Kotahi Land Transport Director "formally certifies." At the consultation session, Waka Kotahi/MOT staff noted that the RCA has ultimate decision-making ability but RTC has to endorse; this did not provide further clarity.

Proposal 4	While temporary speed limits are not included in the speed limit register at this point, per Waka Kotahi/MOT staff comments at the consultation session, these may be required to be entered into register through future amendments. The register could also be expanded to include no-stopping areas, stop signs, etc., in the future. Again, we appreciate the benefit of uniformity from including these elements but are concerned about the increase in Council resources necessary to submit these to a national registry when local efforts may be sufficient.
	In particular, temporary speed limits are requested by a large number of entities unrelated to RCAs and Waka Kotahi – contractors, special event organisers, utility providers – and often with minimal notice. As a District, we also have temporary speed limits that can be set up by others without notice through pre-approved annual generic traffic management plans. Requiring all of these temporary speed limits to be included in the future in the speed limit register is a massive increase in Council workload and may likely be beyond our control. This would not be a move we would support.
Proposal 5	We need more information on the makeup of the “speed management committee” to evaluate how effective it will be in mediating the process.
Proposal 6	We fully support the reduction of speed around schools. However, there needs to be a significant investment for infrastructure necessary to support lowered speed limits at rural schools in particular.
	Guidance on how schools are determined to be rural needs to be in place prior to the Rule coming into play particularly given this includes the requirement for public consultation. Early guidance on which roads around schools will require treatment/speed reduction is also required as the present language is vague and open to varied interpretation.
	It is unclear on what circumstances will permit existing 40 km/hr speed zones at schools to remain in place (without a reduction to 30 km/hr)
	Waka Kotahi will be providing guidance on differentiating urban and rural schools, so we are unclear on why RCAs are required to consult with the public following the determination. This does not align with similar classification processes (e.g. ONRC).
Proposal 7	The conditions for putting in emergency speed limits are too restrictive; in an emergency circumstance (such as recent massive flooding events on the South Island), RCAs are devoting most resources to emergency response and would not be able to meet the added requirements for registering emergency speed limits in order to make them enforceable. Circumstances such as the longer-term emergency speed limits following the Kaikoura earthquake should not be used as the reference for these requirements.
	The current Rule regarding temporary speed limits is too restrictive with too few provisions to use. There is no opportunity under the current and proposed Rule to implement a ‘temporary speed limit’ where risk exists to road users outside the prescribed conditions. For example, where due to a variety of possible reasons a road, often at an intersection, has become higher-risk or has shown an increasing crash rate, there is no ability to implement a temporary lower speed limit to address the risk without having to go through a full consultation period which can take months. Neither the temporary speed limit nor emergency speed limit clauses cover this.
Proposal 8	We appreciate the ability to use a 70 km/hr speed limit as a gradation between 60 and 80; however, we are unlikely to make use of a 90 km/hr speed limit anywhere in our District.
Proposal 9	We are concerned about the use of variable speed limits at Rural Intersection Active Warning Systems (RIAWS); we have noted a need to limit their use to intersections below a certain threshold side-road volume. If the variable speed limit is flashing often due to high side-road volumes, then (a) motorists tend to ignore it, and (b) the lower speed limit effectively becomes the de facto speed limit.
	It is unclear if variable speed limits require a public consultation process
Proposal 10	No comments

Proposal 11	<p>In the proposed Rule, Section 3.2(3)(c), RCAs must “have regard to” the guidance and information developed and maintained by the Agency, including the “guidance on the use of mean operating speed,” “the Agency’s estimate for what is a Safe and Appropriate Speed”, and “guidance on what the Agency considers is a point of obvious change,” when proposing speed limits.</p> <p>Our interpretation of the proposed Rule text is that Waka Kotahi will provide a Speed Management Guide and Toolbox for our use and input into Council speed limit setting processes, but there is no need to “adhere to” or “follow under threat of legal penalty.” Further, beyond the segment-specific SAAS, there is no mention of other route-specific data (e.g., existing operating speeds) owned and provided by Waka Kotahi. However, recent communication from Waka Kotahi staff already are operating under the assumption that Waka Kotahi will maintain the primary data source for all speeds and SAAS – from a recent email they state <i>“You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? Waka Kotahi data is nationally consistent and collected over 5 years - you can’t say that for how yours was collected.”</i> And <i>“As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course.”</i></p> <p>Further note that we have no back-up data on the source(s) for Waka Kotahi operating speed data or any data manipulation carried out to achieve national consistency. We understand it is likely sourced by an international corporation based on Bluetooth signals in a limited percent of vehicles, whereas our local speed data is based on Council vendors deploying tube counts at our direction and under our control.</p>
	<p>In utilising the MegaMaps web portal for speed management over the last several months, we have noted many examples of the data inaccuracy which makes MegaMaps-derived values inappropriate for regulatory requirements:</p> <ul style="list-style-type: none"> • Existing mean operating speeds in MegaMaps tend to be generalised across long segments: <ul style="list-style-type: none"> ○ Tram Rd (a rural arterial) has two operating speed data points and two Safe And Appropriate Speeds for 30km of rural and peri-urban road, including two schools and a rural township ○ South Eyre Rd (a rural collector) has one operating speed data point and one Safe And Appropriate Speed for 40km of rural and semi-rural road ○ Charles Upham Drive (an urban collector) and all adjacent local streets in a 100 ha portion of northwest Rangiora (Aintree Place to Westpark Blvd) have one single existing operating speed and one Safe And Appropriate Speed regardless of land use or roading infrastructure • Depot Rd (former SH72) west of Oxford in a very rural area with high-speed existing infrastructure has a “required” SAAS of 50kph • Northbrook Rd and Johns Rd, both highly urbanised collectors with medium density residential land use in Rangiora have “required” SAAS of 60kph; the Johns Rd segment is adjacent to a primary school
Other Feedback	<p>The timing of this Rule making is such that it does not align with either the Waka Kotahi National Land Transport Plan three year funding cycle nor with the Waimakariri District Council Long Term Plan. As such the required budget to allow supporting infrastructure particularly around school has not been included in Council’s budget. Unless specific funding is provided over and above Low Cost Low Risk which has been applied for then there will likely be a delay in the roll out of lower speed limits - so resulting timeline allows for only 5 years to outfit all schools by 2029, which will require significant investment for infrastructure.</p> <p>The further roll out of lower speed limits will need to be supported by a significant increase in enforcement resources to achieve speed limit compliance, particularly in key areas such as around schools.</p>

We thank Waka Kotahi for taking these into consideration when deliberating on the proposed rule changes to the Setting of Speed Limits Rule.

DRAFT



LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021

Overview for Consultation

23 APRIL 2021

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Waka Kotahi has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. Waka Kotahi does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact Waka Kotahi.

More information

If you have further queries, call our contact centre on 0800 699 000 or email us at rules@nzta.govt.nz

This document is available on the Waka Kotahi website at <http://www.nzta.govt.nz>

Contents

Process for making Rule changes	4
Consultation on proposed rule changes	6
What are we seeking your feedback on?	6
How the Proposed Rule change will fit with other legislation	6
Making a submission	7
Introduction	8
Why are rule changes being proposed?	9
Proposed changes	10
Proposal 1 – Speed management plans.....	10
Proposal 2 – Alternative process for setting speed limits	15
Proposal 3 – Formal certification of speed management plans.....	16
Proposal 4 – Speed limits must be entered into the register	17
Proposal 5 – Establishment of an independent speed management committee	19
Proposal 6 – Speed limits around schools.....	20
Proposal 7 – Temporary and emergency speed limits	22
Proposal 8 – Approval for certain speed limits	23
Proposal 9 – Use of variable speed limits.....	23
Proposal 10 – Speed limit areas	24
Proposal 11 – Other proposals	24

PROCESS FOR MAKING RULE CHANGES

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are secondary legislation made by the Minister of Transport or their delegate (the Minister) under the Act.

The Act sets out principles and the policy framework. Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation. Rules cover a range of land transport issues. Outcomes that Rules aim to achieve include, but are not limited to, the following:

- Safeguarding and improving land transport safety and security
- Improving access and mobility
- Assisting economic development
- Protecting and promoting public health
- Ensuring environmental sustainability

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties applicable to each Rule are set out in the Act or in Regulations.

Most Rules are drafted by Waka Kotahi, by an arrangement with the chief executive of the Ministry of Transport (MOT), working closely with MOT policy and legal advisors.

Rules are drafted in plain language to be easily understood. Waka Kotahi undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues raised in submissions on the proposed Rule changes are analysed and considered in preparing Rules for the Minister to sign.

Matters the Minister must have regard to when making Rules

The Act sets out the matters the Minister must have regard to when making a Rule (in section 164(2)). In summary, these are:

- Nature of the proposed activity or service for which the Rule is being established
- Risks to land transport safety:
 - The level of risk to land transport safety in each proposed activity or service
 - The level of risk existing to land transport safety in general in New Zealand
 - The need to maintain and improve land transport safety and security
- Appropriate management of infrastructure
- Assisting achievement of strategic objectives for transport - whether a proposed Rule:
 - Assists economic development
 - Improves access and mobility
 - Protects and promotes public health
 - Ensures environmental sustainability
- Costs of implementing the proposed changes
- International considerations: New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

Having regard to those matters for the proposed Land Transport Rule: Setting of Speed Limits 2021 (the proposed Rule)

Proposed activity or service: The proposed Rule will set out criteria, requirements and procedures to be followed by Road Controlling Authorities (RCAs) when reviewing and setting speed limits for roads within their respective jurisdictions.

Risks to land transport safety: The speed of vehicles on our roads is one of the most significant risks to personal safety in our land transport system. The proposed Rule is expected to contribute to road safety by supporting the *Road to Zero* road safety strategy for managing speeds. It requires RCAs to participate in a whole-of-network approach to speed management. Under the proposed Rule, Waka Kotahi will continue to provide guidance on speed management, including its estimate of safe and appropriate speed limits for roads.

Appropriate management of infrastructure: As well as supporting a whole-of-network approach to speed management, the Rule requires RCAs to consider the use of safety infrastructure alongside or instead of changes to speed limits. For example, deadlines in the process of establishing a Speed Management Plan (Plans) should encourage alignment with the Government Policy Statement on Land Transport and Regional Land Transport Planning (RLTP) processes.

Assisting achievement of strategic objectives for transport:

- Assists economic development: The proposed Rule facilitates investment in safety infrastructure through Plans, which will improve the safety of economically significant roads carrying a lot of traffic, while maintaining travel times and improving travel time reliability.
- Improves access and mobility: The proposed Rule requires a general lowering of speed limits around schools and supports RCAs to consider lower speed limits in urban centres and other urban areas with high numbers of active mode users. This enhances the environment for access and mobility by non-motor vehicle users in these areas.
- Protects and promotes public health: The proposed Rule is expected to contribute to road safety through the reduction of deaths and serious injuries. This will thereby promote the protection of public health. The enhanced access and mobility achieved from safer speeds has the co-benefits of increased physical activity levels and less-polluted urban environments.
- Ensures environmental sustainability: Where the proposed Rule creates conditions that support mode shift from private vehicles to more active modes, emissions will decrease.

Costs of implementing the proposed changes: The new approach of creating Plans every three years will be a significant change for territorial authorities, Regional Transport Committees (RTCs) and Waka Kotahi. Under the Land Transport Rule: Setting of Speed Limits 2017 (2017 Rule), every speed limit (other than temporary or emergency speed limits) must be set using a bylaw, which can be a time-consuming and costly process. Under the proposed Rule, Plan development will be relatively resource intensive. However, it is anticipated once Plans have been finalised, it will be much simpler for RCAs to make changes to individual speed limits during the life of a Plan.

There will be costs for Waka Kotahi in establishing, migrating existing speed limits onto, and then operating and maintaining the Register of Land Transport Records (Register). The Register will become the single source of truth for all speed limits (other than temporary speed limits). A speed limit will become legal when it is entered into the Register (other than temporary speed limits). Most of those costs arise from the Regulations rather than the proposed Rule but have been considered in this overall policy process.

International considerations: The proposed Rule is consistent with New Zealand's international obligations in respect of land transport.

CONSULTATION ON PROPOSED RULE CHANGES

The purpose of this publication is to consult on changes contained in the proposed Rule.

Consultation on the proposed Rule is being carried out to ensure legislation is sound and robust and the Rule development process takes account of the views of, and the impact on, people affected by the proposed changes.

This consultation has two parts:

- (a) This overview, which sets the proposed amendments
- (b) The consultation draft of the proposed Rule

These documents can be found here: www.nzta.govt.nz/speedrule2021

Please read the overview carefully and consider the effects the proposed Rule changes would have on you or your organisation.

Subject to the approval of the Minister, the proposed Rule changes are expected to come into effect in 2021.

WHAT ARE WE SEEKING YOUR FEEDBACK ON?

Waka Kotahi welcomes your comments on the proposed changes set out in this overview and in the consultation draft of the proposed Rule.

When you provide your feedback, it would be helpful if you consider and comment on the following:

- What impact would the proposals have, and on whom? Waka Kotahi is particularly interested in your comments on any costs (to you or to your organisation) of implementing the proposals.
- Would any groups or individuals be disadvantaged by the proposals, and how?
- Would any groups or individuals benefit from the proposals, and how?
- Are there any implementation or compliance issues that would need to be considered?

Wherever possible, please provide examples to illustrate your point.

HOW THE PROPOSED RULE CHANGE WILL FIT WITH OTHER LEGISLATION

The proposed Rule will be made under sections 152; 157(d), (e) and (g); and 159A of the Act. Under those sections, the Minister is empowered to make rules that provide for the setting of speed limits, and set out criteria, requirements, and procedures to be complied with by RCAs when they set speed limits; provide for the design and operation of traffic control devices; and provide for the establishment of committees.

The Rule affects Waka Kotahi in two ways. The Director of Land Transport – a statutory officer that is an employee within Waka Kotahi – is responsible for ensuring RCAs comply with the Rule. Waka Kotahi itself is also an RCA with respect to State highways. These functions are operated separately by different parts of Waka Kotahi.

Where a speed limit imposed by another enactment (for example, the maximum speed for heavy vehicles set out in Land Transport (Road User) Rule 2004), differs from a speed limit set in accordance with the proposed Rule, the lowest applicable speed limit applies. For example, even though a section of modern designed motorway may have a maximum speed limit of 110 km/h, a heavy motor vehicle would continue to be restricted to a maximum speed limit of 90 km/h (applied under clause 5.5 of the Land Transport (Road User) Rule 2004).

Offences and penalties

Rules do not contain offences and penalties for breaches of Rule requirements. These provisions are set out in regulations. The proposed Rule does not affect the obligations to comply with speed limits, nor does it affect maximum speed limits applicable to particular categories of vehicle.

Fees

No changes to fees and charges are required.

Publication and availability of Rules

Access to consultation material

This consultation document is available online at:

<https://nzta.govt.nz/consultations/>

Availability of Rules

The Rules are available online at:

<https://nzta.govt.nz/rules/>

Information about Rules

Further information about Rules and the Rule-making process is available online at:

<https://nzta.govt.nz/resources/rules/about>

If you have not registered your interest in Rules, you can do so by contacting Waka Kotahi at:

<https://nzta.govt.nz/registration-of-interest-in-land-transport-rules/>

MAKING A SUBMISSION

If you wish to make a submission on the proposed changes, please read the information below.

Before making your submission

Please read the information provided in this overview and the consultation draft of the proposed Rule.

Please include the following information in your submission

- The title of the proposed Rule you are commenting on
- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address

Sending your submission

You can send your submission via the online submission form or by email to rules@nzta.govt.nz. The online submission form is available at:

www.nzta.govt.nz/speedrule2021

Please note the deadline for submissions

The deadline for submissions is 5pm on Friday 25 June 2021.

Your submission is public information

Please note your submission may become publicly available. Waka Kotahi may publish any information you submit and may identify you as the submitter should it publish your submission or provide it to a third party.

Please therefore clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

INTRODUCTION

This summary explains the purpose and intent of the proposed Rule. The proposed Rule would replace the existing 2017 Rule and implement a new approach to speed management planning on New Zealand roads.

Speed continues to be a major contributing factor to deaths and serious injuries on New Zealand roads.

Evidence shows travelling too fast for the conditions is consistently one of the highest contributing factors in fatal and serious injury crashes. In the event of a crash, regardless of cause, the speed on impact is the most important determinant of the severity of injuries sustained and the probability of death.

On 11 November 2019, Cabinet agreed to the wider *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport
3. Adopting a new approach to road safety cameras (for example, cameras commonly referred to as “speed cameras” and “red light cameras”) to reduce excessive speeds on our highest risk roads.

Under the 2017 Rule, the power to manage and set speed limits is given to RCAs, which can be territorial authorities (councils) or non-territorial authorities (e.g. supermarkets or the Department of Corrections). RCAs that are territorial authorities are then members of a Regional Transport Committee (RTC), who have traditionally managed the RLTP process, with RCA input. RTCs have no involvement in the current speed limit setting process. Waka Kotahi is the RCA for the State highways.

The current process for setting speed limits under the 2017 Rule has been costly and inefficient. It has led to poorly coordinated speed limit changes across the network that often lack infrastructure changes. It has also caused some RCAs to delay or avoid making speed management changes due to uncertainty around when and how to amend, replace or revoke current speed limits, as well as on when to consult on speed limit changes.

The proposed Rule will give effect to a new regulatory framework. This includes the following:

- Bringing together infrastructure investment decisions and speed management decisions by creating a speed management planning process aligned with the RLTP process
- Requiring all RCAs that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of road safety cameras) for the coming 10 years into Plans
- RTCs will coordinate input from RCAs to create a regional Plan
- Providing a new consultation process to help align Plans with the RLTP process
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional Plans
- Establishing an independent Speed Management Committee to:

- certify the Waka Kotahi State highway Plan
- oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all RCAs
- Introducing a new process for setting speed limits outside of Plans, and for RCAs that are not territorial authorities
- Requiring all speed limits (other than temporary speed limits) to be entered into a national Register. Waka Kotahi (as regulator) will be the Registrar of the Register. The Register will give legal effect to all speed limits (other than temporary speed limits).
- Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits)

This consultation document also seeks feedback on the following proposed changes:

- A new process for setting an emergency speed limit, which involves registering the speed limit
- Consideration of 70 and 90 km/h speed limits and making these speed limits more widely available, either permanently or for an interim (three-year) period
- Removing the requirement for RCAs to seek Waka Kotahi approval before setting variable speed limits
- Changes to minimum length requirements over which a speed limit may be applied
- Changes to the way 'mean operating speed' is considered when setting a speed limit

To support the proposed Rule, a new *Speed Management Guide* will be released, following a period of engagement with stakeholders. This will occur once the proposed Rule is finalised. The Speed Management Guide will provide RCAs and RTCs further detail on the new process and matters to be considered when planning for and implementing speed management changes.

WHY ARE RULE CHANGES BEING PROPOSED?

To support the *Road to Zero* vision of a New Zealand where no one is killed or seriously injured in road crashes, the Government has endorsed a new, more coordinated and transparent approach to speed management. This framework will also mandate lower speed limits outside schools, creating a safer travel environment.

The proposed changes support a new, more co-ordinated approach to speed management

The current process for setting speed limits (requiring all RCAs to make bylaws) is resource-intensive, time-consuming and complex. Many RCAs have raised concerns about this process and are supportive of a better process for setting safer speed limits. The proposed changes aim to address this feedback, through providing a mechanism for RCAs to take a more co-ordinated approach to reviewing speed limit changes, rather than the road-by-road approach the bylaw process encourages.

The changes will also provide role clarity within Waka Kotahi, where Waka Kotahi was previously acting as both a regulator and an RCA, through the establishment of an independent speed management committee to certify the State highway Plan. In relation to speed management, the Director of Land Transport will carry out any approval functions such as the certification of regional Plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi.

A new Setting of Speed Limits Rule is required to give effect to the new regulatory framework

The proposed changes to the framework are significant and, as such, a new Rule is required rather than an amendment to the 2017 Rule.

PROPOSED CHANGES

Proposal 1 – Speed management plans

The current bylaw making process will be replaced by a new speed management plan (Plan) process. This will be used by all RCAs that are territorial authorities.

RCAs will prepare Plans on proposed changes to speed limits, road safety cameras and speed management-related infrastructure for the 10 financial years from the start of the plan.

The current bylaw process for setting speed limits, made under section 22AB of the Act and the 2017 Rule, is administratively burdensome and does not effectively support regional collaboration. The proposed Rule would substitute a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.

RTCs would be responsible for collating input from RCAs that are territorial authorities within their region and developing regional Plans. This will support better engagement with communities, as well as collaboration between RCAs within regions. RCAs will be expected to take a 'whole-of-network' approach to considering speed management changes. Waka Kotahi will support RCAs in this process.

Waka Kotahi (as an RCA) will be responsible for producing a State highway Plan, which will be certified by an independent speed management committee. More information on the speed management committee can be found on page 18.

Plans would set out the objectives, principles and measures for speed management on relevant roads for at least 10 financial years from the start of the plan and include the following treatments:

- Changes to speed limits (other than temporary and emergency speed limits)
- Road safety cameras¹
- Safety infrastructure

Plans will be updated and consulted on every three years.

Principles could include the following:

- Moving towards specific speed limits around schools and in urban areas
- Ensuring new and existing roads are built or upgraded to reflect the purpose of the road and to create a safe environment
- Consistency in speed management approaches in residential areas
- Focus on where the biggest accessibility and safety improvements will be gained

It is expected Plans will outline a detailed summary of the specific speed management treatments on the roads covered by the first three years of the Plan. For the following seven years, RCAs may choose to provide a high-level indication of the roads where RCAs will carry out speed management reviews if specific treatments are not yet known.

The intent is to align the speed management planning and RLTP processes to bring together speed management and infrastructure investment decisions. Waka Kotahi, in its role as regulator, will be responsible for determining specific deadlines for each planning cycle. The expectation is Waka Kotahi would work with RTCs in setting the deadlines to align consultation with the RLTP process.

As noted above, it is anticipated Waka Kotahi's *Speed Management Guide* (2nd edition) will help RCAs step through the process to develop a Plan described in the proposed Rule. Waka Kotahi will engage with RCAs on the next edition of the *Speed Management Guide* once the proposed Rule is

¹ While Waka Kotahi will be responsible for the safety camera network, it will work collaboratively with RCAs on the placement of cameras.

finalised, focusing in particular on the content required for the Plans and the most appropriate form for presenting it. The proposed Rule will require each RTC and Waka Kotahi (as RCA) to have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator) when preparing a Plan.

It is proposed Plans must:

- Identify the changes (if any) being proposed to speed limits (other than temporary and emergency speed limits), safety cameras, and safety infrastructure on the relevant roads over the next three years; and
- Set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.

The proposed Rule sets out content requirements for Plans, which must include:

- An explanation of how the Plan is consistent with the road safety aspects of the Government Policy Statement on land transport (GPS)² and any Government road safety strategy (e.g. *Road to Zero* for 2020-30)
- A general explanation of how a whole-of-network approach was taken when proposing speed limit changes and safety infrastructure changes
- An implementation programme for at least three financial years from the start of the Plan, setting out the changes (if any) being proposed to speed limits, safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur
- Information on speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h in urban areas
- Designation of rural schools, and the speed limits for any rural schools (which must be 60 km/h or less)
- A summary of any changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous Plan (if any) that have not yet come into force
- A summary of the extent to which, in the RCA's view, the changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous Plan (if any) that have come into force have been effective in managing speed
- For any changes being proposed to a speed limit that do not align with the Waka Kotahi estimate of what is the safe and appropriate speed limit for the road, an explanation for why the proposed speed limit differs from the Waka Kotahi estimate. The RCA must consider the road safety aspects of the GPS and any Government road safety strategy, the desirability of taking a whole-of-network approach to speed management, and the guidance developed by Waka Kotahi.
- A description of the conditions under which a variable or seasonal speed limit will operate.

Plans are also intended to describe the interactions where speed management proposals affect roads interacting across RCA responsibilities. This could include the interactions between local roads and State highways, and boundaries where speed limits on the same road do not align.

Proposed Rule reference: Section 3, and clause 2.5

² The GPS sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. It provides guidance on how Waka Kotahi invests the National Land Transport Fund, and how Waka Kotahi assesses and prioritises activities for Regional Land Transport Plans and the National Land Transport Programme.

Transitioning to the new framework

RCAs will be encouraged to incorporate the new speed management framework into the 2021 National Land Transport Programme³ and RLTP processes.

Waka Kotahi will work with RCAs and RTCs to develop interim Plans during 2021 and 2022. RCAs and RTCs can consider using interim Plans to progress speed management changes during this period. Interim Plans could form the basis of the first formal plan, which RTCs would be encouraged to align with the GPS and RLTP processes. While it is intended that interim Plans have similar content and process requirements, there are some key differences:

- Content requirements are a 'may', which will mean that, as an example, safety camera placement and setting out the following 10 years objectives, policies and measures will not be required;
- All interim Plans will be certified by the Director, including any proposed changes to the State highway network, if the independent speed management committee is set up;
- Interim Plans need to be in a form approved by Waka Kotahi; however, consideration will be given if an alternative form is proposed by an RCA or RTC, and
- An RCA will be able to prepare an interim Plan separate from the relevant RTC. However, an RCA must participate in the interim regional Plan if notified in writing of the intent of the RTC to publish a consultation draft interim regional Plan within the next 28 days.
- If there is an interim regional Plan prepared without input from an RCA in that particular region, and an interim Plan is prepared by the RCA at a later date, Waka Kotahi will publish these together to provide clarity for viewers of the Plans.

RCAs could still individually consult on and set speed limits using this process. This process is described further on page 15.

RCAs will continue to use the current bylaw process until their existing speed limits have been migrated onto the Register of Land Transport Records (the Register). The migration programme is expected to be completed for all RCAs by the end of 2021, after which speed limits will only be set through the Register (and the proposed planning process). From 2023, RCAs and RTCs will be required to follow the full planning process alongside the 2024 GPS and RLTP process.

Proposed Rule reference: Clause 11.3 and Schedule 3

Roles in the development of regional speed management plans

RTCs would be responsible for collating input from RCAs within their region and developing regional speed management plans.

RTCs are made up of two representatives of the relevant regional council, one representative of each territorial authority (local council) and one representative of Waka Kotahi⁴. It is proposed RTCs will provide a forum to:

- Encourage consistency across the network through consideration of speed management treatments across an entire region, rather than just on a road-by-road basis
- Manage interactions and timing across RCAs, including interactions between local roads and the State highway network, and through boundary issues with bordering regions
- Encourage alignment with the GPS and RLTP processes

³ The National Land Transport Programme is a three-yearly investment package that ensures transport can be delivered nationally, regionally and on a local authority level.

⁴ For a Regional Council that is a unitary authority (i.e. Auckland Transport or the Chatham Islands), the committee consists of four representatives of the unitary authority and one representative of Waka Kotahi.

- Allow RCAs that are not territorial authorities (e.g. supermarkets or Department of Corrections) to participate in the planning process

In developing Plans, the RTC and RCA each have specific roles under the proposed Rule:

RTC roles	RCA roles
<ul style="list-style-type: none"> • Collate input from RCAs within a region and develop, consult on and finalise regional Plans • Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions • Carry out consultation on the regional Plan with input from RCAs • Provide the final draft Plans for certification to Waka Kotahi 	<ul style="list-style-type: none"> • Continue to make decisions about speed management treatments on their roads • Provide input into the regional Plan to the RTC • Receive, consider and respond to consultation responses forwarded by the RTC

When RTCs are preparing the regional Plan, Waka Kotahi will provide guidance, information and geospatial tools to assist RTCs with preparing, consulting on and finalising regional Plans.

Proposed Rule reference: Clause 3.5 and 3.13 to 3.15

Consultation requirements

The proposed Rule will require RTCs to follow the consultation requirements as set out in section 82 of the *Local Government Act 2002* (LGA). This is the current consultation process used for the RLTP process.

The LGA sets out six guiding consultative principles:

- Councils must provide anyone who will or may be affected by the decision, or anyone who has an interest in the decision, with reasonable access to relevant information
- These people should also be encouraged to express their views to council
- People invited to present their views to council should be given clear information about the purpose of the consultation and the scope of the decisions being made
- People who wish to present their views must be given reasonable opportunity to present them
- Councils should receive these views with an open mind and give them due consideration when making a decision
- The council should provide people presenting their views with information relevant to decisions and the reasons for them

RTCs would also be required to separately consult with Māori affected by any proposed change, if the change is likely to impact on:

- Māori land; or
- Land subject to any Māori claims settlement Act; or
- Māori historical, cultural, or spiritual interests.

Proposed Rule reference: Clauses 3.8 and 3.9

Acknowledging the intent to enable a more co-ordinated approach to speed management, RTCs and Waka Kotahi (as RCA) will be encouraged to align consultation processes. The proposed Rule will enable Waka Kotahi (as RCA) to consult separately on the State highway network if the relevant RTC does not have a regional Plan prepared in time. This will ensure the wider State highway Plan process will not be impeded by any regional RTC Plan delays.

In practice, it is expected that during the two-year transition phase, RTCs and Waka Kotahi will engage to determine what level of support and input is required to run a combined consultation process.

When consulting separately, the proposed Rule sets out high level obligations for Waka Kotahi (as RCA) to follow when consulting on the State highway Plan. In setting these obligations, it is acknowledged the overall coverage of this plan is extensive and Waka Kotahi (as RCA) needs to have the flexibility to carry this process out in a way that will be effective for all communities and stakeholders involved.

The requirements, when running consultation on the State highway Plan, will be as follows:

- Interested parties given a minimum four-week time period to make submissions
- Consideration of any submissions
- Publication on an internet site

Similar to RTCs, Waka Kotahi (as RCA) will be required to carry out separate consultation with Māori.

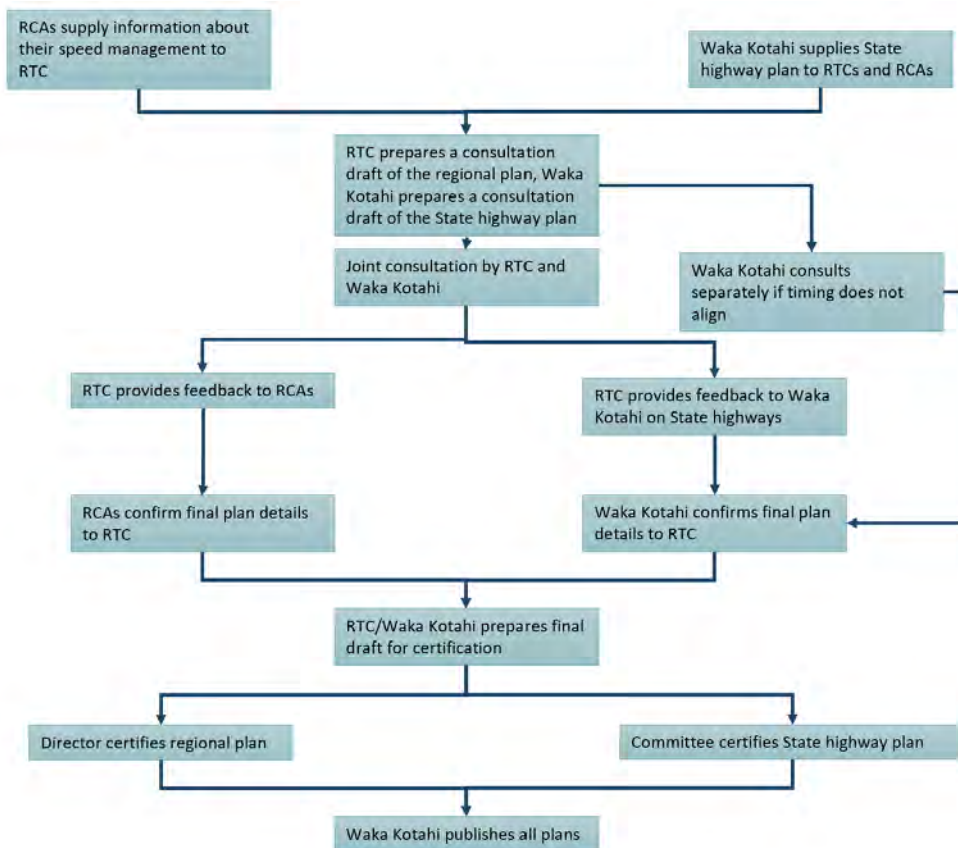
Proposed Rule reference: Clauses 3.8 and 3.9

Interactions with the State highway speed management plan

The proposed Rule will encourage a combined consultation process. This will enable RTCs to receive submissions on behalf of Waka Kotahi (as RCA) in relation to the State highway Plan.

RTCs and Waka Kotahi (as RCA) should endeavour to provide a single consultation process for submitters where possible. How this will work in practice will be an operational decision between the RTC and Waka Kotahi (as RCA), as the support required to run a combined consultation process could vary from region to region.

Figure 1: Proposed regional and State highway speed management plan process interactions



Proposal 2 – Alternative process for setting speed limits

A process for setting speed limits outside of the speed management planning cycle will be introduced. The proposed Rule will also clarify how RCAs that are not territorial authorities will be able to set speed limits.

The proposed Rule will also introduce an alternative process to serve three purposes, allowing:

- Speed limit changes to occur in circumstances where an RCA cannot wait for the next relevant Plan, such as a sudden change in road use
- To provide a mechanism for non-territorial authorities (e.g. supermarkets) to set speed limits
- To provide a mechanism for any urgent speed limit changes before an interim Plan is available, or if the speed limit change has not been included in the interim Plan.

Out of cycle speed limit changes

If an RCA needs to change a speed limit, and it's not stipulated in their Plan, they would still have the ability to do so. The Director must give approval that the alternative process could be used if it is satisfied a good reason exists for making the change before the next relevant Plan.

If the Director gives its approval, an RCA may consult on the proposed speed limit change. The RCA will not need to consult if the change is consistent with the relevant plan and the RCA considers it only a minor deviation from the speed limit. The RCA will determine what it considers to be a minor deviation.

When finalising the proposal, the RCA must take account of submissions received during consultation.

To implement the change, the speed limit must be entered on the Register, and the RCA will need to install appropriate speed limit signs.

Non-territorial authorities

The proposed Rule will provide the ability for non-territorial authorities that allow vehicle access in areas under their control, to set speed limits (e.g. supermarkets or the Department of Corrections). This can be done in two ways.

They can make a submission to the relevant RTC for proposed speed limits to be included in the relevant regional Plan. Consultation on the proposed speed limit will be done as part of the consultation on the regional Plan. They can the set speed limits in accordance with the Plan.

They can also use the process in Section 6 of the proposed Rule, which recognises that they may not have engaged in the Plan making process. The Section 6 process involves consulting with the Police, Waka Kotahi and groups the RCA considers to be directly affected by the proposed speed limit.

To implement the change, the speed limit must be entered on the Register, and the non-territorial authority will need to install appropriate speed limit signs.

Proposed Rule reference: Clauses 2.6 and 2.7, and Section 6

Proposal 3 – Formal certification of speed management plans

The Director will formally certify regional speed management plans against criteria in the proposed Rule. An independent speed management committee will formally certify the Waka Kotahi State highway speed management plan against the same criteria.

The formal certification process for Plans will provide an independent check that the planning process and content requirements set out in the proposed Rule have been followed.

For certification, the Director or the speed management committee would need to be satisfied the content requirements for Plans have been met.

In submitting a Plan, the RTC or Waka Kotahi (as an RCA) will need to provide a declaration the required consultation process has been followed.

If the Director or the speed management committee is not satisfied the criteria in the proposed Rule has been followed, Plans will be referred back to the RTC or Waka Kotahi (as an RCA) with recommendations on how the Plan should be varied.

During the certification process, the Director or the speed management committee will have the opportunity to comment on the extent to which a Plan:

- takes a whole-of-network approach by including a consideration of a range of speed management interventions
- shows consistency with road safety aspects of the GPS and any Government road safety strategy (currently *Road to Zero*)
- sets out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan
- considers the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits
- is likely to lead to compliance with targets in relation to setting speed limits around schools.

Proposed Rule reference: Clauses 3.4(5), 3.5(6) and 3.10

Proposal 4 – Speed limits must be entered into the register

A speed limit will be set by entering the speed limit into the Register of Land Transport Records (the Register). The register will give legal effect to all permanent, variable, emergency and seasonal speed limits. Existing speed limits will be migrated into the Register.

The new speed management framework would remove the current bylaw-making requirements. All speed limits (other than temporary speed limits) would formally come into force through inclusion on a national register.

The *Land Transport (NZTA) Legislation Amendment Act 2020* inserted the provisions establishing the Register and associated regulation-making powers into the Act. The Register is intended to be the single source of truth for, and give legal effect to, certain land transport decisions. Speed limits are expected to be the first category of decisions included in the Register.

The proposed Land Transport (Register of Land Transport Records) Regulations 2021 (the proposed Regulations) will be made under sections 167(1)(mf) and 168AAA of the Act. This empowers regulations that provide for the information requirements and operational use of the Register of Land Transport Records. The regulations will give effect to the below and will be available when the final Rule is signed by the Minister.

The regulations will require the creation of a land transport record for existing speed limits. Any conflicts and overlaps between bylaws and land transport records can be managed during the transitional phase.

The intention is for bylaws to no longer form part of the speed limit-setting process. Waka Kotahi is working with all RCAs to transfer all existing permanent, variable and seasonal speed limits into the Register. As part of this process, Waka Kotahi will create land transport records in the Register. The effect of creating a land transport record will not automatically revoke the previous bylaw. RCAs will be required to pass a resolution to revoke the bylaw, or part of the bylaw.

RCAs will be required by land transport rules to continue to hold records for relevant bylaws for 7 years following the date the original bylaw was created. They may have other record-keeping obligations that apply as well.

All future permanent, variable, seasonal and emergency speed limits would be given legal effect through inclusion on the Register. Once live, the Register will be publicly searchable via the Waka Kotahi website.

Waka Kotahi (as regulator) will be the Registrar of the Register. When an RCA wants to implement a permanent, variable, emergency or seasonal speed limit change, it will be required to provide the following information to the Registrar:

- Geospatial information about the location of the start and end of the speed limit
- The speed limit in km / h
- The date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- The category of speed limit (i.e. permanent, seasonal, variable, emergency or temporary speed limit)
- For seasonal speed limits, the relevant dates and corresponding speed limits
- For variable speed limits, the relevant conditions and corresponding speed limits
- The speed limit's ending date, if known at the point of registration.
- A declaration that any legal requirements in relation to setting the speed limit have been satisfied
- Any other information required by the Registrar

RCAs can still set speed limits for whole areas, by identifying on a map an area where the speed limit on all roads is the same, such as 50 km/h or 30 km/h (see Proposal 10 discussed on page 24).

The form in which information is to be received will be set by the Registrar and communicated to RCAs.

Speed limits will have legal effect from the in-force date on the Register and the RCA will be required to ensure signs are installed in line with this date. General signage requirements are intended to remain consistent with the 2017 Rule and the *Land Transport Rule: Traffic Control Devices 2004*. However, the type of variable speed limit signs will be specified by the Director. The Registrar will be required to create a land transport record for each speed limit and include the record on the Register.

Unlike emergency speed limits, temporary speed limits will *not* be required to be entered on the Register. It is expected that, in the longer term, the Register will be able to accommodate temporary speed limits and this requirement will change. Any future requirement to lodge temporary speed limits in the Register will be subject to further consultation and future amendment Rules.

Where the Registrar does not have any speed limit information about a road from an RCA, the road will have the default 100 km/h speed limit. This ensures it will be an offence to travel faster than 100 km/h on these roads (unless a lower speed limit applies to the type of vehicle anyway).

Proposed Rule reference: Section 2 and clause 4.8(3)

Correction of anomalies between bylaws and signs

The Registrar will be working with RCAs to migrate existing speed limit data into the Register. As part of this process, the Regulations will allow for any inconsistency in bylaws to be corrected. This will mean that either the bylaw can take precedence (meaning speed limit signs will need to be updated) or the speed limit as reflected on the sign can take precedence (meaning the bylaw/land transport record will change).

Any inconsistency between a bylaw and the speed limit signs in place, no matter the size, can be corrected through the migration process.

It is proposed that the requirement to provide signs at, or near, the point where speed limit changes is extended to 50 metres (this is currently 20 metres). This is in recognition that in the future there may continue to be minor discrepancies between the location of a speed limit sign and the coordinates recorded in the Register. 50 metres may be necessary to allow signs to be situated appropriately in most roadside environments.

Proposed Rule reference: Clause 9.1, and Schedule 3, clauses 6 and 10

Proposal 5 – Establishment of an independent speed management committee

An independent speed management committee will be established to formally certify the State highway speed management plans against set criteria and provide oversight of the information and guidance on speed management.

Waka Kotahi (as an RCA) will be responsible for preparing Plans for the State highway network. To ensure independent oversight, a speed management committee will be established.

It is proposed the speed management committee role will be to certify State highway Plan compliance with the Rule and to have oversight of the information and guidance on speed management provided by Waka Kotahi, including the *Speed Management Guide*.

In carrying out its role, the speed management committee may request Waka Kotahi (as regulator) to:

- Provide comment about any information or guidance the regulator has provided
- Procure an independent review of any information or guidance the regulator has provided

Speed management committee members are expected to have knowledge, skills and experience in relation to road safety and speed management, and/or an understanding of the impact of speed management on the wider community, such as motorists, rural communities, vulnerable road users, freight carriers or enforcement.

Speed management committee appointments will be made by the Minister, on advice from MOT. Administrative support and advice to the speed management committee will be provided by Waka Kotahi.

The intent is the first speed management committee will be in place as soon as practicable after the signing of the Rule.

Proposed Rule reference: Clauses 3.16-3.18, and Schedule 1

Proposal 6 – Speed limits around schools

RCAs will be required to introduce safer speed limits around schools, with an initial 40% of changes to be completed by 30 June 2024 and use reasonable efforts to complete the remaining by **31 December 2029**.

Speed limits will be reduced to 30 km/h (or 40 km/h in some circumstances) around urban schools and a maximum of 60 km/h around rural schools. These speed limits can either be permanent or variable.

One of the key action items in the current road safety strategy, *Road to Zero*, is the intent to transition to safer speed limits around all schools by 31 December 2029. In particular, current speed limits outside most urban schools do not make walking, cycling and scooting appealing modes of transport, both for children and their parents.

In line with *Road to Zero*, RCAs will be required to have 40% of school speed limit changes completed by 30 June 2024.

The 2017 Rule does not set any requirements for speed limits around schools, and guidance only encourages RCAs to consider lower speed limits. The current *Speed Management Guide* and *Safer Journeys for Schools Guide* encourage:

- 40 km/h permanent or variable outside urban schools
- 60 km/h variable speed limits outside rural schools where there is an identified turning traffic risk

This would also apply to schools on State highways.

If an RCA has previously set a speed limit of 40 km/h around any of its schools, on or prior to 23 April 2021, the proposed Rule sets out the circumstances under which these may remain in place and do not require further attention.

The requirement for speed limit changes at, or close to, a point of obvious change in the roadside development or the road environment remains unchanged. The proposed Rule determines that the presence of a school nearby will meet this requirement. Waka Kotahi will provide guidance to encourage RCAs to implement safe and appropriate speed management solutions outside schools.

Speed limits around urban and rural schools will have different requirements

Urban schools

RCAs must set the speed limit outside an urban school as:

- A variable speed limit of 30 km/h during school travel periods; or
- A permanent speed limit of 30 km/h.

Or, RCAs may, if there is an explanation of why this decision has been made in the relevant Plan, set the speed limit outside an urban school as:

- A variable speed limit of 40 km/h during school travel periods; or
- A permanent speed limit of 40 km/h.

Rural schools

If an RCA considers a school to be located in a rural area, it must designate this through the relevant Plan. The process of designating a school as 'rural' will provide the local community an opportunity to provide feedback on the appropriateness of the designation through public consultation. This will mean if an RCA wants to set a speed limit greater than 40 km/h, it will need to take the active step of designating a school as rural.

Waka Kotahi (as regulator) will provide guidance, in line with information from Statistics New Zealand, on what is considered rural in the first instance.

RCA's must set the speed limit outside a rural school as:

- A variable speed limit of 60 km/h or less during school travel periods; or
- A maximum permanent speed limit of 60 km/h.

Consideration of school speed limits

The proposed Rule will allow an RCA to define what it considers 'a road outside a school' to identify roads where lower speed limits will apply. Consideration will need to be given to several factors, all of which will be outlined in guidance material provided by Waka Kotahi (as regulator) to support the decision-making process. These factors will include elements such as the typical or expected routes for pedestrians to access the school, mean travel speeds, the number of vehicles on a road, pedestrian counts and the road classification. As part of the consideration, the access for disabled pedestrians, both children and adults, should be considered.

Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance.

RCA's will be encouraged to consider speed management treatments in the broader area around a school (e.g. road narrowing and raised platforms). The intent is this will help improve safety and access for children who may use active modes of transport to get to and from school.

RCA's will have until the end of 2029 to make necessary changes.

Below is an example of a possible infrastructure treatment to help encourage motorists to comply with lower speed limits around schools on roads.



Image 1: Speed management treatment using a raised platform with kea crossing, and road narrowing.

If an RCA wishes to use a variable speed limit, it will have the ability to determine the school travel time periods this will apply to but must have regard to guidance from Waka Kotahi (as regulator). In doing this, RCA's will need to have regard to a number of factors, including typical or expected

times and days at which pedestrians access the school, when the school is open, and how to best encourage families to use active modes. Waka Kotahi (as regulator) will provide guidance on the applicability of variable speed limits.

Proposed Rule reference: Section 5, and clause 4.7(2)

Proposal 7 – Temporary and emergency speed limits

The process for setting emergency speed limits would change to require emergency speed limits to be lodged in the Register.

The criteria and process for setting temporary speed limits would remain the same.

Under the proposed Rule, RCAs will be required to lodge emergency speed limits in the Register to give effect to these speed limits. Temporary speed limits will continue to be set using temporary speed management plans and appropriate signage.

While the Register is able to accommodate emergency speed limits, it is expected that, in the longer term, the Register will be able to accommodate temporary speed limits. Further amendments to legislation will be made to enable this.

Temporary and emergency speed limits are not intended to be included in Plans. When in place, temporary and emergency speed limits would take precedence over permanent, variable or seasonal speed limits in the Register.

Emergency speed limits

Emergency speed limits⁵ continue to be defined as a situation that:

- Is the result of any happening, whether natural or otherwise (including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act); and
- Causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public in any part of New Zealand.

It is proposed RCAs will be required to enter the information into the Register. Information would include the date when the emergency speed limit takes effect. Once the RCA installs emergency speed limit signage and has notified the Registrar, the Register will show the emergency speed limit as the enforceable speed limit.

RCAs would need to make another lodgement with the Register to remove the emergency speed limit when the emergency speed limit signage is taken down. The Register will have the capability to notify a RCA when the emergency speed limit is due to expire.

Temporary speed limits

Temporary speed limits continue to be used in circumstances that:

- In the opinion of the road controlling authority, present a risk of danger to a worker or the public, or a risk of damage to a road, due to:
 - physical work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or
 - the presence of an unsafe road surface or structure; or
 - a special event.

The process for temporary speed limits will remain the same as under the 2017 Rule.

⁵ As an example, an emergency speed limit was used along State Highway 1 in Kaikoura for a period of one year to minimise the risk of death and serious injury once portions of the road had been reopened.

This means to set a temporary speed limit, installation of signs in accordance with a traffic management plan approved by the relevant RCA must occur. In a practical sense, this often means an RCA will have delegated this ability to a contractor, who would be carrying out the relevant works.

Proposed Rule reference: Sections 7 and 8

Proposal 8 – Approval for certain speed limits

RCA's will have the ability to set 70 and 90 km/h speed limits without Waka Kotahi's approval. 110 km/h speed limits will require the Director of Land Transport's approval.

Under the proposed Rule, RCA's will have the ability to set 70 and 90 km/h speed limits without Waka Kotahi approval. In doing so, RCA's should have regard to the guidance provided by Waka Kotahi (as regulator) on appropriate situations where these speed limits could apply.

Waka Kotahi is seeking feedback on whether you support this proposal. Alternatively, 70 and 90 km/h speed limits could be used by RCA's as interim speed limits only. For example, RCA's could be required to review these speed limits every three years and indicate in their relevant Plan whether they will retain them.

If these speed limits were used as an interim measure, this would allow RCA's time to either carry out the required speed management treatment (for example, making infrastructure changes to support the current speed limit, or reducing the speed limit).

110 km/h speed limits would still require approval, with guidance on when this approval should be sought provided in the *Speed Management Guide*.

Proposed Rule reference: Clauses 4.3 and 4.4

Proposal 9 – Use of variable speed limits

RCA's will have the ability to set variable speed limits without the Director of Land Transport's approval, except in circumstances outside those listed in the proposed Rule.

It is proposed RCA's will be able to set variable speed limits through the relevant Plan without approval from the Director in the following circumstances:

- Different numbers and types of road users or different traffic movements; or
- The effects of changing traffic volumes, including to ease congestion (e.g. the Wellington Urban Motorway which uses technology to inform the speed limit according to the volume of traffic); or
- For emergency or temporary traffic management; or
- A crash risk posed by turning or crossing traffic (i.e. Intersection Speed Zones); or
- Changing climatic conditions (i.e. as currently carried out on the Kaimai Ranges); or
- The presence of a school.

The proposed new framework will provide greater flexibility and transparency when RCA's are setting variable speed limits. Waka Kotahi (as regulator) will continue to provide guidance on best practice use for variable speed limits in the listed circumstances to encourage national consistency and aid RCA's in their decision making.

If a situation falls outside of the circumstances listed above, the Director's approval will be required prior to lodging the variable speed limit in the Register. This applies to both Waka Kotahi (as an RCA) and all other RCA's.

Proposed Rule reference: Clause 4.8

Proposal 10 – Speed limit areas

Speed limit areas will be introduced to replace urban traffic areas.

The 2017 Rule gives RCAs the ability to designate an ‘urban traffic area’, allowing RCAs to only set an urban speed limit of 50 km/h on roads within that area. In the proposed Rule, urban traffic areas will be replaced by ‘speed limit areas’, allowing an RCA to set speed limits through any designated area (i.e. not just urban) and for any particular speed limit.

This change will make it easier to designate an area as a single speed limit and provide more speed limit options for that designated area, other than just the current 50 km/h. For example, this change could enable an RCA to set a 60 km/h speed limit on a number of roads surrounding an arterial road with an 80 km/h speed limit. Similarly, it could enable an RCA to set a 30 km/h on a number of roads within a central business district, within a broader 40 km/h speed limit area.

By introducing a more flexible concept of speed limit areas, it is intended RCAs will be able to more easily address concern in urban areas with high numbers of active mode users.

The process to designate a speed limit area will be the same as that for permanent, seasonal and variable speed limits, as the designation is expected to be included in Plans and then lodged with Waka Kotahi (as Registrar of the Register).

Proposed Rule reference: Clause 2.3

Proposal 11 – Other proposals

RCAs will not be able to change a speed limit for a period of five years, if directed to change the original speed limit by Waka Kotahi (as regulator).

It is proposed Waka Kotahi (as regulator) will continue to have the ability to investigate and direct an RCA to change or modify a speed limit if it considers the RCA has not complied with the Rule.

Under the proposed Rule, if an RCA does not comply with Waka Kotahi (as regulator) directions, Waka Kotahi may exercise the appropriate responsibilities of the RCA and change or modify the application of a speed limit in the area concerned, by changing it in the Register.

Where this occurs, the proposed Rule prevents an RCA from changing the speed limit directed by Waka Kotahi (as regulator) in the five years following the direction, unless it has Waka Kotahi approval.

Proposed Rule reference: Section 10

Minimum road length requirements will be amended for 50, 60, 70 and 80 km/h speed limits. Exceptions will apply for permanent speed limits outside schools, all variable limits and approaching intersections.

The proposed Rule will amend the minimum road length requirements to provide for an average 36-second travel time but recognises RCAs will need flexibility in certain circumstances. The proposed Rule will apply an exception to minimum road length requirements to the following circumstances:

- A permanent speed limit outside a school (rural or urban)
- All variable speed limits
- Approaching an intersection

- It is impracticable for the road
- Short lengths of adjoining roads

Outside of the exceptions, RCAs will continue to be required to gain Waka Kotahi approval to amend any road length requirement in contradiction to Schedule 1.

The guidance for minimum repeater sign requirements will remain consistent with the 2017 Rule.

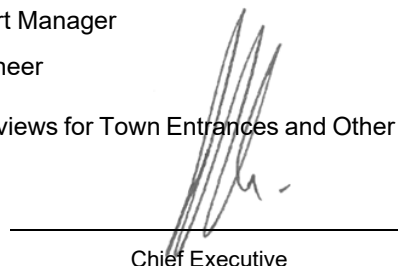
Proposed Rule reference: Clause 4.6

RCAs will need to have regard to guidance on the use of mean operating speed in preparing speed management plans.

Waka Kotahi (as regulator) will continue to provide guidance on how RCAs should consider mean operating speeds when setting speed limits.

The proposed Rule will require RCAs to have regard to this guidance when preparing their Plan.

Proposed Rule reference: Clause 3.2(3)(c)

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-31 / 210518079154**REPORT TO:** COUNCIL**DATE OF MEETING:** 6th July 2021**FROM:** Joanne McBride – Roading & Transport Manager
Allie Mace-Cochrane – Graduate Engineer**SUBJECT:** Approval to Consult on Speed Limit Reviews for Town Entrances and Other Specified Locations - Update**SIGNED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1 The purpose of this report is to provide further information to Council on the responses received from Waka Kotahi and seek approval to consult on the proposed speed limits listed in Tables 1 to 9.
- 1.2 Feedback was sought from Waka Kotahi prior to engaging with the Community Boards. However, due to the scale of this speed limit review, an immediate response was not available. Each Community Board was notified that feedback was still being sought from the Agency and that this may result in minor changes to some of the speed limit areas, in which Council would be updated prior to any decision being made around approval to consult. The feedback received is shown in Attachment i.
- 1.3 The Woodend-Sefton Community Board recommended that Copper Beach Road should be included within this review. A deputation was also presented discussing speeds in Sefton. Staff suggested this would be added to the next speed limit review undertaken in the District; however, agree that Upper Sefton Road in the Sefton Township should be included within this review, as it is a township area and has a school adjacent to the road.
- 1.4 The Oxford-Ohoka Community Board recommended that Victoria Street, Weld Street, Bush Road, Mill Road, and Crallans Drain Road should be included within this review. Further to this, the Board recommended a 40 km/h speed limit along Main Street. This is detailed further in Section 4.
- 1.5 This speed limit review includes the following areas (extents are shown in Attachment ii):
- Unsealed roads previously consulted on in the Tuahiwi / Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township and Earlys Road
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi and a portion of Raven Quay
 - Oxford Town entrances and Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
 - Upper Sefton Road

- 1.6. Waka Kotahi's Safe System approach considers road safety as a whole and includes four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. To ensure safer speeds on the district's roads, Road Controlling Authorities (RCA's) review speed limits to set safe and appropriate speeds.
- 1.7. All of the proposed speed limits have been set in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017), which mandates the use of Waka Kotahi's Speed Management Guide 2016.
- 1.8. The recommended option is to approve public consultation on all of the proposed speed limits provided in this report. This will enable engagement with both the public and key stakeholders, allowing them to provide their opinions on the proposed changes.

Attachments:

- i. Town Entrance Speed Limit Review 2021 – Waka Kotahi Further Responses (TRIM No. 210518079186)
- ii. Town Entrance Speed Limit Review 2021 – Speed Limit Maps (TRIM No. 210429068267)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 210518079154;
- (b) **Approves** consultation being carried out on the proposed speed limit changes shown in Table 1 to Table 9 below:

Table 1. Proposed Speed Limits for Woodend Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Gladstone Road , east of Petries Road to end of road.	70	60	60
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50	50
Petries Road , Gladstone Road to Copper Beech Road.	60	50	50
Copper Beech Road , Petries Road to Woodend Beach Road.	60	N/A	50
Evergreen Drive , entire length.	60	N/A	50

Table 2. Proposed Speed Limits for Ashley Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Stokes Road , entire length.	100	60	60
Kaiapoi Pa Road , entire length.	100	60	60
Preeces Road , entire length.	100	60	60
Wards Road , entire length.	100	60	60

Table 3. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60	60
Wilsons Road , entire length.	100	60	40
Woodside Road , current 70 km/h zone.	70	60	60
Commercial Road , unsealed section.	100	60	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60	60
Somerset Drive , entire length.	100	60	60
High Street , north of Queen Street to Ashley Gorge Road.	70	60	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60	60
Main Street , Urban area from east of High St to west of Harewood Road. <i>Note – The Community Board has requested 40km/h east of High St to Harewood Rd</i>	50	50	50
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	N/A	60
Weld Street , High St to 400 m along Weld St.	80	N/A	50
Bush Road , Bay Rd to Mill Rd.	100	N/A	60
Bush Road , Mill Rd to Gammans Rd.	100	N/A	60
Mill Road , 100 km/h zone.	100	N/A	60
Crallans Drain Road , entire length.	100	N/A	60

Table 4. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Camside Road , sealed section (280 m).	100	60	60
Camside Road , unsealed section.	100	60	60
Okaihau Road , entire length.	100	60	60
Waikoruru Road , entire length.	100	60	60
Topito Road , unsealed section.	100	60	60
Bramleys Road , unsealed section.	100	60	60
Cox Road , entire length.	100	60	60
Power Road , entire length.	100	60	60
Youngs Road , entire length.	100	60	60
Marsh Road , entire length.	100	60	60

Table 5. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Threlkelds Road , entire length.	100	80	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60	60
Birchdale Place , entire length.	70	60	60
Wilson Drive , entire length.	70	60	60
Keetly Place , entire length.	70	60	60
Whites Road , Mill Road to end of current 70 km/h zone.	70	60	60
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	60	60
Hallfield Drive , entire length.	100	60	60
Orbiter Drive , entire length.	100	60	60

Table 6. Proposed Speed Limits on Kaiapoi Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Giles Road , Ohoka Road to just south of Neeves Road.	100	60	60
Giles Road , south of Neeves Road to Tram Road.	100	80	80
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	60	60
Island Road , 50 km/h sign to Tram Road.	100	80	80
William Coup Road , entire length.	100	80	80
Orchard Place , entire length.	100	60	60
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	80	80
Raven Quay , east of Rich Street to western end.	50	30	30
Charles Street , Jones Street to Jollie Street.	50	30	30
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	30	30
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	80	80

Table 7. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Camwell Park , entire length.	100	60	60
Todds Road , 64 Todds Road to Fernside Road.	70/80	50	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60	60
Fernside Road , Flaxton Road to Lineside Road.	100	80	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80	80
Johns Road , current 70 km/h zone.	70	50	50
Johns Road , 100 km/h zone to Swannanoa Road.	100	80	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	50	60
Lehmans Road , Oxford Road to Fernside Road.	100	80	80
Plaskett Road , Fernside Road to Oxford Road.	100	80	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary.	100	60	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	60/80	80
Oxford Road , current 70 km/h zone.	70	50	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80	80

Table 8. Proposed Speed Limits for Cust Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50/60	50
Cust Road , 1776 Cust Road to the western 80 km/h threshold.	80	60	80
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80	80
Earlys Road , Cust Road to 100 km/h sign.	60	50	50
Earlys Road , 100 km/h sign to 80 km/h sign (West Eyreton)	100	80	80
Crysell Avenue , entire length.	100	80	80
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50	50
McKays Lane , entire length.	60	50	50
Mill Road , current 60 km/h zone.	60	50	50
Mill Road , 100 km/h zone to Terrace Road.	100	80	80

Table 9. Proposed Speed Limits for Sefton Roads.

Location	Current (km/h)	Proposed to Community Boards (km/h)	Proposed to Consult (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	N/A	60

- (c) **Notes** that staff are recommending that consultation on Main Street Oxford is not undertaken at this stage as there is no budget allocated for infrastructure required to achieve a 40km/h speed along the street and as such this cannot be supported on a technical basis;
- (d) **Notes** that should consideration be given to a 40km/h speed limit on Main Street Oxford (Burnett St to Bay Rd) then budget of approximately \$450,000 would need to be allocated to allow for infrastructure changes to support the lower speed. It is recommended that this be considered as part of the next Annual Plan process and this would also ensure adequate resourcing would also be available to deliver the project;
- (e) **Notes** that there will be investment required to support the proposed 50 km/h speed limit on Cust Road (through the township);
- (f) **Notes** that pre-engagement will be carried out in early August, with consultation occurring from mid-August to mid-September;
- (g) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Boards and then Council for approval;
- (h) **Notes** that any submission on the new proposed speed limits, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and the New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.

3. **BACKGROUND**

- 3.1 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.2 The selected town entrances have been reviewed due to the significant urban development which has occurred within the Waimakariri District in recent years. This has resulted in the expansion of town's outwards. As a result, more rural type speed limits are in use in fringe areas which are an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable motorist's greater time to judge and enter the adjacent road, whilst also reducing the severity of a crash if one were to occur.
- 3.3 The proposed speed limit changes along some rural residential roads within the district, have been included due to the high-risk intersections which cross these roads. These high-risk intersections have thousands of vehicles crossing them daily and have resulted in 15 serious and fatal crashes over the past 10 years. A reduction in speed along these roads will significantly reduce the severity of a motor vehicle accident occurring at the intersection.
- 3.4 Other infrastructure development, including a roundabout, neighbourhood greenway, and traffic calming measures in the Kaiapoi regeneration area have resulted in speed limits being reviewed in these areas.
- 3.5 The unsealed roads of Ashley and Tuahiwi were included within the 2019 Tuahiwi/Ashley Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h; however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that a Road Controlling Authorities may not set a speed limit of 70 km/h under the current legislation unless a plan is developed and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be a safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this.
- 3.6 The Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) mandates the use of Waka Kotahi's Speed Management Guide (2016) when proposing changes to speed limits on any local authority road.
- 3.7 Waka Kotahi's Speed Management Guide (2016) sets out a framework to assess safe and appropriate speed limits for different road environments. It also utilises the Infrastructure Risk Rating (IRR) Manual (2016) to assess hazards based on all components of the road corridor, including but not limited to, traffic volume, carriageway alignment, lane widths, and the surrounding land use.

- 3.8 As part of previous reporting to the Community Boards it was noted that feedback on proposed changes was to come from Waka Kotahi and that this may result in minor changes to some of the proposed speed limits. Further to this, it was also stated that Council would be updated on these amendments prior to any decision being made on the approval to consult.

4. **ISSUES AND OPTIONS**

- 4.1. The following specific feedback was received from the Community Boards:

- The Woodend-Sefton recommended the speed limit proposed on Copper Beech Road and Upper Sefton Road within the township.
- The Oxford-Ohoka Community Board recommended the following changes to speed limit proposals be included:
 - Bush Road be set at 60km/h
 - Crallans Drain Road be set at 60km/h
 - Weld Street for a distance of 400m east of High St be set at 60km/h
 - Victoria Street for a distance of 400m east of Ashley Gorge Rd be set at 80km/h
 - Mill Road be set at 60km/h
 - Wilsons Road (full length) be set at 40km/h rather than the proposed 60km/h
 - Main Street Oxford be included within this review at 40km/h for the urban area from east of High St to west of Harewood Road. This is further outlined below.

Main Street Oxford

- 4.2. Speed reviews have been carried out on Main Street, Oxford in 2017 and 2019, following concerns being raised about the speed of traffic on Main Street.
- 4.3. Two subsequent workshops have also been held with the Board.
- 4.4. Speed surveys have been carried out at three locations within the town to confirm the speed of traffic travelling along Main Street. An outline of the locations of the speed surveys and the data gathered is included in the table below:

Location along Main St.	2017			2019		
	Mean Speed (km/h)	Median Speed (km/h)	85 th Percentile Speed (km/h)	Mean Speed (km/h)	Median Speed (km/h)	85 th Percentile Speed (km/h)
50m east of Burnett St	48.70	48.42	53.70	45.70	45.90	51.50
Between Meyer PI & Redwood PI	42.40	42.66	48.62	41.30	41.90	48.40
Between Burnt Hill Rd & Bay Rd	46.50	46.71	52.30	46.10	46.50	52.60

- 4.5. The figures above show that speeds are consistent, and that the mean and median speeds on Main Street are under the posted speed limit of 50 km/h. It is also noted that 85% of vehicles were travelling under or close to the posted speed limit in this areas.

- 4.6. There has been a consistent theme around people feeling unsafe using the pedestrian crossings in Oxford and as such, budget has been earmarked for improvements to the three pedestrian crossing in 2021/22 (subject to Waka Kotahi co-funding) to carry out these improvements. This would involve re-marking the crossing to the new standard with the wider pedestrian bars to make them more visible.
- 4.7. It is important to remember that changing a speed limit will not necessarily result in a decrease in speed. Reduced speed limits is likely to require investment in infrastructure to support a lower speed limit, and in some situations better results can be achieved by positive traffic management, such as road marking, narrower lanes, or traffic calming (such as splitter islands), which create a slower speed environment.
- 4.8. While traffic calming, such as raised pedestrian crossings, can be effective in some areas, it is important to give careful consideration as to where these are installed. In this environment and given the number of heavy vehicles using the road, the following issues are likely to occur:
- Maintenance issues particularly due to the number of heavy vehicles and the weight of the traffic moving over the raised platforms.
 - Raised platforms generate noise and vibration issues for residents living near them especially at night.
- As such, any traffic calming interventions would need to be considered carefully.
- 4.9. The other consideration is whether cycle lanes should be installed along Main Street, Oxford, in the future and if so, any infrastructure would need to be designed to accommodate them.
- 4.10. The Oxford-Ohoka Community Board recommended the speed on Main Street Oxford be reduced to 40km/h from east of High Street to Harewood Road. This is a long section of road and would not support a 40km/h speed limit without significant traffic calming along the full length.
- 4.11. Staff have reviewed this request against the guidelines and note that a shorter section of Main Street, west of Burnett Street to west of Bay Road, may be more suited to a 40 km/h speed limit than the entire length between High Street and Harewood Road. This shorter section includes multiple cafes, shops, and a recreational space, which enhances the place function of the area. That being said, traffic calming would still be required to bring the speed limit to within 10% of the posted value across this length. This will include upgrading all three pedestrian crossings to raised pedestrian crossings, narrowing vehicle lanes and the road shoulders, cycle lanes or a painted median, and cutting back of kerb buildouts. As mentioned in Section 4.8, the implementation of raised crossings will increase vehicle noise and vibration, as well as requiring greater maintenance due to the heavy vehicles which are serviced on this route.
- 4.12. Implementing a 40 km/h speed limit through the section of Main Street, between High Street and Harewood Road will require a budget to be allocated of approximately \$450,000. Waka Kotahi will not support this speed limit to be gazetted until this infrastructure is in place. As such the recommendation in this report is that budget be considered through the next Annual Plan process and consultation on a lower speed limit on Main Street Oxford be held until budget is available.
- 4.13. Based on feedback from Waka Kotahi, amendments have been made to the speed limits proposed on Lehmans Road and Swannanoa Road.

- 4.14. Due to the rural nature on the western side of Lehmans Road, Waka Kotahi will not allow the RCA to set a 50 km/h speed limit in this area without risk of a legal challenge. The reason for this is because Waka Kotahi do not designate 50 km/h as a rural speed limit, unless the location is a rural town.
- 4.15. The reason for setting a 60 km/h speed limit along the northern end of Swannanoa is due to Fernside School. Initially, this was set in accordance with the minimum length designated in the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017). Waka Kotahi indicated that the location of the proposed southern speed threshold was not in accordance with Clause 3.3(3), where there must be an obvious change in roadside development or road environment. The Agency did indicate that in this case the minimum length requirement was impractical for this road length and instead the 60 km/h speed limit should extend only 150 m past the southern property boundary of Fernside School.
- 4.16. Whilst Waka Kotahi were supportive of the intentions to reduce the speed limit in Cust, concerns were raised around the mean operating speeds and the current location of the speed limit thresholds. Due to these factors, the proposed 60 km/h speed limit to west of Tippings Road has since been removed from the original review; however, the original 50 km/h proposal has been extended to 1776 Cust Road. Further to this, traffic calming measures will be implemented through the proposed 50 km/h zone to ensure the mean operating speed is brought to within 10% of the posted speed limit, as required by Rule 54001/2017. The proposed measures include, but are not limited to, threshold treatments, narrowing of road lanes, and upgrades to traffic signs.
- 4.17. The Council has the following options available to them:

- 4.18. Option 1: Approve Consultation for all of the Speed Limits Proposed as outlined in the Tables

This option involves the approval of this report and authorisation granted to staff to undertake consultation on all of the proposed speed limits.

It should be noted that the Community Boards were briefed that staff were awaiting feedback from Waka Kotahi and that this may result in minor changes to the proposed speed limits, in which Council would be updated prior to any decision for approval to consult. The Community Board reports were therefore approved on this basis.

It is also noted that this recommendation would not include any change to the speed limit on Main Street in Oxford (the status quo would remain), as this would not be supported by Waka Kotahi without investment in infrastructure of which there is no budget allocated and insufficient resource available to progress this financial year.

This is the **recommended option** because it allows members of the public and key stakeholders to provide feedback on whether a lower speed limit would be suited to the roads included within this review, and ensures the RCA is fulfilling its duty under the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) for setting safe and appropriate speeds on local roads.

- 4.19. Option 2: Approve Consultation for an Amended Scope of the Speed Limits Proposed

This option involves approving an amended scope of proposed speed limits from this report and authorising staff to undertake consultation (either adding or removing specific roads).

This is not the recommended option as the proposed list of roads has been well canvassed with both the Community Boards and with Waka Kotahi staff prior to recommending to Council.

Reducing the scope of consultation would not give the public and key stakeholders the opportunity to decide whether a lower speed limit would be suited to a specific road which may have been removed and the RCA may not be perceived as fulfilling its duty under the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) for setting safe and appropriate speeds on local roads.

Increasing the scope of the consultation would risk not complying with the Setting of Speed Limits Rule and not meeting Council's requirements in relation to setting a safe and appropriate speed, which can be legally challenged.

4.20. Option 3: Decline Consultation for the Proposed Speed Limits

The Council may wish to decline the approval of this report and prevent consultation occurring on the proposed speed limit changes.

This is not the recommended option because the RCA may be perceived as not fulfilling its duty under the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) for setting safe and appropriate speeds on local roads. This could result in legal action from Waka Kotahi and/or the Ministry of Transport.

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

5. **COMMUNITY VIEWS**

5.1. **Groups and Organisations**

5.1.1. The key stakeholders in this process include the New Zealand Police, New Zealand Automobile Association, New Zealand Road Transport Association, Te Ngāi Tuāhuriri Rūnanga, and Waka Kotahi. As designated by 54001/2017, the RCA must approach these key stakeholders for specific feedback on the proposed speed changes. This will occur alongside public consultation.

5.1.2. Further to this, some early feedback, which is separate from the requirements outlined in 54001/2017, has been sought from Waka Kotahi to ensure alignment with their requirements. This feedback was requested due to the sheer scale of the speed limit proposal. The feedback is shown in Attachment i. Since presenting to the Community Boards, minor changes have been made to some of the speed limits proposed. This included those proposed on Cust Road, Lehman's Road, and Swannanoa Road.

5.1.3. Residents in Skewbridge Rd and Flaxton Rd have taken a deputation to the Kaiapoi-Tuahiwi Community Board, advocating for a lower speed limit of 80km/h on both roads to improve safety.

5.2. **Wider Community**

5.2.1. There have been multiple service requests, emails, and general comments from members of the public for lower speeds in different areas.

5.2.2. The wider community will be consulted with once approval is received from Council. This is in accordance with Rule 54001/2017, which requires the RCA to consult with and consider public feedback.

5.2.3. The community will be informed of the consultation process through social media, advertisements in local newspapers, and drop-in sessions. In addition to this, residents on affected roads will be informed of the consultation through a letter drop.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

- 6.1.1. There will be cost associated with the consultation of this project, however, there is adequate budget available through existing budgets
- 6.1.2. There are also costs associated with infrastructure where we are looking to reduce operating speeds. An example of this is Cust, where to achieve a 50km/h speed through the village, investment is required to provide traffic calming. As such \$75,000 has been included in the 2021/22 Minor Safety Programme for speed calming measures in Cust (subject to Waka Kotahi co-funding).
- 6.1.3. It is noted that there has been no funding allocated for speed calming measures in Oxford in the next 3 years and should consideration be given to reducing the speed limit to 40km/h as proposed by the Oxford-Ohoka Community Board then new budget would need to be allocated to carry out this work
- 6.1.4. The estimated cost of traffic calming to support a 40km/h speed limit on Main Street Oxford (west of Burnett St to Bay Rd section only) is \$450,000. This would include raised platforms at pedestrian crossings, relocating the pedestrian crossing outside the town hall slightly to the east, marking of cycle lanes and narrowing of the traffic islands to accommodate the cycle lane. This project has not been included in the 2021-24 Regional Land Transport (RLTP) bid to Waka Kotahi for subsidised projects and it is unlikely all the projects Council has put forward will be funded, therefore this project would have to be put forward separately and is unlikely to get Waka Kotahi co-funding.
- 6.1.5. There is also cost associated with changing the speed limit signage. This includes replacing the existing signs and the addition of repeater signs where required. It is estimated that this will cost approximately \$25,000 and will be funded through the Minor Safety budget.

6.2. **Community Implication**

- 6.2.1. The views of the community will be sought.

6.3. **Risk Management**

- 6.3.1. There are no perceived risks of consulting on these proposed speed limits.

6.4. **Health and Safety**

- 6.4.1. There are no perceived health and safety risks of consulting on these proposed speed limits, aside from COVID-19 lockdown. If this were to occur, staff involved with consultation will follow guidelines prescribed by the New Zealand Government This may require alternative modes of consultation to be sought or consultation to be delayed for a period of time. This will be managed as it occurs.

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**

- 7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017), and the Speed Limit Bylaw (2009) are relevant to this project.

7.2.2. The Land Transport Rule: Setting of Speed limits 2017 (Rule 54001/2017) outlines the responsibility of the RCA in Clause 2.2(1) and its obligations to consult on proposed speed limits in Section 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.

7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.

7.2.4. The Speed Limit Bylaw (2009) enables the Council to set speed limits by Council resolution on roads which are within Council jurisdiction.

7.3. **Community Outcomes**

7.3.1. There is a safe environment for all

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

7.3.2. Transport is accessible, convenient, reliable and sustainable

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

7.4. **Delegations**

7.4.1. The Council has the delegated authority to approve consultation.

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Thursday, 3 June 2021 8:55 AM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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

Good work Allie - thanks for reaching out - we are here to help so pleased I have added some value.

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 3 June 2021 8:48 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Good news regarding Swannanoa Road! I have left some comments below in red to clarify a couple of points.

Overall, we will continue to discuss options in Cust to ensure we do meet Clause 4.4(2)(c). Yes, Council will be doing a speed counts in Tuahiwi; however, when those are to occur is out of my hands (I do expect it to be soon though).

Again, thanks for your help on all of this Glenn. The process has not only helped us with this review and what our submission will be, but has also helped inform our approach to the Speed Management Plan we will be developing soon. Therefore, time not wasted!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Wednesday, 2 June 2021 12:02 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - running out of colours, so some bulleted responses to your comments/queries

- Woodend - good approach
- Fernside Road east - Waka Kotahi response to consultation will be to disagree that 80 is SAAS, for the reasons I have described - we can only comment on alignment with the Rule, and 80 for one direction and 60 for the other when the evidence Waka Kotahi has provided says otherwise. Council has the final say though.
- Swannanoa Road - clause 3.3(1)(b) of the Rule includes "unless the requirement is impracticable for that road" - this is one of those situations
- Cust - I suppose what I'm really interested in is Council meeting clause 4.4(2)(c) - yes MegaMaps might say this is all 50, and the governing factor for that is road function, so rural town, and so 50 is right for all the reasons you say - it's just that you can't put up 50km/h signs where the mean speeds are 74km/h, and I don't think your entry points nor treatments are going to achieve 55km/h - that is what you need to be representing to your Community Board - 50 is the right answer, but as proposed 50 is unlikely to comply with 4.4(2)(c) by a long shot. It's the same situation you had for Tuahiwi Allie. The only way I believe you will get 50 to comply with the Rule is to promote a lower speed along the whole corridor as I've described.
- Understand Earlys now I think - you have existing 80 south of Tram Road do you, but 100 north of Tram Road, so this is making all of Earlys 80, except past the school **We have an existing 80 km/h approximately 1 km south of Tram Rd and yes the intention is to make all of Earlys (aside from the school), between Cust and West Eyreton, 80 km/h.**
- Giles Road - the Rule is quite clear Allie - you must take the information from Waka Kotahi into account - that drives 60 for this length, and it is this data that allows you compliance with 60 - you comply with what the Rule says, and you get a far better and more consistent result for the road length. This road length is narrow and has no centreline - SAAS is simply not 80km/h. There is no requirement in the Rule for you to question Waka Kotahi data, which is purely generated from Bluetooth signals from the vehicles that have passed through this length of road - we can supply in 15 minute intervals if needed. There is no manipulation, just the same collection method used for every road in the country, which is how we get national consistency when it is applied. Ditch your data, use what the Rule requires you to use, and apply 60 is my advice - do you think you will get pushback on that? - this looks nothing like Fernside Road east, so can't fathom anybody saying it's a 80km/h road.
- Raven Quay
 - clause 4.2(2) *In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority **must** have regard to—(a) the information about speed management developed and maintained by the Agency*
 - note again, there is no 'neighbourhood greenway' sign - make sure the person working on this project talks to me re signage please. **Will do. Signage is going to feature much later, so will likely be a discussion next financial year.**
- Depot Road - good you are discussing - the 50 in MegaMaps assumes the whole length from Woodside to the bridge is 'urban fringe' - if you change that to rural using the corridor editor (which is how most of it represents), SAAS is 80. Just please don't propose to shift the 50 out 150m as Waka Kotahi will disagree with that. **We certainly won't be doing that, unless there is substantial change in roadside development in the coming years. This 80 km/h approach may not end up in this round of reviews, but we will look to do it in the coming rounds if that is the case.**

Hope that's helpful Allie.

Thanks for the update on Tuahiwi - I didn't think your draft engineering proposals for that were aggressive enough, so Council will be monitoring speeds through there to ensure it is complying with 4.4(2)(c) for the 40km/h speed limit (ie that speeds are well less than 50)?

Cheers, Glenn

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Wednesday, 2 June 2021 9:43 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thanks for clarifying the 50 km/h and no offence taken as we are all working towards the same outcome. Just in general, we do agree with your suggested speed limits in some of the areas; however, at this stage we are struggling with community support for them and/or the planned development has not yet occurred to create the environment and 'place' function necessary to support some of them. From here, we will be adding these areas into our Speed Management Plan, as this gives us the perfect framework to begin these discussions.

My comments to your comments in purple are in orange.

Also, in addition to the roads listed below, one of the Community Boards has asked us to include Upper Sefton Road (through the township) and Copper Beech Road. We will be proposing a 60 km/h limit through Sefton (there is currently no budget to implement infrastructure to achieve 50 km/h at this time; however, will be added into our Speed Management Plan to achieve this) and Copper Beach Road as 50 km/h (it is defined as a collector road in the ODP which is currently being updated).

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 10 May 2021 4:57 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

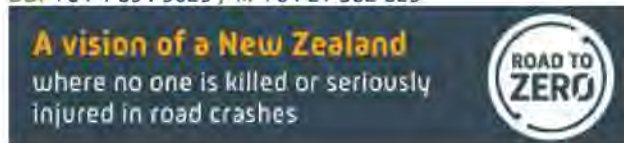
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Hi Allie - 50 is not a rural speed limit based on the fact that it doesn't figure in figure 1.4 of the Guide (pg 13), and in Table 2.2 (pg 20) just for rural towns that fit certain criteria (ie look and feel like an urban environment). Also there is the principle that rural speed limits should have 20km/h differentiation (table 2.4, page 21), so that's 100/80/60/(40), and of course 50 doesn't fit that principle. Yes you are right though, historically people associate 50 with urban areas (it has been the 'urban default' in many people's minds), so seeing it rural areas is just confusing.

Comments to your comments in **purple** below - my comments are getting beyond just compliance with Rule stuff and into traffic engineering now, but with the intent of achieving what the Rule requires and a good outcome for you - hope you guys aren't offended!

Cheers, Glenn

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

Allie Mace-Cochrane | Graduate Engineer
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From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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

Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
- Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



o - please remove and replace with correct 'adult' sign

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m (☺), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

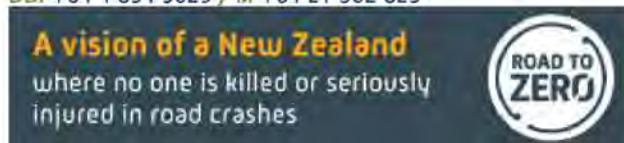
Cheers, Glenn

Glenn Bunting / Manager Network Safety

Safety, Health and Environment

Te Roopu Waeture-Regulatory Services

DDI +64 4 894 5025 / M +64 21 962 829



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Wednesday, 28 April 2021 12:57 PM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>

Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

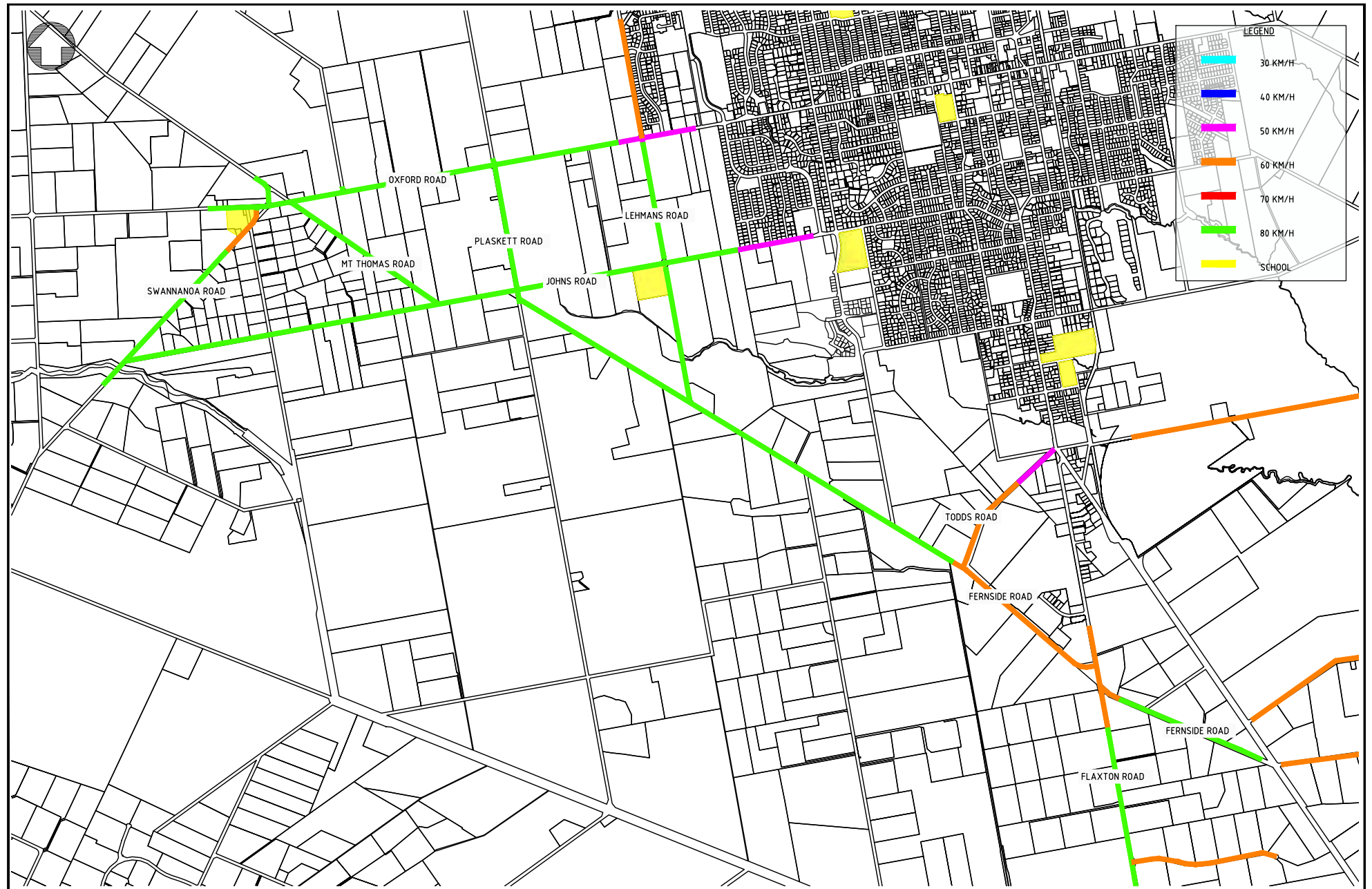
Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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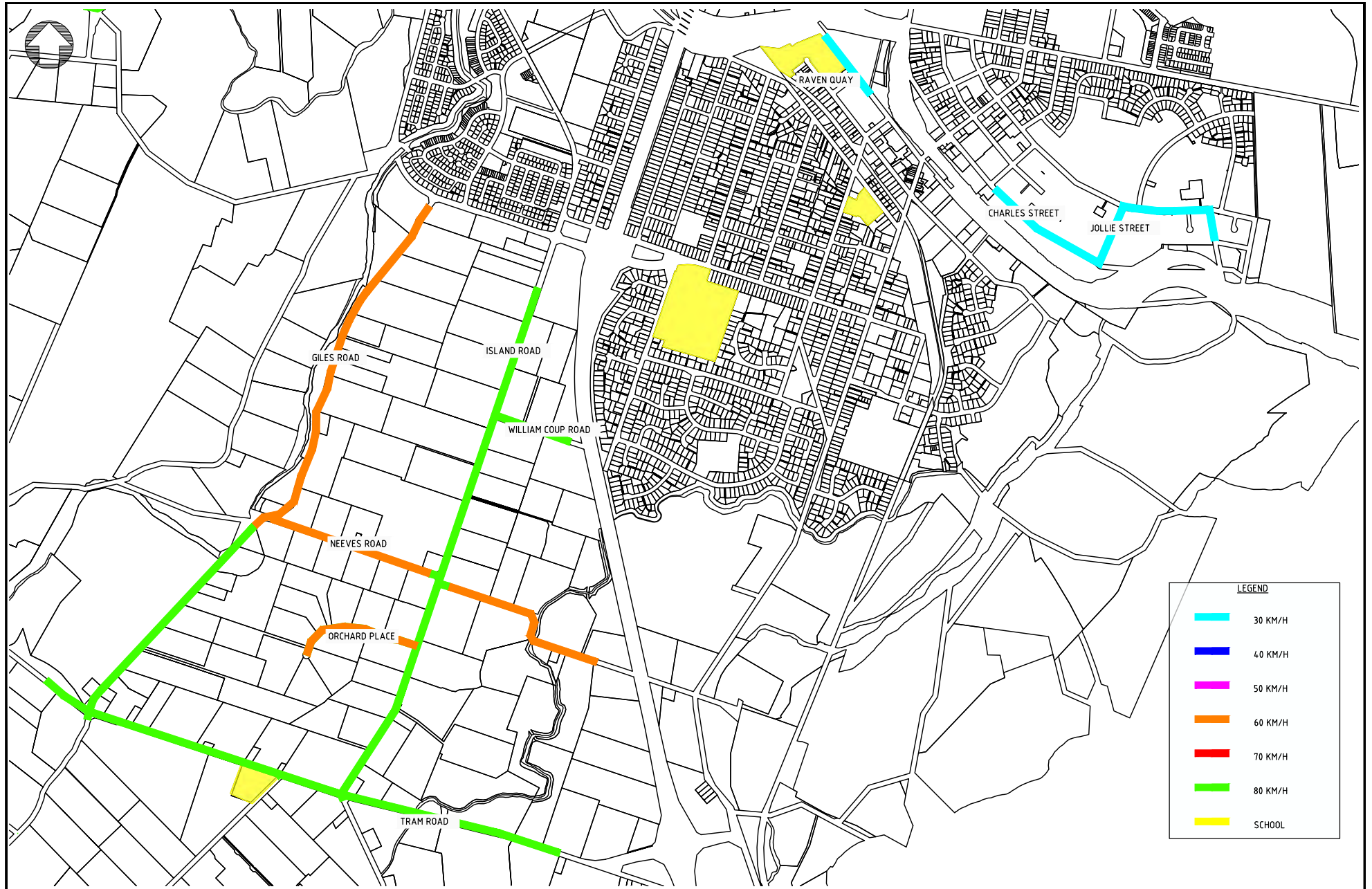
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APPROVED	VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	RANGIORA
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
01	



LEGEND	
—	30 KM/H
—	40 KM/H
—	50 KM/H
—	60 KM/H
—	70 KM/H
—	80 KM/H
	SCHOOL

REV	REVISION DETAILS	DRN	CHK	APP	DATE

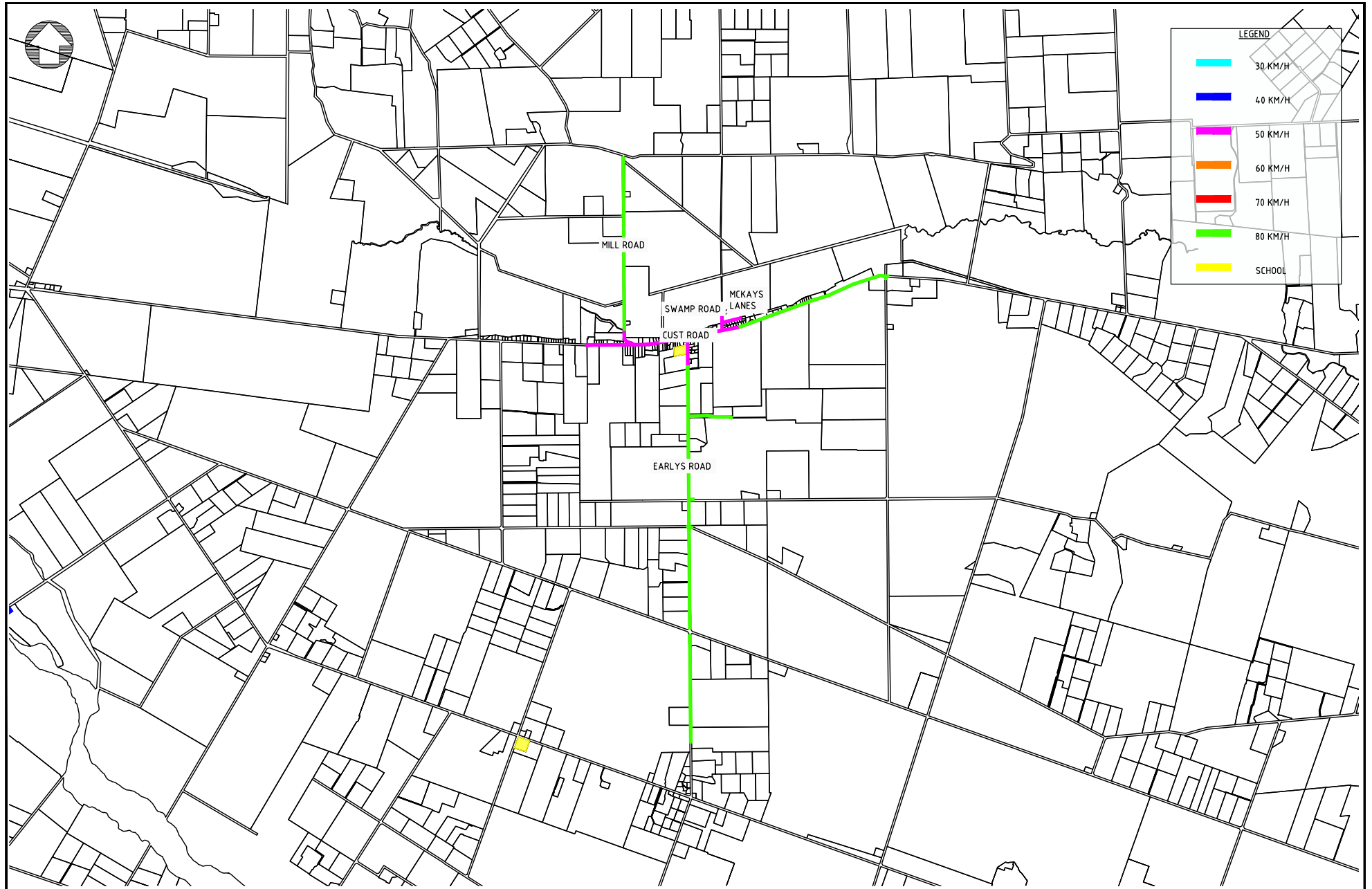
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DESIGNED CHKD			HORIZONTAL NZTM GD2000	
APPROVED			VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	KAIAPOI
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
02	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

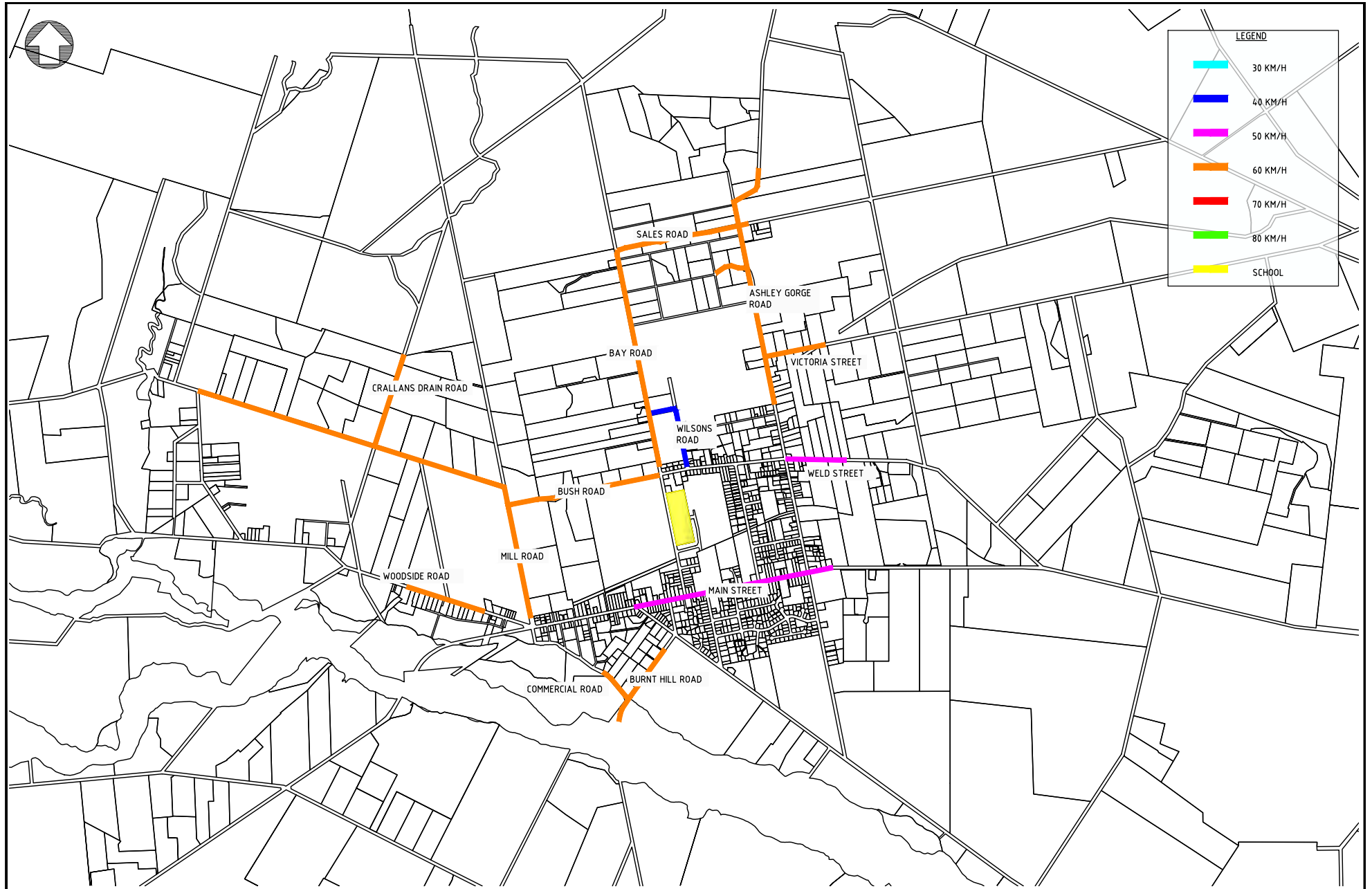
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	CUST
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
03	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

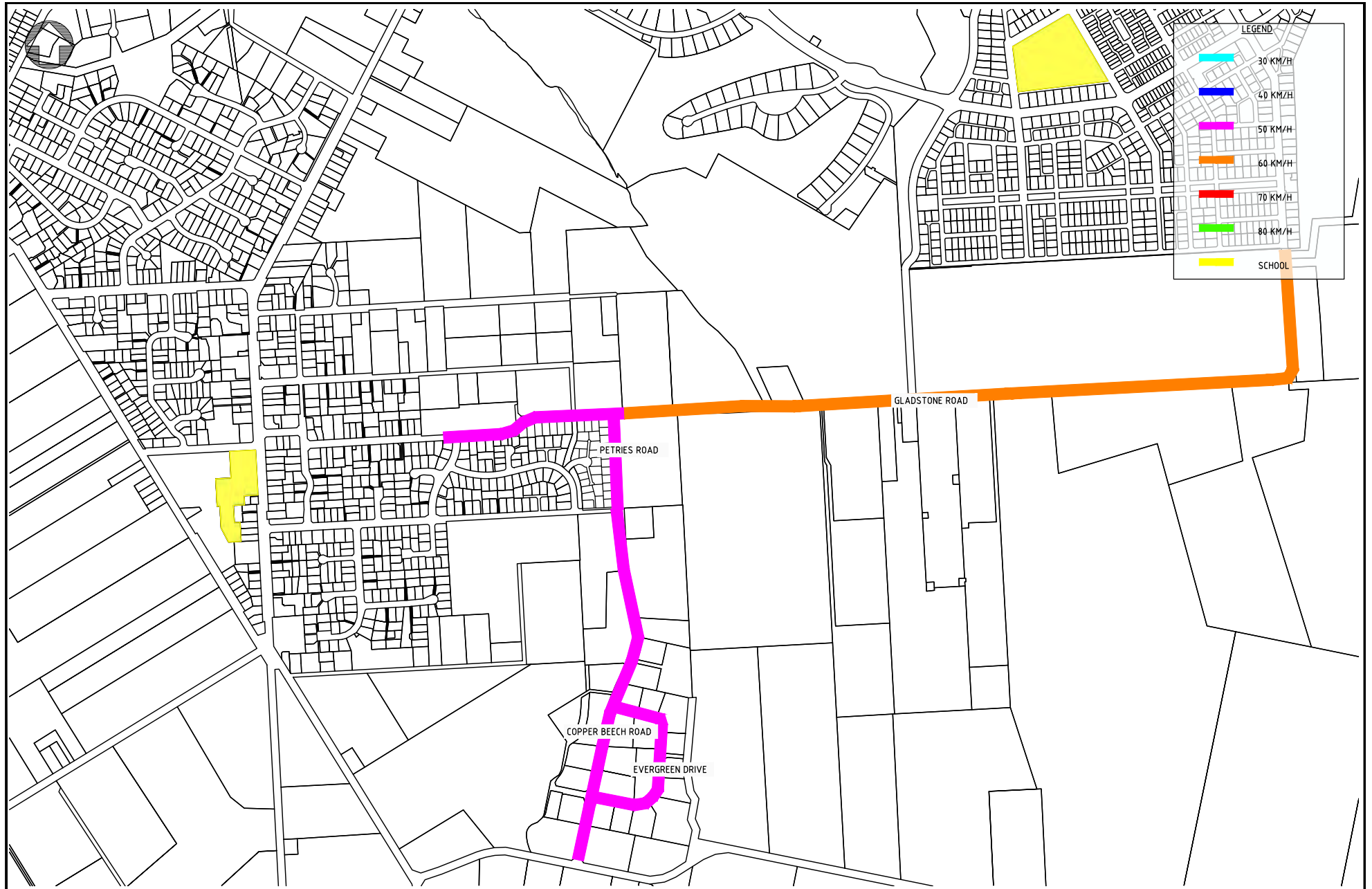
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DESIGNED			DATUM ORIGIN
DESIGNED CHKD			HORIZONTAL NZTM GD2000
APPROVED			VERTICAL



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	OXFORD
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
04	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

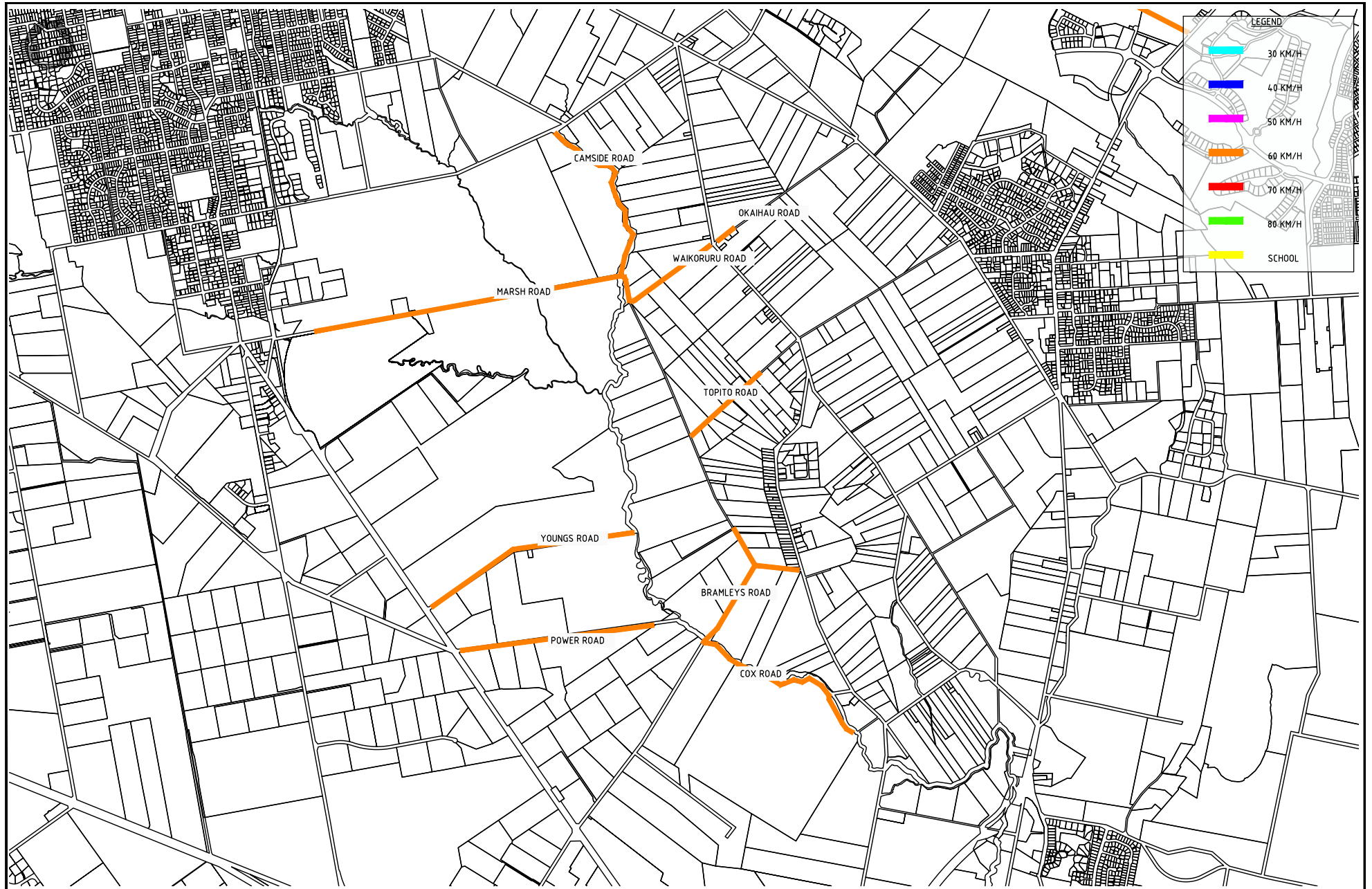
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DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
WOODEND

FOR INFORMATION	
DRAWING	
SHEET	REVISION
05	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

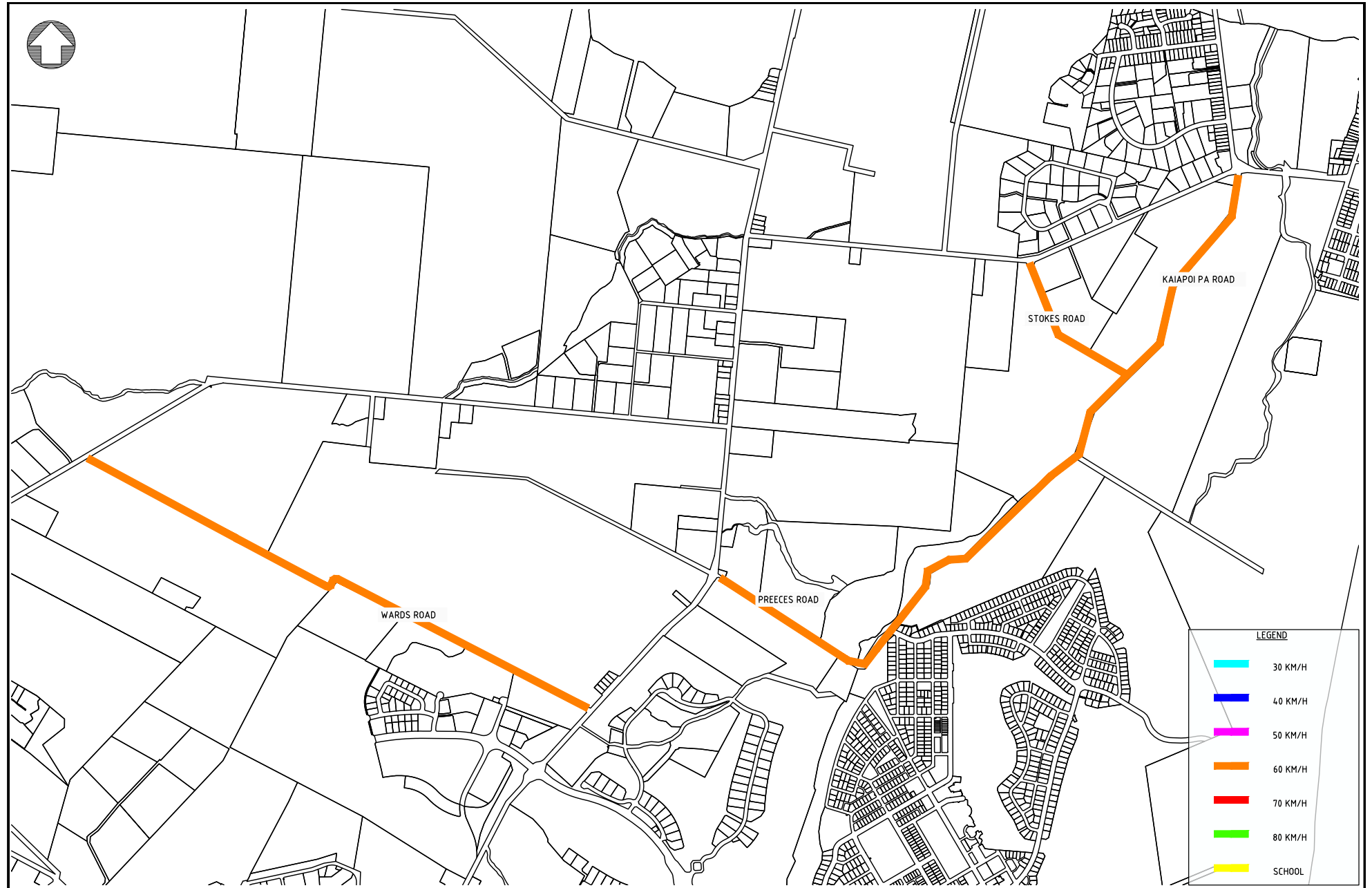
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DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
 TUAHIWI
 UNSEALED ROADS

FOR INFORMATION	
DRAWING	
SHEET	REVISION
06	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

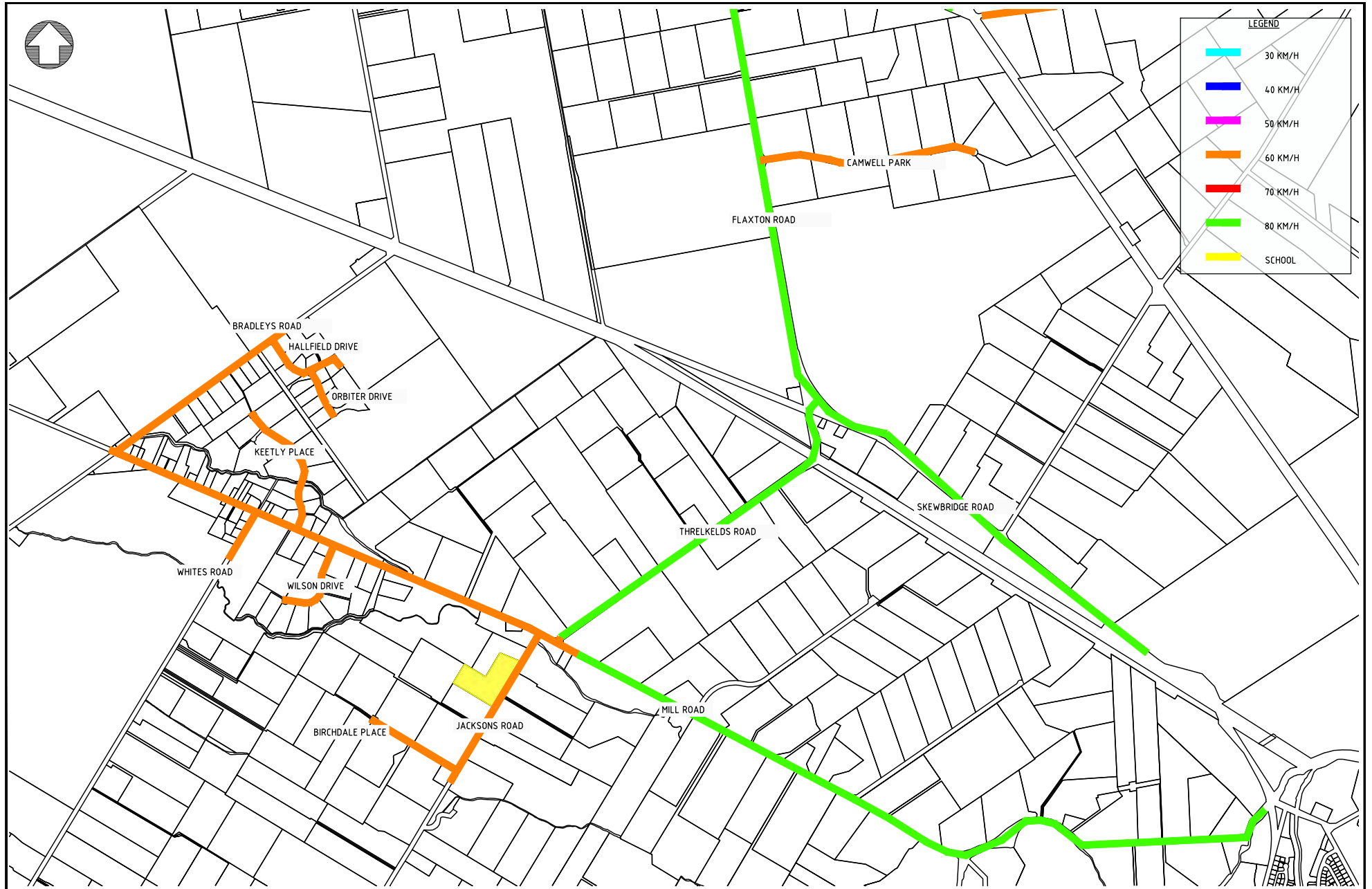
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DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
**ASHLEY
 UNSEALED ROADS**

FOR INFORMATION	
DRAWING	
SHEET 07	REVISION



REV	REVISION DETAILS	DRN	CHK	APP	DATE

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



PROJECT
SPEED LIMIT REVIEWS TOWN ENTRANCES

SHEET TITLE
OHOKA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
08	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	AMC	28/01/2021	PROJECT No	PD001172
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DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL	NZTM GD2000
APPROVED			VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
SEFTON

FOR INFORMATION	
DRAWING	
SHEET	REVISION
09	

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-32-38 / 210624102113**REPORT TO:** COUNCIL**DATE OF MEETING:** 6 July 2021**AUTHOR(S):** Joanne McBride, Roading & Transport Manager
Gerard Cleary, Manager Utilities & Roading**SUBJECT:** Ohoka Road fence financial contribution request for consideration**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1 This report is to advise Council of further concerns raised by residents adjacent to Ohoka Road about noise, privacy and vehicle headlights causing issues along the western side of the development on the Ohoka Road frontage (previously referred to as the New Arterial Road).
- 1.2 Staff had previously received a number of complaints regarding road noise and Council have considered asphalt surfacing on the road, as well as a request for replacement of existing fencing.
- 1.3 A report on these issues were taken to Council as part of the 2018 LTP deliberations and it was agreed that asphalt surfacing would be laid along the western side of the development on Ohoka Road, to help reduce the noise for residents.
- 1.4 Following this, a further request for higher fencing was received and a subsequent report was taken to Council in May 2019 putting forward four options for the fence. Council considered the options and agreed to maintain the status quo (not provide any improved fencing).
- 1.5 Further a request has been made by one property owner for Council to cover the cost of materials and consenting required for replacement fencing on one property along the road. The property owner would undertake the physical works themselves. The estimated total cost is approximately \$6,000 excluding GST for this property only. A previous offer had been made to cover the cost of consenting only however this has not been taken up.
- 1.6 There are two options available to Council:
- Option One – Agree to cover the cost of materials and consenting for the new fence
 - Option Two – Decline the request and retain the status quo.
- 1.7 Should Council agree to help fund the cost of replacement fencing then consideration should be given to allowing adequate budget for all properties along the road which is estimated to be \$117,300.

Attachments:

- i. Complete Report to Council 28 May 2019 Roading Staff Submission May 2019 - Ohoka Road Fencing - signed with attachments – TRIM No. 190407051583[v2].
- ii. Aerial Plan with Fencing – TRIM No. 210624102196.

- iii Photos of Ohoka Rd Fencing provided by Resident - TRIM No. 210624102184.
- iv Timber Fence Drawing - TRIM No. 180830098686.

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 210624102113;
Either:
- (b) **Agrees** to cover the cost of materials and consenting for a new 2.4m high fence for seventeen properties along Ohoka Road, and;
- (c) **Approves** the allocation of \$117,300 of budget for fencing costs;
Or:
- (d) **Declines** the request to fund fencing materials and consenting cost ;
And:
- (e) **Circulates** this report to Utilities & Roading Committee for information.

3. **BACKGROUND**

- 3.1 The issue of road noise and privacy has been raised on a number of occasions over the past four years and this has been reported to Council for decision making.
- 3.2 During the 2018/19 Long Term Plan process, submissions were heard from residents on the new road and it was agreed that an asphalt surfacing be laid on the road to help reduce road noise. This asphalt surface was laid in late January 2019.
- 3.3 Following this further correspondence was been received on behalf of the property owners raising the issues of road construction, speed, privacy and noise. A list of concerned residents was provided and a meeting was held on site with the spokesperson to discuss these concerns further. A report providing four options for consideration was taken to Council as part of the Annual Plan deliberations in May 2019, and Council opted to retain the Status Quo.
- 3.4 The existing fence on the western boundary of the development is a requirement of the resource consent for the subdivision and has specific design parameters which are consent noticed on the property titles. Any change to this requires a resource consent application to be applied for and granted before the fence can be altered.
- 3.5 The New Arterial Road (Ohoka Road) is shown on the Outline Development Plan for the area and as such all property purchasers' were made aware of the future road.
- 3.6 The District Plan exempts noise from having to be considered for the New Arterial Road as set out in clause 31.12.2.4. This exemption was approved as part of LURP Action 47 which was issued by the Minister of Earthquake Recovery.
- 3.7 It is noted that the current traffic volume on this road is 8500 vehicles per day and that this is expected to grow over coming years. The district has a number of roads which have volumes well in excess of Ohoka Road and there is no fencing provided by Council.
- 3.8 Previously the fencing at either end of the development has been raised to a height of 2.4m. There are a total of 7 properties which have had the fence raise. The reasons this was carried out are as follows:

- The road at either end of the development ramps up to bridges which needed to be set high enough to allow capacity for flood flow underneath. The properties with the 2.4m fence are all in the area where the vertical curve starts and the road begins to ramp up.
- The properties at the very end of the development are also on horizontal curves which resulted due to the new road alignment and as such there is more impact from vehicle headlights.
- The 2.4m fence height has not been set with the aim to block all visibility to the houses which adjoin the road. The height was set following discussion with the worst affected residents and then one fence height was adopted rather than having a fence that is stepped along various sections.

4. ISSUES AND OPTIONS

- 4.1. It is acknowledged that traffic volumes will increase along this route as growth continues particularly around west Rangiora.
- 4.2. Council policy is that all Arterial and Strategic urban roads in residential areas will be surfaced with asphalt surfacing when they are next resurfaced. Asphalt surfacing has been carried out along this portion of the road and has resulted in a noise reduction. There are no specific requirements for fencing.
- 4.3. It was noted in a previous report that asphalt surfacing does help reduce tyre noise from vehicles travelling along the road, however it does not have any impact on engine noise coming from vehicles utilising the road.
- 4.4. The existing properties along Butchers Road have a 1.8m high wooden paling fence along the road frontage. This fence was a requirement of the resource consent which was issued for the subdivision.
- 4.5. The resource consent for the subdivision required a fence to be constructed to a specified design and that a consent notice be registered on the title of each property fronting the road. The consent notice includes a condition around maintain these fences by the property owner.
- 4.6. The options available to Council are as follows:

- a. Option One – Agree to cover the cost of materials and consenting for the new fence:

This option would result in Council paying the property owner an agreed price for materials required to build the fence and the property owner would undertake the fence replacement work themselves.

A resource consent would need to be secured for the change to the fencing and there would be legal costs associated with the change in consent notices which would be required on the affected lots. Council would apply for and secure the consent.

The cost of materials as quote by a local hardware store is \$2,435 excluding GST. The cost of removing and disposal of the existing fence would be borne by the property owner.

The estimated cost for the consent and legal fees associated with changing the consent notice on the property title is estimated to be \$3,000 to \$4,000 (excluding GST).

Therefore the estimated total for this one property is **\$6,900 including GST** (\$6,000 excluding GST)

Should Council consider covering costs for Option One then it is recommended that this offer be extended to all remaining properties along the road with 1.8m high fences. As such Council would need to allow **budget of \$117,300** for replacement fencing for seventeen (17) properties.

b. Option Two – Decline the request and retain the status quo:

This option is to decline the request to cover the cost of materials and consenting for the fence.

It is noted that staff have previously extended an offer to the resident to assist with the resource consent process should the residents wish to alter or replace the existing fence themselves, however this has not been taken up to date.

4.7. The Management Team have reviewed this report.

4.8. **Implications for Community Wellbeing**

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

The property owners have expressed concerns about noise, privacy and vehicle headlights causing issues.

5. COMMUNITY VIEWS

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

A number of complaints were initially received regarding road noise along with four submissions to the 2018 Long Term Plan deliberations. Since this time the asphalt surface has been laid along this section of road to help reduce noise.

While this has helped there has been ongoing discussion with the owners of one property on the issue of noise and privacy.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

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

There is no funding currently allocated for contributing towards fencing costs and should Council agree to Option One then a **new budget of \$117,300** will need to be set. This could be funding in either of the following ways:

a) Funded as a one-off in one year \$117,300 (including GST) is a 0.14% increase over total rates or \$4.46 per property.

or

b) If the amount was funded by loan this is a cost of \$8,129/per annum over a period of 25 years. This is a 0.01% increase over total rates or \$0.31 per property.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

The main risk is that there will be further requests for fencing from residents living along the western side of the Silverstream development.

Health and Safety

There are no health and safety risks for Council arising from the adoption/implementation of the recommendations in this report. Private property owners would be undertaking any replacement works and guidance can be provided on how this should be undertaken to ensure there are no impacts on the road.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Management Act is the relevant legislation in this matter.

7.3. **Consistency with Community Outcomes**

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

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. **Authorising Delegations**

The Council has the authority to receive this report, consider requests from members of the community and allocate budget where they consider it appropriate.

WAIMAKARIRI DISTRICT COUNCILREPORT FOR DECISION

FILE NO and TRIM NO: RDG-32-38 / LTC-03-15 / 190407051583

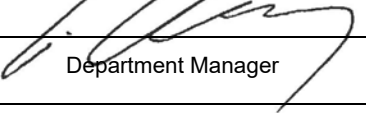
REPORT TO: Council Annual Plan Deliberations

DATE OF MEETING: 28 to 30 May 2019

FROM: Gerard Cleary, Manager, Utilities & Roothing
Joanne McBride, Roothing & Transport Manager

SUBJECT: Roothing Staff Submission - Ohoka Road Fencing

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 This report is to brief Council regarding ongoing concerns raised by residents in the Silverstream subdivision about noise, privacy and vehicle lights causing issues along the western side of the development on the Ohoka Road frontage (previously referred to as the New Arterial Road).
- 1.2 Staff had previously received a number of complaints regarding road noise and requests for asphalt surfacing on the new road, as well as a request for replacement of existing fencing. A report on these issues was taken to Council as part of the 2018 LTP deliberations.
- 1.3 During the 2018 LTP deliberations it was agreed that asphalt surfacing would be laid along the western side of the development on Ohoka Road to help reduce the noise for existing residents. This work has been completed and feedback has been received from two residents; one advising they were pleased with the outcome and the other not.
- 1.4 Fencing has been replaced at the southern end of this portion of road and is due to be replaced at the northern end as well. The new fence is higher at 2.4m while the existing subdivision fences are 1.8m high. The sections of higher fence were agreed with property owners, firstly because the road in these locations ramps up significantly to the bridges (significantly more than along the straight) and secondly because these properties are near curves and as such headlights can shine into houses at night.
- 1.5 A request has been received to replace the remaining fence along this section of road with new 2.4m high fences.
- 1.6 There are four options available to Council:
 - a. Option One – Replace fencing along the full length with a new 2.4m high timber fence.
 - b. Option Two – Replace fencing for two properties immediately adjacent to Hayson Drive with a new 2.4m high timber fence due to their location near an intersection.
 - c. Option Three – Make a one off payment of \$500 per property to allow the property owners to go towards upgrading their existing fence and/or carry out planting within their property boundary.

d. Option Four – Maintain the status Quo.

- 1.7 There is no funding currently allocated for replacement fencing however consideration could be given to funding this from the current project budget.

Attachments:

- i. Appendix i) - Aerial Photographs of Ohoka Road
- ii. New Arterial Road - Photos of Fencing for Report (TRIM No. 190521071173)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 190407051583;
- (b) **Declines** the request for fencing improvements and maintains the status quo;
- (c) **Circulates** this report to the Kaiapoi-Tuahivi Community Board, Oxford-Ohoka Community Board and the Utilities & Roading Committee for information.

3. BACKGROUND

- 3.1 The New Arterial Road project was overseen by a Project Control Group (PCG) which included staff from Councils Utilities & Roading Team, Project Delivery Unit, Planning Team and also included the Developer.
- 3.2 Noise was considered as part of the design process and it was agreed that this would be managed by using the smallest sized chip seal and a lower speed limit in an effort to minimise noise.
- 3.3 The PCG considered the appropriate surface for the New Arterial Road and concluded that a two coat chip seal (Grade 4&6) was appropriate. This is the same surfacing used in urban streets.
- 3.4 During the 2018/19 Long Term Plan process submissions were heard from residents on the new road and it was agreed that an asphalt surfacing be laid on the road to help reduce noise for adjacent residents.
- 3.5 Asphalt surface was laid along this section of the road in late January 2019. This has resulted in a reduction in noise.
- 3.6 Subsequent to the new asphalt being laid, further correspondence has been received on behalf of the property owners raising the issues of road construction, speed, privacy and noise. A list of concerned residents was provided.
- 3.7 A meeting was held on site with the spokesperson to discuss these concerns further.
- 3.8 Staff are working to address the speeding concerns and will be carrying out further work with an aim of trying to reduce speed.
- 3.9 No specialist noise testing has been undertaken before / after the new asphalt surface being laid, however one resident has carried out a noise test from a cell phone and indicated they believe the noise has dropped by 5DBa. As the Decibel scale is logarithmic this is considered to be a reasonably large reduction on the noise scale. We have also received feedback from another resident along this road who stated they had noticed a significant reduction in tyre noise on the new seal.

- 3.10 The existing fence along the western boundary of the development was a requirement of the resource consent for the subdivision and has specific design requirements which are consent noticed on the property titles. Any change to this requires a resource consent application to be applied for and granted before the fence can be altered.
- 3.11 It is noted that the road was shown on the Outline Development Plan and as such all property purchasers' were made aware of the future road.
- 3.12 The District Plan exempts noise from having to be considered for the New Arterial Road as set out in clause 31.12.2.4. This exemption was approved as part of LURP Action 47 which was issued by the Minister of Earthquake Recovery.
- 3.13 It is noted that the current traffic volume on this road is 7500 vehicles per day and that this is expected to grow over coming years. The district has a number of roads which have volumes well in excess of Ohoka Road where there is no fencing provided by Council.
- 3.14 It is also noted that to undertaking fencing beyond that already approved could be seen to set a precedent.
- 3.1. This issue was not included in the draft Annual Plan as the asphalt surfacing was being undertaken to reduce noise effects. This issue has since been raised by a resident.

ISSUES AND OPTIONS

- 3.2. It is acknowledged that as traffic volumes will increase along this route as growth continues particularly around west Rangiora.
- 3.3. Council policy is that all Arterial and Strategic urban roads in residential areas will be surfaced with asphalt surfacing when they are next resurfaced. Asphalt surfacing has been carried out along this portion of the road and has resulted in a noise reduction. There are no specific requirements for fencing.
- 3.4. It was noted in a previous report that asphalt surfacing does help reduce tyre noise from vehicles travelling along the road, however it does not have any impact on engine noise coming from vehicles utilising the road.
- 3.5. The existing properties along Butchers Road have a 1.8m high wooden paling fence along the road frontage. This fence was a requirement of the resource consent which was issued for the subdivision.
- 3.6. The resource consent for the subdivision required a fence to be constructed to a specified design and that a consent notice be registered on the title of each property fronting the road. Residents are required to maintain these fences.
- 3.7. The existing fences have been raised to a height of 2.4m at the southern ends of the road where the new road ramps up to the bridge over the Kaiapoi River. The raising of the fence at the northern end of the road has been approved and is due to commence shortly. It was agreed to raise the fence in these locations as the new road was lifted as it ramps up to the bridges, which resulted in a significant reduction in privacy for the property owners as well as issues with headlights shining into properties at night. Photographs attached in Appendix ii) show the current fence heights in relation to the houses (TRIM No. 190521071173).

3.8. The options available to Council are as follows:

a. Option One – Replace fencing along the length with 2.4m high timber fence.

This option involves replacing the remaining fences along the full length with a new 2.4m high wooden fence. The length is 390m and the estimated cost of fencing only is \$100,000 including staining.

A resource consent would need to be secured for the change to the fencing and there would be legal costs associated with the change in consent notices which would be required on the affected lots.

The cost to replace the fencing is estimated to be \$100,000 for the removal of the existing fences and construction of new fences and estimated \$50,000 to \$100,000 in costs for the consenting and legal work associated with the changes to the consent notices, therefore for this option Council would need to allow **budget of \$200,000** for replacement fencing.

b. Option Two – Replace fencing immediately adjacent to Hayson Drive with 2.4m high timber fence.

This option involves replacing the fences for the two properties either side of the Hayson Drive intersection with a new 2.4m high wooden fence. The length is 70m and the estimated cost is \$18,000 including staining.

A resource consent would need to be secured for the change to the fencing and there would be legal costs associated with the change in consent notices which would be required on the affected lots.

It is noted that any property located at an intersection should expect some headlight spill from turning vehicles purely due to their location.

The cost to replace the fencing is estimated as being \$18,000 for the removal of the existing fences and construction of new fences and estimated \$25,000 in costs for the consenting and legal work associated with the changes to the consent notices, therefore for this option Council would need to allow **budget of \$43,000** for replacement fencing.

c. Option Three – One-off Payment of \$500 per property.

This option is to make a one off payment of \$500 to each property adjacent to the road with the existing 1.8m high fence, for either upgrading of their existing fence and/or for planting within the property as they see fit.

It is noted that staff have previously extended an offer to the resident to assist with the resource consent process should the residents wish to alter or replace the existing fence themselves.

d. Option Four – Status Quo.

This option is to leave the existing fence in place.

It is noted that staff have previously extended an offer to the resident to assist with the resource consent process should the residents wish to alter or replace the existing fence themselves.

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

4. **COMMUNITY VIEWS**

4.1. **Groups and Organisations**

4.2. No specific consultation has been undertaken on this matter.

4.3. **Wider Community**

4.4. A number of complaints were received regarding road noise along with four submissions to the 2018 Long Term Plan deliberations. Since this time an asphalt surface has been laid along this section of road to help reduce noise.

5. **IMPLICATIONS AND RISKS**

5.1. **Financial Implications**

5.2. There is no budget currently allocated for replacement fencing.

5.3. If Council decided to approve additional funding it would not qualify for any NZTA funding.

5.4. Consideration could be given to funding the fencing from the existing project which is growth funded from District Development Contributions (50%) and existing rate payers (50%). There is currently \$300,000 of budget available in PJ100199.000.5135 with an estimated \$100,000 of remaining commitments in relation to fencing, landscaping and actions from the safety audit, which need to be completed.

5.5. **Community Implications**

5.6. Road noise can be affected by various factors including the road surface, vehicle type, tyre type, volume and the speed of traffic using a road.

5.7. The effect of road noise will vary between individuals and can cause annoyance.

5.8. **Risk Management**

5.9. Normal construction risks will apply.

5.10. **Health and Safety**

5.11. Should any physical works be required to be carried out then the contractor will be required to provide a Site Specific Health & Safety Plan for approval, prior to work commencing on site.

6. **CONTEXT**

6.1. **Policy**

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

6.2. **Legislation**

This project will be subject to the *Resource Management Act 1991* and Regional Plan Rules and resource consent requirements.

6.3. 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.
- 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.

6.4. Delegations

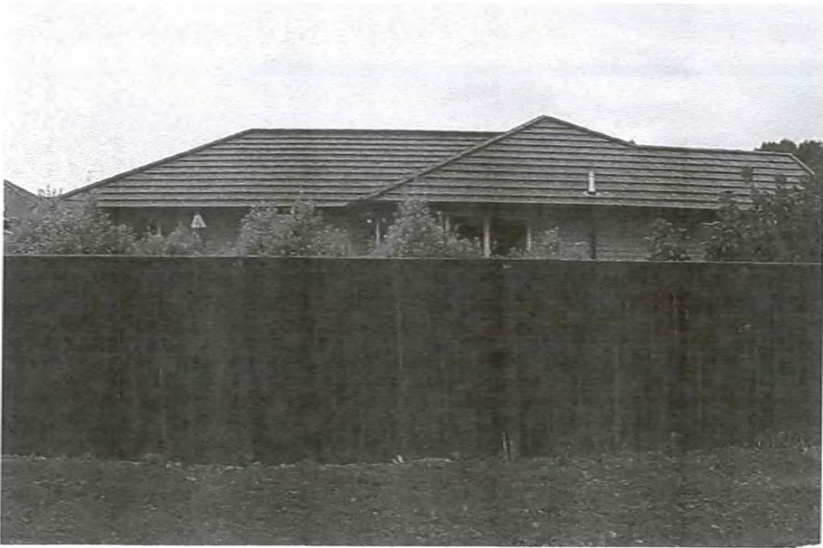
Council has the authority to approve works within the Road Reserve.

Appendix i – Aerial Photograph of Ohoka Rd with Fencing lengths

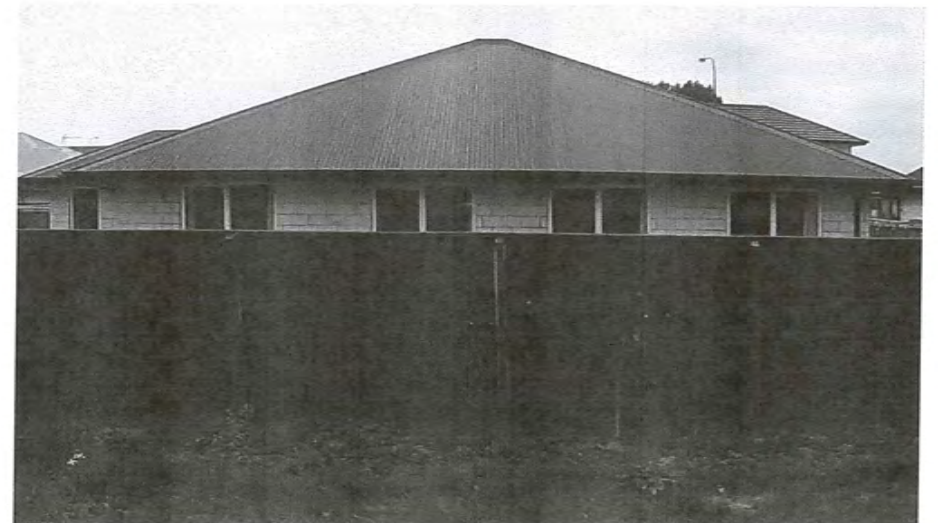
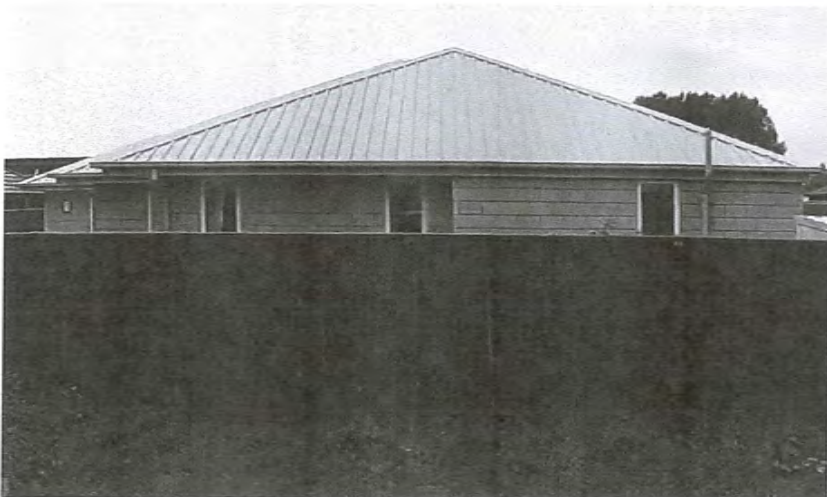


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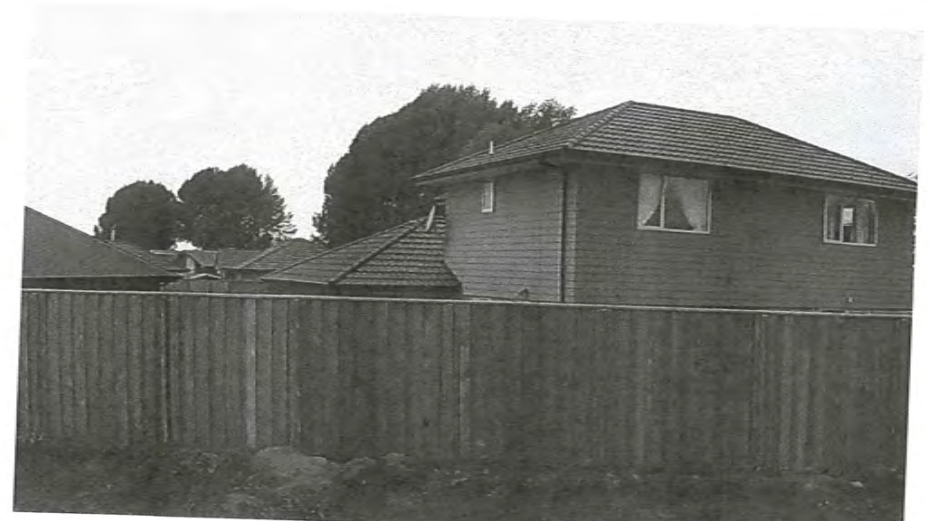
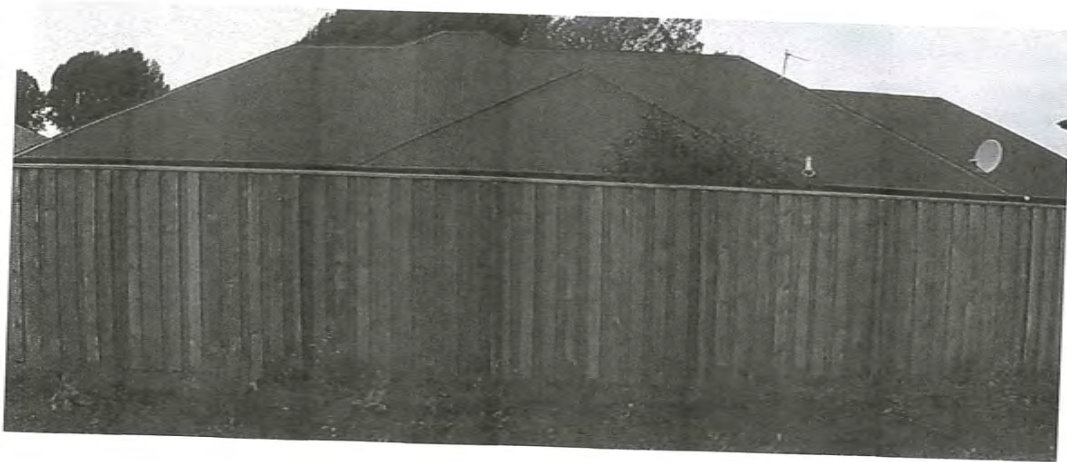
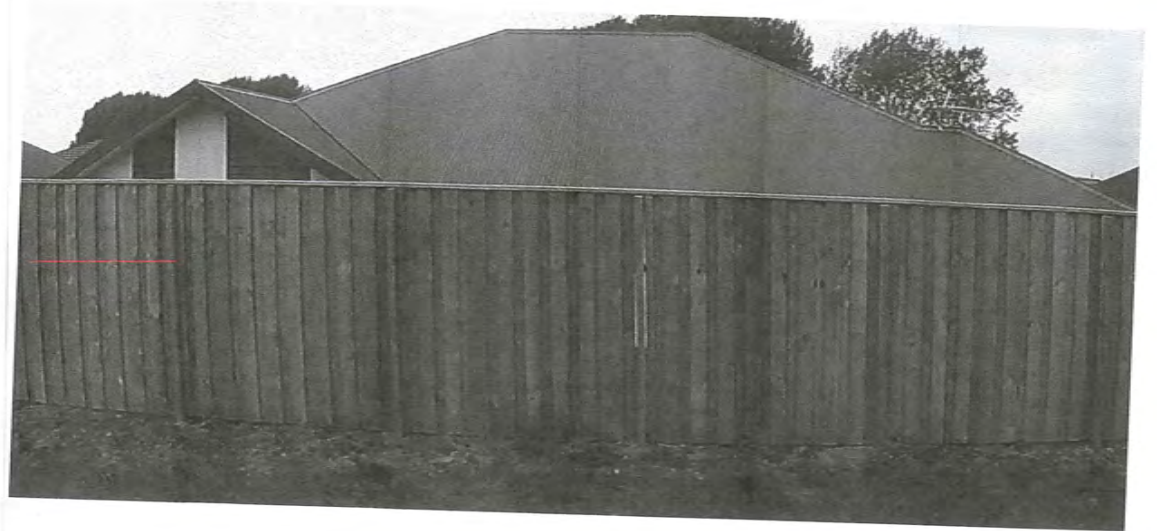
- Red line** – Option One – Higher fence along remaining length as requested
- Orange Star** – Option Two – Higher fence only at intersection
- Green line** – Area where higher fencing has already been agreed



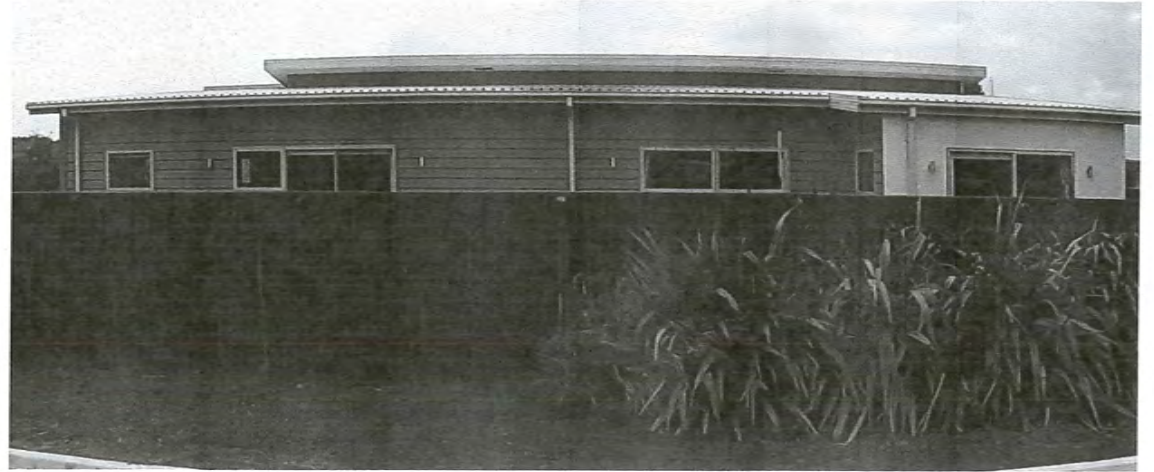
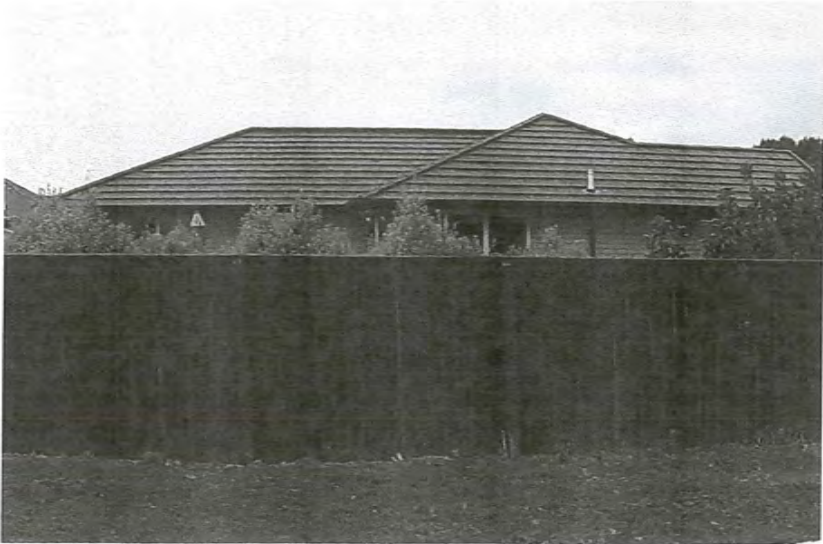
Photos - Properties with fences
at 1.8m high.



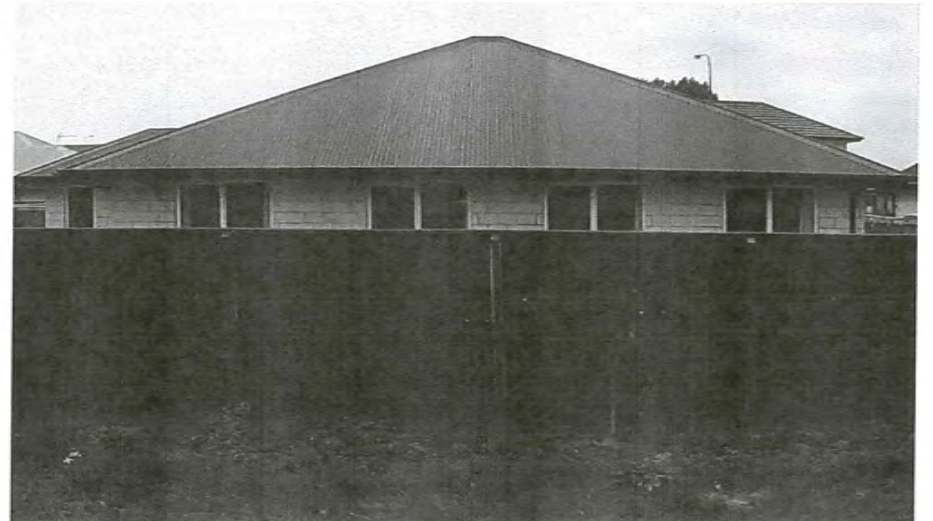
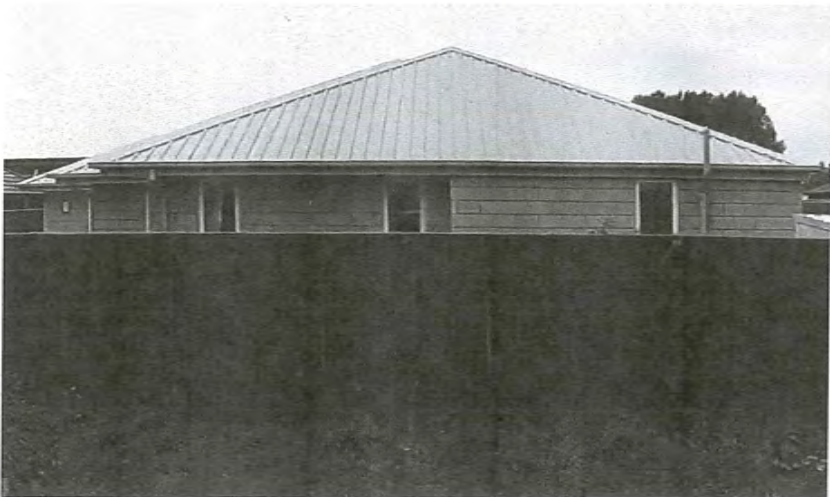
Photos - Properties with
fences at 2.4m high

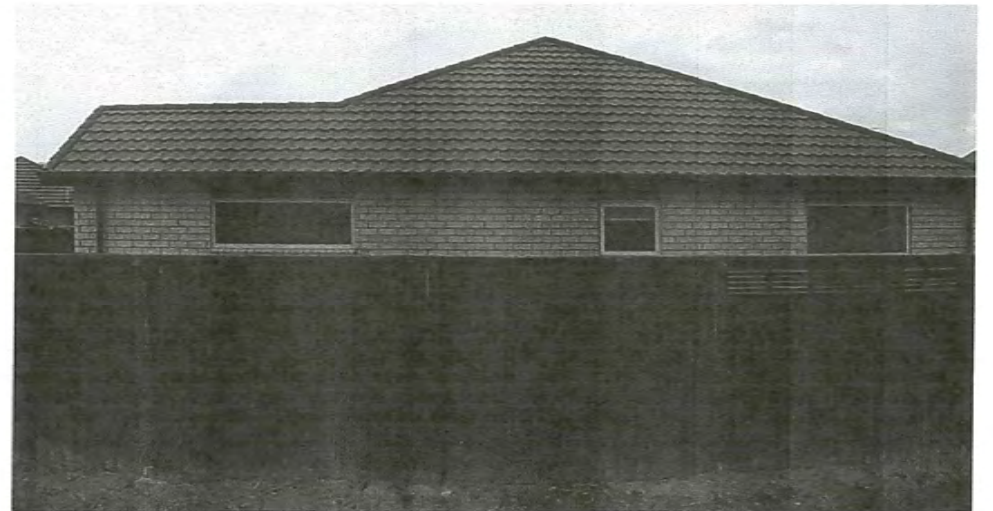
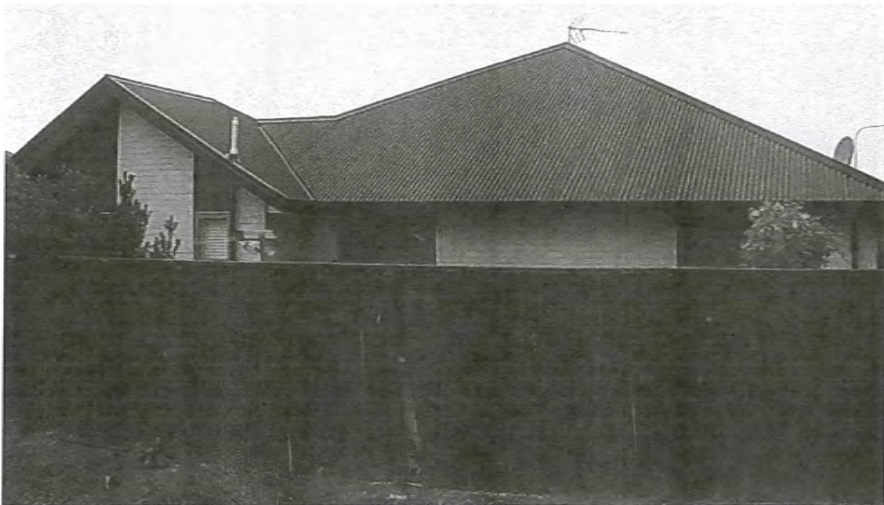
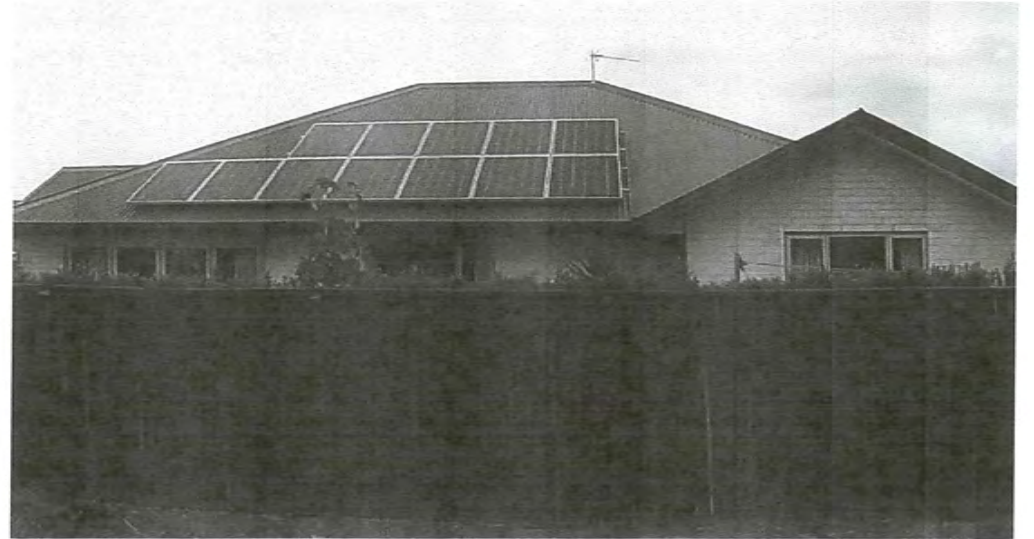
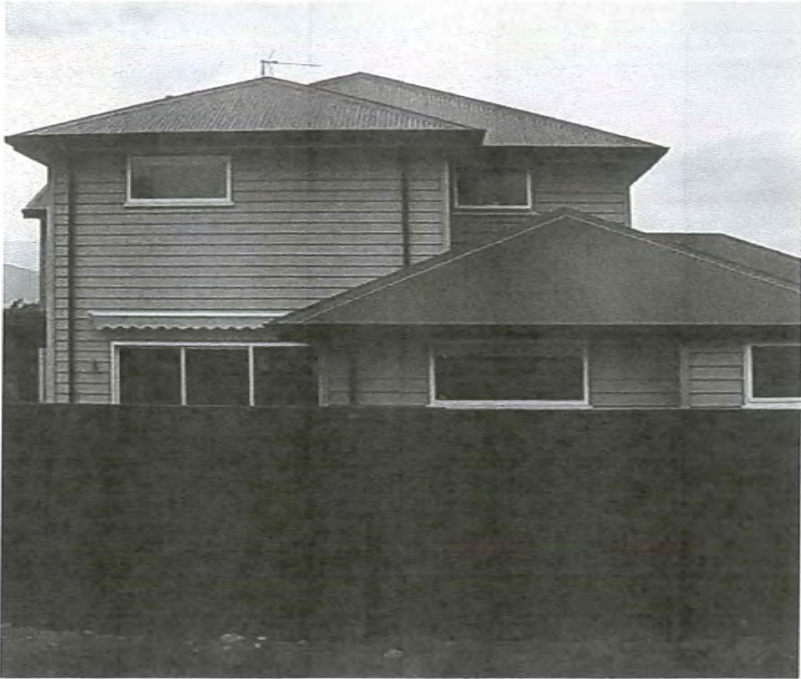


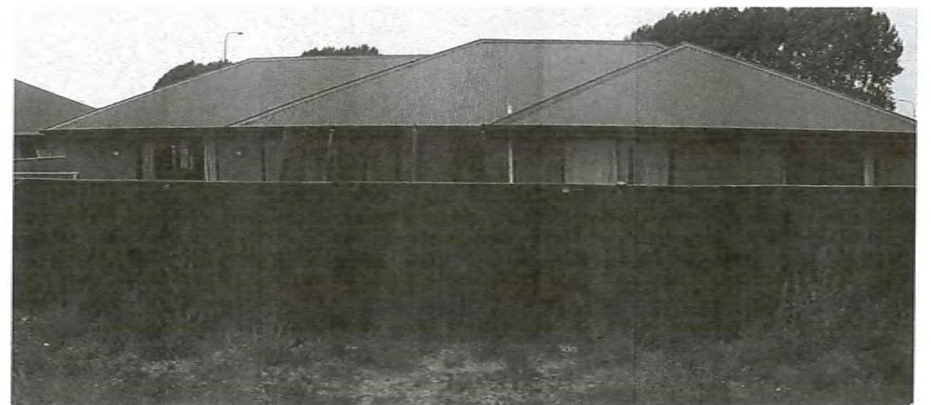
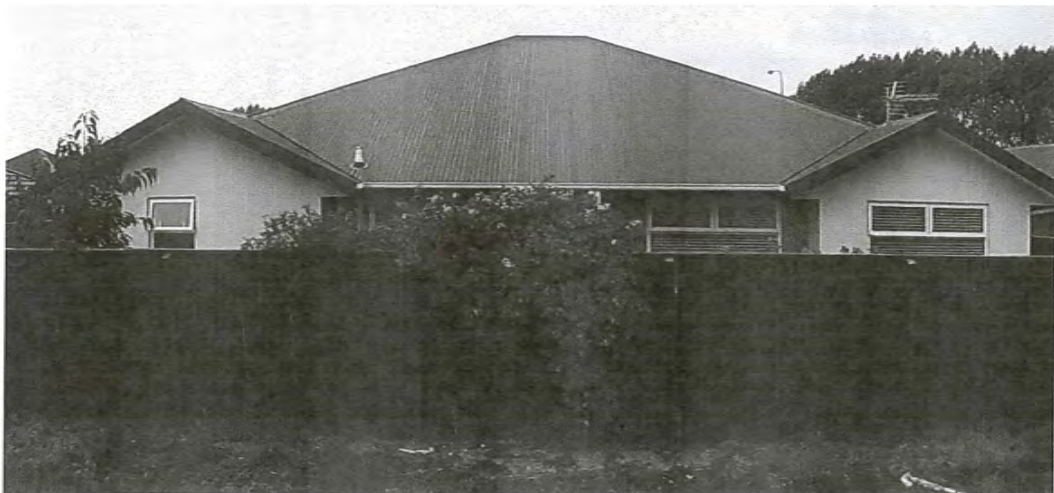


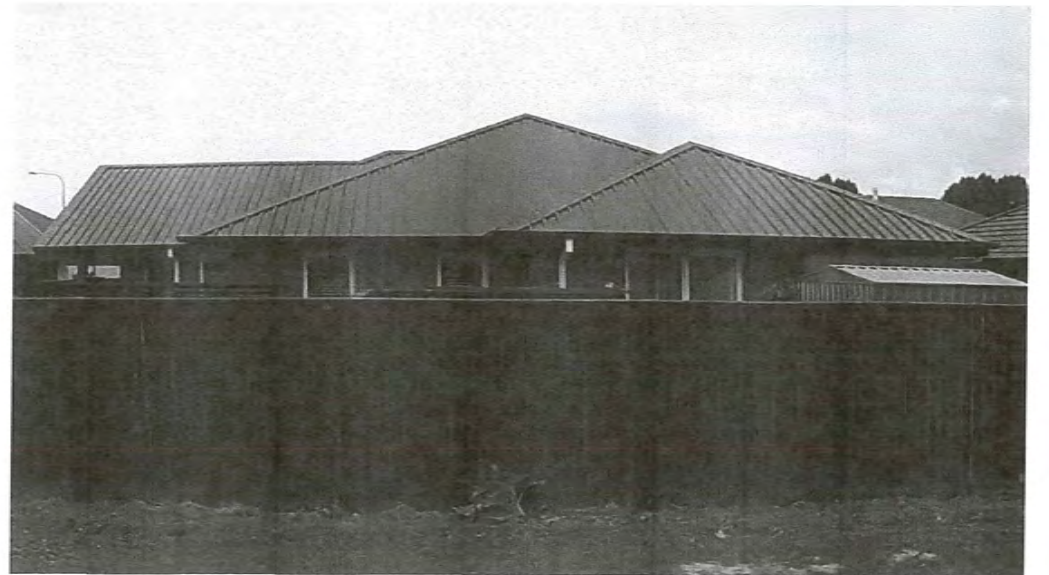
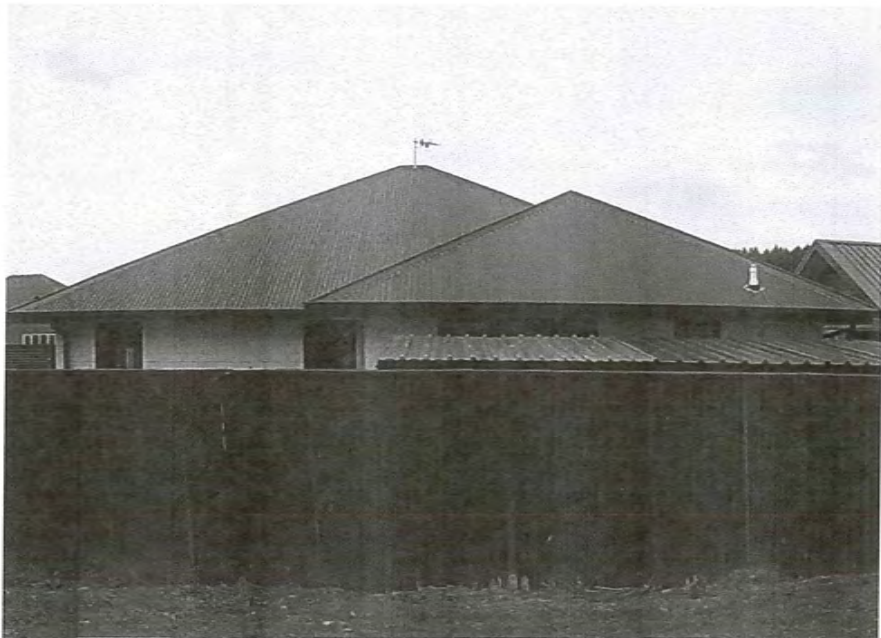
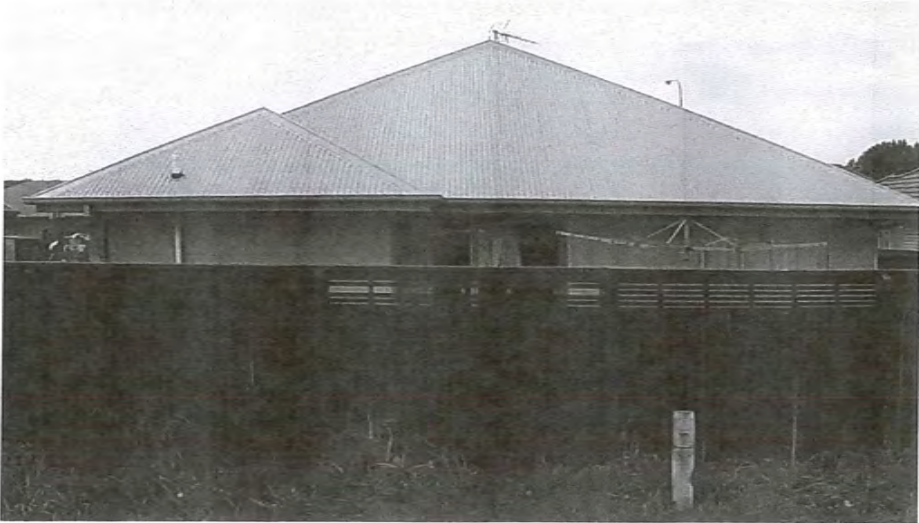


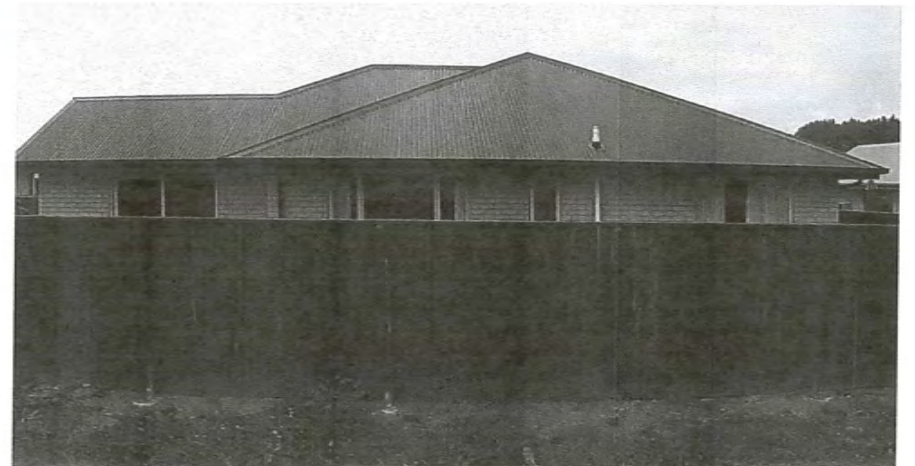
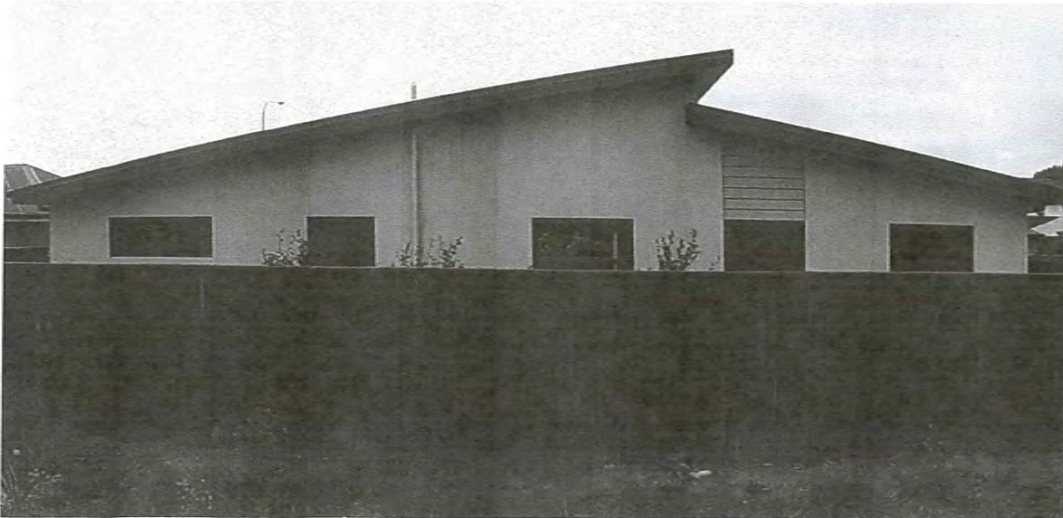
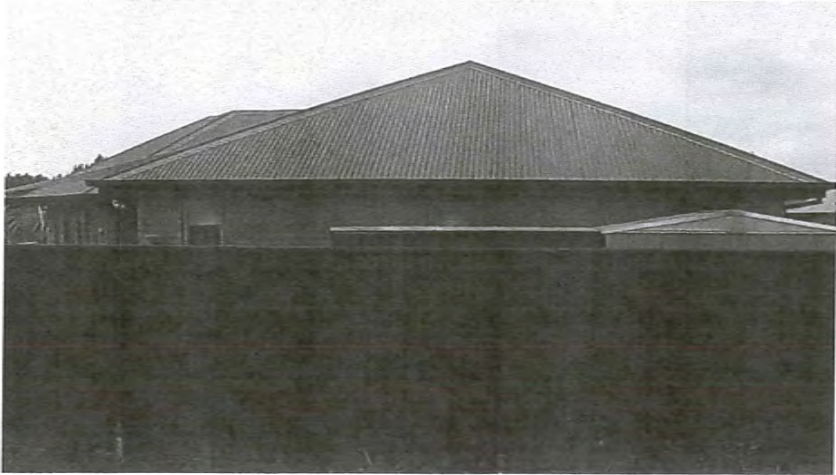
Photos - Properties with fences
at 1.8m high.

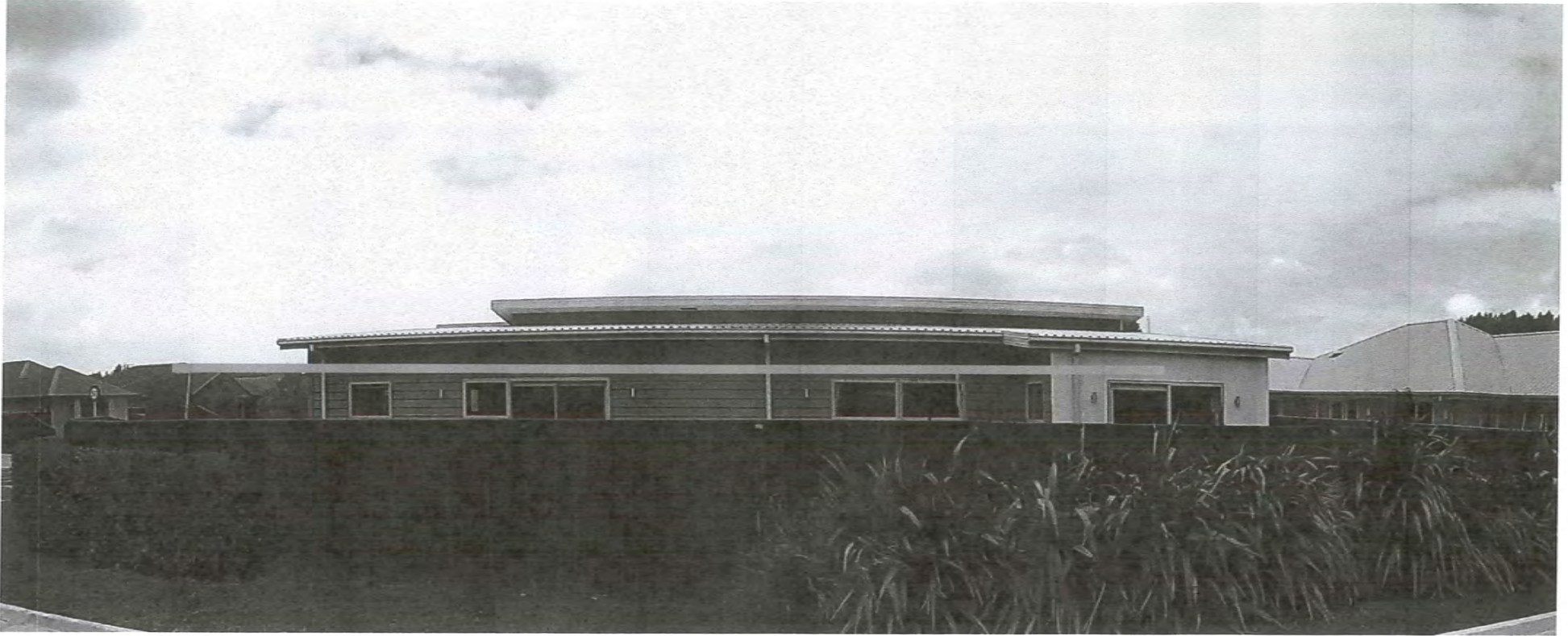






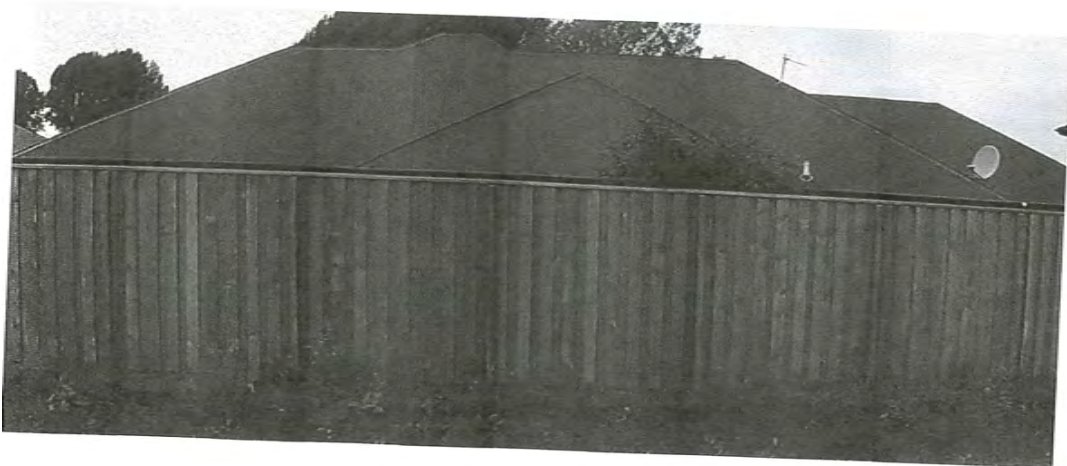


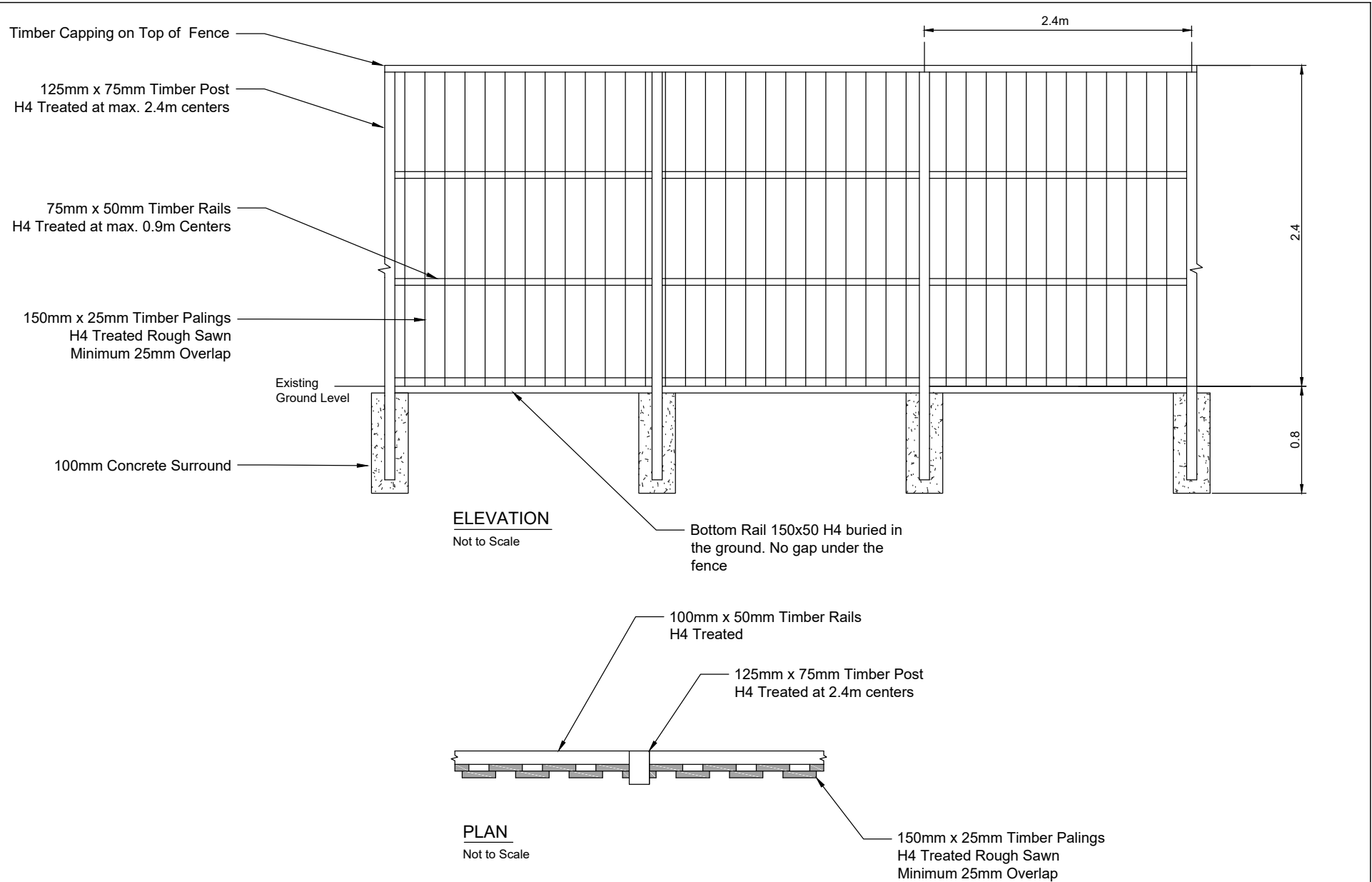




Orange bar indicates fence raised to 2.4m.
Please note that this is still well below the gutter line.

Photos - Properties with
fences at 2-4m high





ISSUE	AMENDMENT	APPD.	DATE	SURVEYED	NAME	DATE	ORIGIN OF LEVELS	SCALES	NTS
A				DESIGNED			ORIGIN OF COORDINATES	PLAN	
				DRAWN	J. McBRIDE	Sept 2017		DETAILS	
				CHECKED				LONG SECT hor.	
				RECOMMENDED				LONG SECT vert.	
								REFERENCE	FB: LB:

PROJECT TITLE	NEW ARTERIAL ROAD
SHEET TITLE	TIMBER FENCE

PROJECT No.	PD000464
FILE No.	RDG-32-38
SHEET No.	1 OF 1
PLAN No.	-
ISSUE	(A) B C D E F

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-08-09-01/ 210618098882

REPORT TO: COUNCIL

DATE OF MEETING: 6 July 2021

AUTHOR(S): Joanne McBride, Roading & Transport Manager

SUBJECT: Reallocation of Budget to Minor Safety Projects

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 This is to request approval to reallocate budget from the Travel Demand Management budget to Minor Safety Improvements area to allow maximising of Waka Kotahi co-funding.
- 1.2 The full funding allocation within the Low Cost Low Risk category allocated by Waka Kotahi has not been spent as the Southbrook Road Improvement Project have not proceeded to the extent anticipated.
- 1.3 As such this allows more safety improvement works to be undertaken, subject to Council share being available. Safety works are identified and captured in the Deficiency Database and prioritised for risk and severity. The highest risk hazards are then addressed.
- 1.4 Carrying out additional safety works results in an acceleration of roadside hazard removal and speed management projects which have a major safety benefit for the Community.
- 1.5 To ensure this work is completed out by the end of the financial year, Sicon have been instructed to undertake the work and this has commenced.
- 1.6 There is excess budget in the Travel Demand Management area which will not be used this financial year and can be reallocated to cover the Council share. There is no subsidy attached to this budget.

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210618098882;
- (b) **Approves** the reallocation of \$147,000 from the Travel Demand Management Budget (PJ 101389.000.5135) to the Minor Safety budget (PJ 100185.000.5133) to cover Council share of the additional safety works;
- (c) **Approves** the Minor Safety budget (PJ 100185.000.5133) being increased by \$300,000;
- (d) **Notes** that Travel Demand Management Budget will decrease to \$444,000 and that the full budget will not be spent this year and budget has been allocated through the Long Term Plan for future needs, as such any remaining budget will be unspent;
- (e) **Notes** that the Council share of the additional safety works is \$147,000 and the Waka Kotahi share is available within the Low Cost Low Risk activity class and is already approved;

- (f) **Notes** that works have begun to ensure that the maximum Waka Kotahi co-funding can be utilised within the current financial year;
- (g) **Notes** that works brought forward are from a prioritised list of known safety issues within the district;
- (h) **Circulates** this report to Utilities & Roading Committee for information.

3. **BACKGROUND**

- 3.1 The full funding allocation within the Low Cost Low Risk category allocated by Waka Kotahi has not been spent over the last three years as the Southbrook Road Improvement Project have not proceeded to the extent anticipated.
- 3.2 Investigation of the Southbrook corridor commenced and through that process it was identified that a more significant intersection improvement at the Southbrook Rd / Torlesse St Intersection was the preferred option and as such this would need to be included as a project in the next 3 Year funding request to Waka Kotahi.

4. **ISSUES AND OPTIONS**

- 4.1. As such there is an opportunity to bring forward safety projects which fit the Low Costs Low Risk funding criteria to ensure spending is maximised in this area.
- 4.2. This has been discussed with our Waka Kotahi Investment Advisor who was supportive of bringing forward safety projects which would have otherwise been carried out in a future year under the Low Cost Low Risk programme.
- 4.3. The main factor for consideration for the Minor Safety Improvements programme is safety and the Deficiency Database is a tool used to log and monitor deficiencies, which feeds into the selection process for safety projects.
- 4.4. Once projects are identified they are then prioritised against other known deficiencies and highest risk projects are addressed first.
- 4.5. Work on these additional projects has needed to proceed quickly to ensure they are completed by the end of the financial year and as such Sicon have been instructed to commence.
- 4.6. There are two options available to Management Team:
 - Option One – Approve the request for budget reallocation
This options provides the best outcome for the community as it addresses known safety deficiencies in the roading network and maximises Waka Kotahi co-funding. This is the recommended option.
 - Option two – Decline the request for budget reallocation
This options is not recommend as it does not addresses known safety deficiencies in the Roading network or maximises Waka Kotahi co-funding.
- 4.7. **Implications for Community Wellbeing**

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

This Safety Improvement programme provides infrastructure and safety improvements which results in safer roads and roadsides for the public using the roading network within the district.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

The wider community is not likely to be significantly affected by, or to have an interest in the subject matter of this report, however it is noted that Minor Safety Improvements do have a benefit to the wider community as they are aimed at making our roads and roadsides safer.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

The full funding allocation within the Low Cost Low Risk category allocated by Waka Kotahi has not been spent as the Southbrook Road Improvement Project has not proceeded to the extent anticipated.

Southbrook Road Improvements had a budget of \$500,000 for the project. Of this budget \$125,000 is planned to be spent on investigation and scheme design for proposed traffic signals at the Southbrook Rd / Torlesse St intersection. The remaining budget has been reallocated to the Eastern Link Road Designations however the Waka Kotahi portion of funding remains available for Safety Projects.

As such the Low Cost Low Risk category has funding of \$375,000 (includes both WDC and Waka Kotahi share) which can be utilised on safety improvements.

A programme of additional works to the value of \$300,000 has been developed to maximise spending and this work is well underway. Of this \$300,000 the Council share at 49% is \$147,000 and the Waka Kotahi share is \$153,000.

A breakdown of the proposed budgets is below with updated budget figures.

MINOR SAFETY BUDGET	Budget Allocated	Updated Budget
<u>Lighting</u>		
Minor Lighting Upgrades	\$30,000	\$30,000
<u>Intersection Improvements</u>		
Swannanoa Rd / Johns Rd	\$23,000	\$23,000
Main North Rd at Hellers	\$35,000	\$35,000
Blackett St / Ayres St - Pedestrian Refuge	\$16,000	\$16,000
Solander Rd / Whakatipu St	\$0	\$17,500
Fuller Street - Pedestrian Refuge	\$10,050	\$10,050
North Eyre / McHughs / No. 10 Rd	\$30,000	\$46,000
Boundary Rd / Fawcetts Rd - Splitter Island	\$15,000	\$15,000
Parish Rd Intersection Improvements	\$0	\$76,000
<u>School Safety Project</u>		
Ashley School Safety Improvements	\$15,000	\$15,000

Rangiora New Life School (Denches Rd) Safety Improvements	\$0	\$0
Swannanoa School	\$23,000	\$23,000
<u>Minor Works</u>		
Tuahiwi Improvements (in conjunction with speed limit review)	\$194,677	\$194,677
Coldstream Road Improvements	\$0	\$0
Woodend Threshold (West of Ravenswood)	\$24,000	\$24,000
Ohoka Rd Speed Management	\$0	\$30,000
<u>Walking and Cycling Projects</u>		
Tram Rd Path Extension & Refuge at McHughs Rd	\$34,700	\$34,700
<u>Roadside Hazard Removal</u>		
Upper Sefton Rd Guardrail	\$107,912	\$107,912
Ashley Gorge Rd Route Improvements	\$15,000	\$33,000
Upper Sefton Guardrail	\$0	\$120,000
Carrs Rd Guardrail	\$0	\$125,000
Fawcetts Rd Handrail Replacement	\$0	\$9,000
<u>Cattle Underpass</u>		
Underpasses to be allocated	\$0	\$0
Unallocated budget	\$0	\$0
Other Commitments (Bike racks in Oxford, Chinnerys Rd Path, Speed Limit Signage changes / Management).	\$104,000	\$97,911
Unallocated	\$1,411	\$0
Total Budget	\$678,750	\$978,750

The Travel Demand Management budget allocation for the 2020/21 year is \$591,000 with spending to date of \$44,722. There are anticipated costs for some further costs for updating the Greater Christchurch Transport Model this financial year however this is likely to be under \$10,000.

There are no further costs this year and budget has been allocated through the Long Term Plan for future needs and as such any remaining budget will be unspent. As such it is considered appropriate to reallocate \$147,000 of this budget as Council share to Minor Safety Improvements. The revised Travel Demand Budget (PJ 101389.000.5135) will be \$444,000.

6.2. Sustainability and Climate Change Impacts

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

6.3 Risk Management

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

The main risk is that the full Low Cost Low Risk subsidy is not fully utilised.

Health and Safety

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

As per standard tendering process of any physical works, the contractor will be assessed for Health & Safety and required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Management Act is the relevant legislation in this matter.

7.3. **Consistency with Community Outcomes**

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

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. **Authorising Delegations**

Management Team has the authority to approve reallocation as it is within existing budget allocations and as such does not have any rating impacts.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: SHW-13-05 / 210622100326

REPORT TO: COUNCIL

DATE OF MEETING: 6 July 2021

AUTHOR(S): Kitty Waghorn, Solid Waste Asset Manager

SUBJECT: 2021-31 LTP Amendments to Waste Management & Minimisation Plan 2018

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1 This report is to seek approval from the Council to amend the Action Plan, Funding and Reporting sections in the Waste Management & Minimisation Plan 2018 (WMMP), as allowed for in the 2021-31 Long Term Plan and in accordance with the Ministry for the Environment's (MfE) signalled changes to Council's reporting requirements.
- 1.2 The edits and updates to the Action Plan and Funding sections of the WMMP will enable the Council to utilise waste levy funding *for waste diversion and minimisation services* in addition to waste education, investigations, and undertaking trials. They also further expand use of the funding for capital expenditure for diversion facility upgrades *within the Waimakariri District, and to fund regional and national waste diversion and minimisation initiatives*.
- 1.3 These amendments are specifically related to using levy funds as well as rates to part-fund provision of kerbside collection services for divertible materials and for the management of contamination in the bins; providing and improving services for divertible and hazardous materials at our facilities, including rural recycling drop-off facilities; investigating and investing in regional diversion initiatives and infrastructure in partnership with other organisations and businesses; and litter management and engagement.
- 1.4 The Reporting section has also been updated to indicate that the Council will report to the MfE on the quantity of materials received at and leaving its facilities, in accordance with the signalled changes to Council's reporting requirements.

Attachments:

- i. Waste Management Minimisation Plan 2018 Amendments 2021-31 LTP 2021 (210622100918)

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 210622100326.
- (b) **Notes** that the Ministry for the Environment informed staff that we could advise minor changes to the Waste Management & Minimisation Plan's Action Plans and Funding statement through the Long Term Plan consultation process to ensure the proposed change in part-funding services and diversion activities from levy funds meets legislative requirements.

(c) **Approves** the following amendments as indicated in **red** to Part B of the Waste Management & Minimisation Plan 2018:

a. Section 1 – 1.1 Action Plan

- i. Page 21, Objective 1: *Our community has opportunities for avoiding or reducing waste at source.* Add in Levy funding for Action 1.4 as per **Table A**.
- ii. Page 21, Objective 2: *No changes proposed for Objective 2 Council works with other councils, central government, industry and other parties to improve product stewardship as per **Table A**.*

Objective	Action	New/ existing	Implementation timeframe	Funding source
1. Our community has opportunities for avoiding or reducing waste at source	1.1 Circulate educational information to promote Council's waste management and minimisation services	Existing	Ongoing	Levy Rates
	1.2 Provide educational programmes and support other programmes aimed at waste management and minimisation and sustainability e.g. boomerang bags and 'no plastic straw' campaign	Existing	Ongoing	Levy
	1.3 Establish an educational facility for promotion of waste management and minimisation at the Southbrook RRP as part of the planned upgrade of the Southbrook RRP	New	By 2022/23	Levy Rates
	1.4 Support organisations leading litter clean-up and campaigns at raising awareness of waste minimisation, potentially by means of grants	Existing	Ongoing	Rates <u>Levy</u>
	1.5 Collaborate with other councils, to promote waste management and minimisation and waste acceptance criteria in a regionally and nationally consistent way	Existing	Ongoing	Levy Rates
	1.6 Promote and support existing waste minimisation and resource efficiency initiatives targeting local industry	Existing	Ongoing	Levy
2. Council works with other councils, central government, industry and other parties to improve product stewardship	2.1 Advocate to government, possibly via a coordinated approach with other organisations, such as Canterbury Waste Joint Committee, Local Government New Zealand and WasteMINZ	Existing	Ongoing	Rates
	2.2 Promote and support product stewardship programmes operating in-district	Existing	Ongoing	Rates Levy

Table A: Objectives 1 and 2

- iii. Page 22, Objective 3. *Our community has opportunity to maximise the diversion of material for reuse, recycling or recovery.* Add a new Action 3.2 which is existing and ongoing and to be funded by Rates and Levy; change wording in Actions 3.3, 3.6 and 3.8; and add Levy funding for Actions 3.3, 3.5, 3.6 and 3.7 as per **Table B**.

Objective	Action	New/ existing	Implementation timeframe	Funding source
3. Our community has opportunity to maximise the diversion of material for reuse, recycling or recovery	3.1 Refine and publish Council's policy regarding the extent of kerbside collection service, both the urban/rural boundaries and the residential/commercial extent of services.	New	2018/19	Rates
	<u>3.2 Continue to provide kerbside collection services for diverted materials to properties within existing collection areas, and expand the collection areas as development occurs at their boundaries and also in response to public demand where this is economically viable.</u>	Existing	Ongoing	Rates Levy
	<u>3.3 Continue to provide services for diverted materials at RRP and Transfer Station facilities (Oxford TS and Southbrook RRP), and improve facilities to expand associated services for diverted material.</u>	Existing	Ongoing	Gate fees Rates Levy
	<u>3.4 Upgrade Southbrook RRP and Oxford TS facilities to increase capacity when required.</u>	New	2018 to 2022	Gate fees Rates Levy
	<u>3.5 Optimise the separation of diverted material at the RRP and TS facilities through procurement processes and contractual agreements</u>	New	2018/19 and ongoing	Rates Levy
	<u>3.6 Use financial incentives to encourage the separation of diverted materials (including reusable, recyclable and hazardous materials) from the waste stream.</u>	Existing	Ongoing	Gate Fees Levy
	<u>3.7 Investigate the feasibility of providing recycling bins alongside litter bins in the District, and implement where appropriate.</u>	Existing	Ongoing	Rates Levy
	<u>3.8 Maintain existing drop-off points for diverted material in beach townships, investigate the feasibility of establishing recycling drop-off points at suitable locations for rural resident use, including trialling new locations, and - if feasible - establish and operate recycling drop-off points at suitable locations for rural resident use.</u>	Existing	Ongoing	Rates Levy

Table B: Objective 3

- iv. Page 23, Objective 4. *The range of diverted material will be improved and the quality of these materials enhanced.* Add two new Actions, 4.2 and 4.3, which are existing and ongoing and to be funded by Rates and Levy, as per **Table C**.
- v. Page 23, Objective 5. *Our community has access to services for effective and efficient management of waste that comply with current environmental and health practices.* Add Levy funding for Actions 5.2 and 5.3 as per **Table C**.
- vi. Page 23, No changes proposed for Objective 6. *The disposal of sewage treatment residuals complies with current environmental and health practices* as per **Table C**.
- vii. Page 23, Objective 7. *Our community is informed and educated about hazardous waste and residual waste.* Add Levy funding for Action 7.1 as per **Table C**.

Objective	Action	New/ existing	Implementation timeframe	Funding source
4. The range of diverted material will be improved and the quality of these materials enhanced	4.1 Continue monitoring the composition of waste going to landfill through SWAP studies and investigate further waste minimisation measures when warranted.	Existing	Ongoing	Levy Rates
	4.2 Undertake kerbside bin audits to ensure quality criteria are met for diverted materials.	Existing	Ongoing	Rates Levy
	4.3 Investigate, and invest in, regional diversion initiatives and infrastructure in partnership with other organisations and businesses.	Expansion	Ongoing	Levy Rates
5. Our community has access to services for effective and efficient management of waste that comply with current environmental and health practices	5.1 Continue to provide litter collection bins at certain locations throughout the District.	Existing	Ongoing	Rates
	5.2 Ensure that littering and illegal dumping in public places is managed effectively.	Existing	Ongoing	Rates Levy
	5.3 Maintain existing RRP and Transfer Station facilities (Oxford TS and Southbrook RRP) and associated services for waste disposal, including domestic hazardous waste disposal.	Existing	Ongoing	Rates Levy
	5.4 Ensure all resource consent requirements for Council owned solid waste services, facilities and closed landfills are complied with.	Existing	Ongoing	Rates Gate fees
6. The disposal of sewage treatment residuals complies with current environmental and health practices	6.1 Disposal of screenings from the Council's wastewater treatment plant (WWTP) at Kate Valley landfill and dewatered sewage sludge at Christchurch City Council's Bromley WWTP, or alternative facility or site if feasible.	Existing	Ongoing	Rates
7. Our community is informed and educated about hazardous waste and residual waste	6.2 Carry out educational campaigns to raise awareness about littering, including larger scale illegal dumping, when warranted.	Existing	Ongoing	Rates Levy

Table C: Objectives 4, 5, 6 and 7

b. Section 2 Funding

- i. Page 24 2.1 *Funding the plan*. Add a sixth bullet point "Waste minimisation levy" so that the wording reads: "The action plan will be funded using the suite of tools available to Council in the delivery of solid waste services. The activities will be funded by:
- General rates
 - Targeted rates
 - Fees and charges (including gate fees, licensing fees, user pays)
 - Subsidies and grants
 - Debt (if required)
 - [Waste minimisation levy](#)

Through the action plan, it is expected that the cost for the provision of the services will increase from \$7,300,000 in 2017/18 to \$11,100,000 in 2022/23 when new services are fully introduced and facility upgrades are complete.”

- ii. Page 24 *Waste minimisation levy funding expenditure*. Change the wording of this paragraph to read “Council will use the Waste Minimisation Levy funding income to fund waste education, investigations, trials, waste diversion and minimisation services, to fund capital expenditure for diversion facility upgrades within the Waimakariri District, and to fund regional and national waste diversion and minimisation initiatives.”
 - iii. Page 24 2.2 *Grants*: no changes proposed.
- c. Section 3 Reporting
- i. Page 25 3.1 *Monitoring and evaluation*: no changes proposed.
 - ii. Page 25 3.2 *Reporting*. Change the wording in the final paragraph to read “The Council will also provide progress reports of expenditure of its waste levy funds, and on the quantities of waste and diverted materials received at and leaving its facilities, to the Ministry for the Environment”.
- (d) **Notes** that Solid Waste staff will work with the Communications Team to ensure that the community is advised about these amendments to the WMMP, and the reasoning behind the amendments.

3. **BACKGROUND**

- 3.1 The Waste Minimisation Act (WMA) requires Territorial Authorities (TAs) to spend levy funding “in accordance with their Waste Management and Minimisation Plans”. The 2018 WMMP was drafted on the understanding that TAs should not fund ongoing services with levy funds, and that there were no plans for the levy to be increased.
- 3.2 Staff considered it was timely reassess the use of levy funding for services in the Solid Waste Budgets in order to make the best targeted use of the levy. This was considered an appropriate step given the proposed increases to the landfill levy, a different focus from the Government on use of levy funds, and upcoming changes to the WMA.
- 3.3 Staff sought advice from the Ministry for the Environment, who confirmed that if we only made minor amendments to the WMMP, we would not have to undergo a separate Special Consultative Procedure (SCP) but could include the changes within the 2021-31 Long Term Plan (LTP) SCP.
- 3.4 The Solid Waste budgets for the 2021-31 LTP were prepared to allow for the use of landfill levy funds to part-fund existing kerbside recycling and diversion collection services, and to part-fund recycling and hazardous waste management services at facilities. Staff proposed that a number of amendments to be made the Action Plan, Funding and Reporting sections in the WMMP to reflect this change in use of levy funding. The amendments are shown as tracked changes in *Attachment i*.
- 3.5 The Solid Waste budgets were included of the 2021-31 LTP consultation process, and the LTP has now been approved by Council.

4. **ISSUES AND OPTIONS**

- 4.1. The Waste Minimisation Act, Litter Act and NZ Waste Strategy are currently being reviewed. Changes to the WMA and NZWS will strongly influence the next WMMP review, which is due to be undertaken in 2022/23 and 2023/24. Until changes have been made and the legislation and regulations gazetted, Councils must continue to operate under the existing legislation and give effect to the current NZWS.

- 4.2. Given that the next WMMP review is scheduled in the near future, staff did not propose to make significant changes to the content of the WMMP prior to the LTP, choosing instead to ensure the proposed increases to the landfill levy, a different focus from the current Government on use of levy funds, anticipated changes to the WMA were reflected in our WMMP and the LTP budgets. The implementation timeframe for Southbrook RRP and Oxford TS facilities (Action 3.4) has been amended to reflect the new LTP timeframes for these projects.
- 4.3. Staff discussed with the Communications Manager whether it would be feasible for the proposed changes to the WMMP to be included in the Consultation Document, however this was considered not to be practicable as the Council did not plan to undertake any specific consultation around solid waste services. Staff budget reports, and the solid waste budgets, were prepared in accordance with the proposed amendments and made reference to amending the WMMP.
- 4.4. Staff recommend that the Council's decision to amend the WMMP is well socialised with the community so that the reasons for and impacts of the changes are understood.
- 4.5. An alternative approach would be to advertise the proposed changes and seek feedback, and take this into account when finalising the amendments to the WMMP. This would not necessarily have to be done through a SCP given that the amendments are relatively minor, however it would delay adoption of any changes by up to two months. Given that the Council has expressed concerns around the level of engagement our community is already facing about current Government reviews of Council services in the near future, staff do not recommend this approach.
- 4.6. Using a portion of landfill levy funds to part-fund services would be a good use of the additional funding, have the effect of limiting rates increases, and would supplement use of general rates to fund recycling, hazardous waste management and other diversion services at Council waste facilities in the future.
- 4.7. This would be of interest and be beneficial to a significant proportion of our District's residents, businesses and organisations within the community. The recommended changes to the WMMP do not change the services the Council provides, therefore are not likely to impact on waste minimisation services that are provided by others.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report, as discussed in 4.6 and 4.7 above.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, as discussed in 4.6 and 4.7 above.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as discussed in 4.6 and 4.7 above. The community has a high level of interest in solid waste and in the services Council provides in relation to solid waste.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

By approving the proposed amendments to the WMMP, the Council will make the best targeted use of the levy. This will enable the use of the additional levy funds to supplement rates funding and gate fees for the provision and management of recycling, diversion and hazardous waste management services, and for litter management.

The following changes in relation to levy funding have been incorporated in the 2021-2031 LTP budgets for Solid Waste activities.

Collection Account:

- An allowance was made to part-fund recycling bin audits and recycling processing costs with levy funds in 21/22.
- Also in the 21/22 year, a temporary allowance of \$200,000 funding from the consolidated account into the Collection Account ceased.
- The recycling collection rates for 21/22 were retained at 20/21 rating levels.
- The increased levy funding from 22/23 onwards would continue to part-fund bin audits and recycling processing costs, and also part-fund organics collection services in future years.

Waste Minimisation Account. In addition to the current activities undertaken under the Waste Minimisation Account that are funded by current levy funding levels, the changes included:

- Use of landfill levy funds for of the costs associated with operating the Cust rural recycling drop-off facility.
- An increase in funding for the Canterbury Waste Joint Committee
- A notional funding increase for providing diversion/recycling services into more rural communities in future years.

Disposal Account:

- A component of landfill levy funds will part-fund the costs associated with the provision of recycling and hazardous waste services at our waste transfer facilities. This funding supplements general rate funding.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. The community considers that it is important for Council to continue to provide recycling and diversion services. By limiting the increase in costs of providing some 'diversion' services, more residents will be encouraged to use them, diverting more materials from landfill.

6.3 **Risk Management**

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

The MfE may consider Council did not do enough to bring the proposed amendments to the attention of the public during the LTP consultation process, and may not agree that the levy funds were used in accordance with out Waste Management & Minimisation Plan at the time Council is audited or reports on its use of levy funding at the end of the 21/22 year.

Staff consider that this risk is best mitigated by ensuring the Council's decision to amend the WMMP is well socialised with the community so that it is well understood.

Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report. Note that while Health and Safety remains a strong focus for Council and our contractors, operations are not influenced by the recommendation.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy as the amendments are minor and do not signal significant changes to Council-provided waste minimisation services.

7.2. Authorising Legislation

Waste Minimisation Act: Part 3 *Waste disposal levy* Section 32 *Spending of levy money by territorial authorities*

- (1) A territorial authority may spend the levy money it receives under section 31 only—
 - a. on matters to promote or achieve waste minimisation; and
 - b. in accordance with its waste management and minimisation plan.
- (2) When making a decision in relation to funding any matter to which subsection (1) applies, the territorial authority must consider the effects that the decision may have on any existing waste minimisation services, facilities, and activities (whether provided by the territorial authority or otherwise).

7.3. Consistency with Community Outcomes

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

Core utility services are sustainable, resilient, affordable; and provided in a timely manner

- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard
- Waste recycling and re-use of solid waste is encouraged and residues are managed so that they minimise harm to the environment
- Good procurement practice and effective long-term planning ensures services are sustainable, affordable and value for money for the community

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

- The Council makes information about its plans and activities readily available

7.4. Authorising Delegations

The Council has the delegated authority to approve changes to the Waste Management and Minimisation Plan that have been signalled through a Special Consultative Procedure.



Attachment i: Proposed Amendments to Action Plan, Funding and Reporting sections in WMMP 2018

Part B



1 Action Plan

1.1 Action Plan

The proposed action plan shows how Council's proposed actions address the key issues and how the activities will be funded.



Table 14 Proposed WMMP Action Plan (condensed) – showing both existing and new actions

Objective	Action	New/ existing	Implementation timeframe	Funding source
1. Our community has opportunities for avoiding or reducing waste at source	1.1 Circulate educational information to promote Council's waste management and minimisation services	Existing	Ongoing	Levy Rates
	1.2 Provide educational programmes and support other programmes aimed at waste management and minimisation and sustainability e.g. boomerang bags and 'no plastic straw' campaign	Existing	Ongoing	Levy
	1.3 Establish an educational facility for promotion of waste management and minimisation at the Southbrook RRP as part of the planned upgrade of the Southbrook RRP	New	By 2022/23	Levy Rates
	1.4 Support organisations leading litter clean-up and campaigns at raising awareness of waste minimisation, potentially by means of grants	Existing	Ongoing	Rates Levy
	1.5 Collaborate with other councils, to promote waste management and minimisation and waste acceptance criteria in a regionally and nationally consistent way	Existing	Ongoing	Levy Rates
	1.6 Promote and support existing waste minimisation and resource efficiency initiatives targeting local industry	Existing	Ongoing	Levy
2. Council works with other councils, central government, industry and other parties to improve product stewardship	2.1 Advocate to government, possibly via a coordinated approach with other organisations, such as Canterbury Waste Joint Committee, Local Government New Zealand and WasteMINZ	Existing	Ongoing	Rates
	2.2 Promote and support product stewardship programmes operating in-district	Existing	Ongoing	Rates Levy



Objective	Action	New/ existing	Implementation timeframe	Funding source
3. Our community has opportunity to maximise the diversion of material for reuse, recycling or recovery	3.1 Refine and publish Council's policy regarding the extent of kerbside collection service, both the urban/rural boundaries and the residential/commercial extent of services.	New	2018/19	Rates
	3.2 Continue to provide kerbside collection services for diverted materials to properties within existing collection areas, and expand the collection areas as development occurs at their boundaries and also in response to public demand where this is economically viable.	Existing	Ongoing	Rates Levy
	3.3 Continue to provide services for diverted materials at improve RRP and Transfer Station facilities (Oxford TS and Southbrook RRP), <u>and improve facilities</u> to expand associated services for diverted material.	Existing	Ongoing	Gate fees Rates Levy
	3.4 Upgrade Southbrook RRP and Oxford TS facilities to increase capacity when required.	New	2018 to 2022 2021 to 2031	Gate fees Rates Levy
	3.5 Optimise the separation of diverted material at the RRP and TS facilities through procurement processes and contractual agreements	New	2018/19 and ongoing	Rates Levy
	3.6 Use financial incentives to encourage the separation of diverted reusable and recyclable materials (<u>including reusable, recyclable and hazardous materials</u>) from the waste stream.	Existing	Ongoing	Gate Fees Levy
	3.7 Investigate the feasibility of providing recycling bins alongside litter bins in the District, and implement where appropriate.	Existing	Ongoing	Rates Levy
	3.8 Maintain existing drop-off points for diverted material in beach townships, and investigate the feasibility of establishing recycling drop-off points at suitable locations for rural resident use, including trialing new locations, <u>and - if feasible - establish and operate recycling drop-off points at suitable locations for rural resident use.</u>	Existing	Ongoing	Rates Levy



Objective	Action	New/ existing	Implementation timeframe	Funding source
4. The range of diverted material will be improved and the quality of these materials enhanced	4.1 Continue monitoring the composition of waste going to landfill through SWAP studies and investigate further waste minimisation measures when warranted.	Existing	Ongoing	Levy Rates
	4.2 Undertake kerbside bin audits to ensure quality criteria are met for diverted materials.	Existing	Ongoing	Rates Levy
	4.3 Investigate, and invest in, regional diversion initiatives and infrastructure in partnership with other organisations and businesses.	Existing (expansion)	Ongoing	Levy Rates
5. Our community has access to services for effective and efficient management of waste that comply with current environmental and health practices	5.1 Continue to provide litter collection bins at certain locations throughout the District.	Existing	Ongoing	Rates
	5.2 Ensure that littering and illegal dumping in public places is managed effectively.	Existing	Ongoing	Rates Levy
	5.3 Maintain existing RRP and Transfer Station facilities (Oxford TS and Southbrook RRP) and associated services for waste disposal, including domestic hazardous waste disposal.	Existing	Ongoing	Rates Levy
	5.4 Ensure all resource consent requirements for Council owned solid waste services, facilities and closed landfills are complied with.	Existing	Ongoing	Rates Gate fees
6. The disposal of sewage treatment residuals complies with current environmental and health practices	6.1 Disposal of screenings from the Council's wastewater treatment plant (WWTP) at Kate Valley landfill and dewatered sewage sludge at Christchurch City Council's Bromley WWTP, or alternative facility or site if feasible.	Existing	Ongoing	Rates
7. Our community is informed and educated about hazardous waste and residual waste	7.1 Carry out educational campaigns to raise awareness about littering, including larger scale illegal dumping, when warranted.	Existing	Ongoing	Rates Levy



2 Funding

2.1 Funding the plan

The action plan will be funded using the suite of tools available to Council in the delivery of solid waste services. The activities will be funded by:

- General rates
- Targeted rates
- Fees and charges (including gate fees, licensing fees, user pays)
- Subsidies and grants
- Debt (if required)
- [Waste minimisation levy](#)

Through the action plan, it is expected that the cost for the provision of the services will increase from \$7,300,000 in 2017/18 to \$11,100,000 in 2022/23 when new services are fully introduced and facility upgrades are complete.

Waste minimisation levy funding expenditure

Council will ~~continue to~~ use the Waste Minimisation Levy funding income to fund waste education, investigations, trials, [waste diversion and minimisation services](#), ~~and~~ to fund capital expenditure for diversion facility upgrades [within the Waimakariri District, and to fund regional and national waste diversion and minimisation initiatives](#).

2.2 Grants

Section 47 of the Waste Minimisation Act gives councils the ability to give grants to a person, organisation or group to promote or achieve waste management and minimisation. Under this WMMP the Council will continue to give grants at its discretion and on any terms of condition it deems appropriate provided there is an allocated and approved budget for that activity.



3 Monitoring, evaluating and reporting progress

3.1 Monitoring and evaluation

The Council intends to monitor and report on progress regarding the WMMP and will develop and implement a clear, transparent monitoring and reporting system. Accurate information on how services provided by Council are performing is essential for monitoring the effectiveness of the Plan's vision, objectives, goals and methods and planning for future demand.

Council's current levels of service and performance measures are in the 2015-2025 Long Term Plan and are focussed on:

- The availability of transfer facilities
- Providing a kerbside waste and recycling collection service
- Reducing the amount of annual waste per capita
- Increasing the annual per capita quantity of materials diverted

Council will review its key performance indicators as part of the 2018-2028 Long Term Plan. Data will be gathered through community satisfaction surveys, Council records (Call Centre records, KPIs, etc.), contractors and Solid Waste Analysis Protocol Audits (SWAPs). Progress will be reported through Council publications, website and the annual report.

3.2 Reporting

The Council will report progress of the implementation and effectiveness of this WMMP through:

- Annual Reports
- Council's website

The Council will also provide progress reports of expenditure of its waste levy funds, [and on the quantities of waste and diverted materials received at and leaving its facilities](#), to the Ministry for the Environment.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: Res-35/210621099990


REPORT TO: COUNCIL

DATE OF MEETING: 6 July 2021

AUTHOR(S): Veronica Spittal, Senior Policy Analyst

SUBJECT: Green Space Natural Environment Strategy

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to inform Council about the natural environment strategy to be developed in the 2021/22 financial year and to seek Council's approval for the appointment of Councillors Stewart and Blackie to the Project Control Group.
- 1.2 The 30 year strategy, aimed at protecting and enhancing the Waimakariri District's biodiversity values, will be one of a suite of Council's significant strategic documents, and gives effect to the United Nations Sustainable Development Goals. It will also promote community environmental, cultural, social and economic wellbeing as required by the *Local Government Act 2002*.

Attachments:

- i. Our Environment - Our Future Strategy Table of Contents (Trim 210504070986)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 210621099990.
- (b) **Endorses** the development of the natural environment strategy (title to be confirmed).
- (c) **Appoints** Councillors Stewart and Blackie to the Project Control Group for the natural environment strategy.

3. BACKGROUND

- 3.1. In late 2019 Green Space and Policy and Strategy managers discussed the resourcing of a strategy that provided a strategic vision and objectives for improving biodiversity outcomes in the District. A workshop with key internal stakeholders was facilitated by the Senior Policy Analyst in early 2020 to scope the project and a draft scoping report was prepared by Green Space staff in mid-2020. To further clarify issues around the scope of the project, such as the interface of the strategy with the District Plan SNA work, Water Zone Committee ZIPA implementation, Canterbury Biodiversity Strategy and Community Sustainability Strategy, the Senior Policy Analyst carried out one to one interviews with key internal stakeholders and Councillor Stewart in February 2021 (Trim 210323048555). While there were mixed views about whether the document should be an umbrella environment strategy to guide the whole of Council, or a District-wide indigenous biodiversity action plan or something in-between, there were also commonalities. These included the need for a set of overarching principles that guided Council's environmental

efforts as a whole, a focus on indigenous biodiversity, a public-facing and action-orientated plan that established priorities and key deliverables, a review stage that identified existing biodiversity, and coordinating and plugging gaps rather than duplicating efforts.

- 3.2. The stakeholder interviews resulted in the Senior Policy Analyst preparing an 'Options for Environment Strategy Scope' paper (Trim 210315043240) in March 2021 that outlined four alternative ways the identified organisational strategic and information gaps could be logically put together and the advantages and disadvantages of each of these options. These were the development of either a Waimakariri District Biodiversity Action Plan, or an Environment Strategy, or a Green Space strategy and implementation plan, or a mix of the above. This was discussed at a meeting between the Manager Community and Recreation, Manager Green Space and Senior Policy Analyst in April 2021 and a way forward agreed upon. From this, a draft table of contents was developed (Trim 210504070986) and circulated for feedback to the Manager Strategic Projects and the key stakeholders in May 2021. The final draft table of contents is attached to this report for your information but may be subject to change as the project progresses.

4. **ISSUES AND OPTIONS**

4.1. **Purpose and Scope**

The purpose of the strategy is to provide a long term vision, objectives and actions for managing the biodiversity values and natural ecosystems in the District. The impetus for this project is the recognised lack of a unifying document that holistically links all of Council's environmental policies, practices and plans. Risks associated with the lack of an overarching strategy include:

- Inconsistency of approach between departments
- Duplication of efforts, both internally and externally
- Ineffective use of resources through lack of prioritising.

The strategy's primary focus is Council-owned land, although the programmes and partnerships section does include establishing a strategic framework for private land. It is anticipated that objectives relating to this will be about influencing through education, information and advocacy.

The strategy also has a predominantly land-based focus to avoid duplication with the ZIPA programme although there will some discussion of the aquatic environment because of the terrestrial/aquatic interface. Stockwater will also be included because it is an important ecological resource for freshwater mussels and koura and the strategy is expected to include some high level principles relating to the receiving environment (stormwater basins and systems) for stormwater.

While indigenous biodiversity is the main priority, exotic vegetation will also be in scope where it supports indigenous fauna or contributes to an important goal such as the achievement of sufficient urban tree canopies.

Intended outcomes include:

- Providing Council with a high level mandate that helps to focus its biodiversity efforts and achieve stated levels of service
- Ensuring a consistent Council-wide approach and clearly identifying roles
- Ensuring Council has a system for collecting and maintaining an accurate and comprehensive dataset of the District's biodiversity values
- Adding non-legislative tools to the District Plan's legislative measures to ensure the effective identification, protection and monitoring of existing remnant vegetation and habitat types
- Defining a prioritised environmental/biodiversity enhancement programme
- Identifying and addressing gaps in policies, management plans and guidelines intended to provide staff with clear direction for day to day decision making

- Identifying resourcing requirements for Council, stakeholders and the wider community to achieve the strategy's vision and objectives.

4.2. Table of Contents

The strategy is divided into five main sections (Trim 210504070986). These are the context, the overarching strategy and key themes (for example, pest and weed management is applicable to all), natural resource types, programmes and partnerships, and a comprehensive action plan. The strategy will consider the biodiversity opportunities of all types of Council managed reserve land as well as other Council owned land such as forestry areas and gravel pits.

One of the aims of the programmes and partnership section is to be a quick reference for staff to understand the relevance of other related legislation, policy statements and strategies. Using the example of the National Policy Statement for Indigenous Biodiversity (NPSIB), the strategy would summarise the legislative requirements, explain why it is important and describe how the Council intends to give effect to it.

The strategy looks beyond the Council to the wider community where connections with community members, groups and agencies will enable leveraging to better use resources to achieve common goals. More clearly defining Council's role in supporting the work of other organisations such as Te Kōhaka o Tūhaitara Trust will also be an outcome.

A key component of the strategy will be a robust action plan identifying the resources required to do the work.

4.3. Strategic Links

The following diagram shows the interrelationships between the United Nations Sustainable Development Goals, four wellbeings in the *Local Government Act 2002*, and key Council strategies. The natural environment strategy falls within the overall scope of sustainability, and sits alongside other proposed strategies such as the community-based sustainability and climate change response strategies.



Definitions

Sustainability is an overarching concept involving the long term maintenance of well-being across all four dimensions.

Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The **Sustainable Development Goals** established by the United Nations are a 'call to action' by 2030 to enhance current conditions and future wellbeing prospects.

4.4. Natural Environment Strategy Title

The title of the strategy has not yet been confirmed. The Manager Community and Recreation has tentatively called the strategy 'Our Environment-Our Future (A 30 year strategy for protecting and enhancing Waimakariri's natural values)' but this could change after discussions with the Communications and Engagement Unit and Te Rūnanga o Ngāi Tahu.

4.5. **Governance**

It is recommended that a project control group (PCG) be established to govern the natural environment strategy project and that this consist of Councillor Stewart, Councillor Blackie, the Manager Community and Recreation, Green Space Manager and Senior Policy Analyst.

The Senior Policy Analyst is writing the strategy on behalf of the Green Space Unit, reporting to the Green Space Manager. A Technical Advisory Group will also be established to provide expert advice. It is intended that this group consist of the Green Space Manager, Water Environment Advisor, Ecologist-Biodiversity, Community Projects Officer, Senior Policy Planner and Senior Policy Analyst.

4.6. **Project Plan**

A project plan has not yet been developed for the natural environment strategy as some investigation has to be done before the Senior Policy Analyst can determine how much resource information is readily available and therefore how big the research gaps are. The project plan will be developed in July 2021 for the PAG to sign off and the project is due to be completed no later than 30 June 2022.

Implications for Community Wellbeing

The subject matter of this report has implications for community wellbeing. New Zealand's indigenous biodiversity is in crisis with around 4,000 species threatened or at risk of extinction. Many plants and wildlife continue to decline or are just hanging on. Community wellbeing and the environment are intrinsically linked, for in order for people to prosper the environment must prosper. Loss of biodiversity and environmental degradation is occurring at such an extent, the life-supporting capacity of ecosystems has now become threatened.

From an economic point of view, taking action to protect and restore biodiversity now will create nature based jobs and support our economic recovery from Covid-19. New Zealand promotes itself in the world as a place of unspoiled nature and increasingly many of our overseas markets will demand proof of our protection of the environment as part of their willingness to support our products.

People are also connected with nature through their culture and the places where they live and spend their time. Nature is part of our identity and disconnection from this or living in degraded environments can negatively impact on physical, social and cultural wellbeing.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to have an interest in the strategy. The concept of 'when nature is thriving, people are thriving' has long been recognised in Māori culture, where nature and people are interwoven through whakapapa. People are kaitiaki (guardians) of nature, and nature is kaitiaki (guardians) of people. Once established the Project Control Group will consider how Maori could be approached about becoming involved with the development of the strategy as a Treaty partner rather than as a submitter to the draft document.

5.2. **Groups and Organisations**

There are a wide range of groups and organisations likely to show an interest in the subject matter of this report, through identifying biodiversity and issues, contributing to the

strategic framework, and/or submitting to the final draft document. An engagement plan will also be developed for the strategy in conjunction with the project plan.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Protecting/enhancing biodiversity ranked tenth in the activities 87% of the respondents to the 2019 Customer Satisfaction Survey thought were either very important or important for Council to be involved with. The engagement plan will also consider how individuals can become involved with the development of the strategy.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

The decisions sought by this report have no financial implications as the development of the strategy will be resourced from within existing Green Space and Policy and Strategy budgets. However, there are likely to be financial implications associated with the action plan contained within the strategy. Council will need to consider this when adopting the final strategy.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and climate change impacts. The impacts of climate change on biodiversity is likely to be significant with many ecosystems already being adversely impacted. Ways of addressing this issue will be considered as part of the development of the strategy.

Caring for natural resources and putting the environment at the heart of decision making is an essential part of mitigating climate change and the strategy will identify potential opportunities to do this.

6.3 **Risk Management**

There are risks arising from not adopting the recommendations in this report. These include the potential for increased public dissatisfaction with Council's response to biodiversity loss, the inefficient use of resources due to unclear objectives and duplication of effort, and continued biodiversity degradation and loss affecting community wellbeing.

Dissatisfaction with the work Council was doing to protect and enhance waterways, respond to climate change issues, and encourage sustainability ranked 5th, 6th and 7th highest respectively in the 2019 Customer Satisfaction Survey and the natural environment strategy should make a positive contribution to these issues.

6.4 **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Section 10 (1)(b) of the *Local Government Act 2002* requires Council to promote the social, economic, environmental and cultural well-being of communities in the present and for the

future. The natural environment strategy will provide a clear pathway for addressing biodiversity issues that ultimately impact on these four wellbeings.

The strategy will also help inform Council's response to the implementation of Te Mana O Te Taiao, Aotearoa, the New Zealand Biodiversity Strategy that was released in 2020.

Other legislation the strategy will need to take account of is the National Policy Statement for Indigenous Biodiversity due to be released this year.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report and include the following:

Effect is given to the principles of the Treaty of Waitangi

Māori cultural identity, values and aspirations are reflected in built and natural environments

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

The Council makes information about its plans and activities readily available

The Council takes account of the views across the community including mana whenua

Opportunities for collaboration and partnerships are actively pursued

There is a safe environment for all

Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change

There is a healthy and sustainable environment for all

People are actively encouraged to participate in improving the health and sustainability of our environment

People are connected to the natural world within the built environment

Indigenous flora and fauna, and their habitats, especially Significant Natural Areas are protected and enhanced

Conservation, restoration and development of significant areas of indigenous vegetation and/or habitats is actively promoted.

7.4. **Authorising Delegations**

The state of the natural environment impacts everyone and identifying issues and solutions will necessitate cross-Council collaboration. For this reason consideration of this report by full Council is considered to be appropriate.

Veronica Spittal
Senior Policy Analyst

Our Environment – Our Future

A 30 year strategy for protecting and enhancing Waimakariri’s natural values

Table of Contents

Executive Summary

Part A Context

1.0 Introduction

- 1.1 Purpose and scope
- 1.2 A vision for Waimakariri (*Council vision, 4 Wellbeings, UN SDG’s, community outcomes diagram*)
- 1.3 Strategy relationships and influences (*diagram*)

2.0 Our District

- 2.1 Location and character
- 2.2 The land and people
- 2.3 State of the environment (*why should we be concerned?*)
- 2.4 Interrelationships between different environments (*diagram*)

Part B Thirty Year Strategy

3.0 Guiding Principles

4.0 Overall Vision & Strategic Priorities/objectives (*summary diagram*) (*where we want to be*)

5.0 Strategic Priority 1 (key issue, objectives, strategic response, strategic linkages) (*Number may change depending on number of strategic priorities identified*)

6.0 Strategic Priority 2 (key issue, objectives, strategic response, strategic linkages)

7.0 Strategic Priority 3 (key issue, objectives, strategic response, strategic linkages)

8.0 Strategic Priority 4 (key issue, objectives, strategic response, strategic linkages)

Part C Our Natural Resources

9.0 Significant Natural Areas

- 9.1 Resource description (*summary table*)
- 9.2 State of the environment
- 9.3 Issues/opportunities
- 9.4 Vision/objectives/desired outcomes
- 9.5 Strategic response (*action table*)

10.0 Natural Parks

- 10.1 Resource description (*summary table*)
- 10.2 State of the environment
- 10.3 Issues/opportunities
- 10.4 Vision/objectives/desired outcomes
- 10.5 Strategic response (*action table*)

11.0 Recreation and Ecological Linkages

- 11.1 Resource description (*summary table*)
- 11.2 State of the environment
- 11.3 Issues/opportunities
- 11.4 Vision/objectives/desired outcomes
- 11.5 Strategic response (*action table*)

- 12.0 Neighbourhood Parks
 - 12.1 Resource description (*summary table*)
 - 12.2 State of the environment
 - 12.3 Issues/opportunities
 - 12.4 Vision/objectives/desired outcomes
 - 12.5 Strategic response (*action table*)
- 13.0 Sport & Recreation Reserves
 - 13.1 Resource description (*summary table*)
 - 13.2 State of the environment
 - 13.3 Issues/opportunities
 - 13.4 Vision/objectives/desired outcomes
 - 13.5 Strategic response (*action table*)
- 14.0 Outdoor Adventure Parks
 - 14.1 Resource description (*summary table*)
 - 14.2 State of the environment
 - 14.3 Issues/opportunities
 - 14.4 Vision/objectives/desired outcomes
 - 14.5 Strategic response (*action table*)
- 15.0 Cultural Heritage Parks
 - 15.1 Resource description (*summary table*)
 - 15.2 State of the environment
 - 15.3 Issues/opportunities
 - 15.4 Vision/objectives/desired outcomes
 - 15.5 Strategic response (*action table*)
- 16.0 Streetscapes
 - 16.1 Resource description (*summary table*)
 - 16.2 State of the environment
 - 16.3 Issues/opportunities
 - 16.4 Vision/objectives/desired outcomes
 - 16.5 Strategic response (*action table*)
- 17.0 Civic Space
 - 17.1 Resource description (*summary table*)
 - 17.2 State of the environment
 - 17.3 Issues/opportunities
 - 17.4 Vision/objectives/desired outcomes
 - 17.5 Strategic response (*action table*)
- 18.0 Stormwater Basins and Systems
 - 18.1 Resource description (*summary table*)
 - 18.2 State of the environment
 - 18.3 Issues/opportunities
 - 18.4 Vision/objectives/desired outcomes
 - 18.5 Strategic response (*action table*)
- 19.0 Stockwater Races
 - 19.1 Resource description (*summary table*)
 - 19.2 State of the environment
 - 19.3 Issues/opportunities
 - 19.4 Vision/objectives/desired outcomes
 - 19.5 Strategic response (*action table*)

- 20.0 Other Council Land Areas (forestry, spare land)
 - 20.1 Resource description (*summary table*)
 - 20.2 State of the environment
 - 20.3 Issues/opportunities
 - 20.4 Vision/objectives/desired outcomes
 - 20.5 Strategic response (*action table*)

Part D Programmes and Partnerships

- 21.0 ZIPA
 - 21.1 Project description (*what it is, who's involved, timeframes*)
 - 21.2 Issues/opportunities
 - 21.3 Vision/objectives/outcomes
 - 21.4 Strategic response (*action table*)
- 22.0 Arohatia te Awa
 - 22.1 Project description (*what it is, who's involved, timeframes*)
 - 22.2 Issues/opportunities
 - 22.3 Vision/objectives/outcomes
 - 22.4 Strategic response (*action table*)
- 23.0 Te Kohaka o Tuhaitara Trust
 - 23.1 Project description (*what it is, who's involved, timeframes*)
 - 23.2 Issues/opportunities
 - 23.3 Vision/objectives/outcomes
 - 23.4 Strategic response (*action table*)
- 24.0 Private Land
 - 24.1 Project description (*what it is, who's involved, timeframes*)
 - 24.2 Issues/opportunities
 - 24.3 Vision/objectives/outcomes
 - 24.4 Strategic response (*action table*)
- 25.0 District Plan
 - 25.1 Project description (*what it is, who's involved, timeframes*)
 - 25.2 Issues/opportunities
 - 25.3 Vision/objectives/outcomes
 - 25.4 Strategic response (*action table*)
- 26.0 National Policy Statement for Indigenous Biodiversity (NPSIB)
 - 26.1 Project description (*what it is, who's involved, timeframes*)
 - 26.2 Issues/opportunities
 - 26.3 Vision/objectives/outcomes
 - 26.4 Strategic response (*action table*)
- 27.0 Aotearoa New Zealand Biodiversity Strategy
 - 27.1 Project description (*what it is, who's involved, timeframes*)
 - 27.2 Issues/opportunities
 - 27.3 Vision/objectives/outcomes
 - 27.4 Strategic response (*action table*)
- 28.0 Canterbury Biodiversity Strategy
 - 28.1 Project description (*what it is, who's involved, timeframes*)
 - 28.2 Issues/opportunities
 - 28.3 Vision/objectives/outcomes
 - 28.4 Strategic response (*action table*)

Part E Action Plan

(Compilation of all strategic responses, plus parties involved, priority, timeframes, resources required/funding)

Part F Appendices

- Relevant legislation *(in more detail if needed)*
- Additional resource description *(maps etc if needed)*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: EXC-34-20/210622100846

REPORT TO: COUNCIL

DATE OF MEETING: 6TH July 2021

AUTHOR(S): Jim Harland, Chief Executive

SUBJECT: Health and Safety Report to Council June 2021

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

 Department Manager



 Chief Executive
1. SUMMARY

- 1.1 This report is to update the Council on Health and Safety matters for the month of June 2021. This report is trending from June 2020 to June 2021.
- 1.2 The Recent Water Chamber Incident at the Water Unit, where two staff members were injured when a 50kg floor plate fell on them, was logged as not meeting criteria as Notifiable Event with WorkSafe. The Health and Safety Team have requested the ICAM Investigation be considered for Duty Holder Review. This is a voluntary process and learning opportunity that the PCBU can withdraw from at any time.
- 1.3 The Corporate Accommodation project is nearing completion with the East Wing well underway. There was one minor incident to report this month where a contractor cut his thumb when his drill slipped.
- 1.4 OPSEC Solutions carried out new security reviews on the Rangiora Service Centre and Durham this month. A report will be submitted to Management and Council upon completion of the security reports and recommendations.
- 1.5 Annual Health Checks for 2021 have been carried out with 115 staff having their influenza vaccinations to date.

Attachments:

- i. Discharging Officer Health and Safety Duties
- ii. June 2021 Health and Safety Dashboard Report

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 210622100846
- (b) Notes that there was one notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

3. BACKGROUND

- 3.1 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.

- 3.2 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.

4. **ISSUES AND OPTIONS**

- 4.1. There were 10 new work-related incidents during June
- 4.2. Previously reported Chamber incident at the Water Unit was reviewed by Worksafe. They have notified that this does not meet criteria for formal investigation, however the H&S Adviser has volunteered this investigation for participation in a duty holder review process (DHR) to ensure we are carrying out thorough investigations. The findings of this voluntary process will be available in the next Health and safety Report to Management.

Date	Occurrence	Event description	Response
28/05/2021	Injury	An Aquatic staff member pulled a muscle in their right shoulder, while treading water at lifeguard training. Ice pack given to put on sore shoulder. Told to rest and if continues to hurt to seek medical treatment	Discontinued the task and applied an ice pack. Instructed to rest and seek medical treatment if the pain persisted. No further treatment was needed.
28/05/2021	Near Miss	Cows being herded down the berm and roadside came through a Water Unit worksite. As they were being herded around the corner Water Unit staff felt unsafe, due to the potential of a car coming over the bridge on the corner they may have ended up having to veer into the worksite to avoid cows.	The Stock Movement Bylaw allows farmers to move stock along a road without approval from WDC provided they meet certain conditions. An attempt to speak with the farmer was unsuccessful. Water Unit Staff have been notified to Be aware of the potential for this to occur on rural roads and react accordingly, stop work and make the site safe for duration of stock movement if necessary.
31/05/2021	Injury	While conducting IT Emergency Operation Centre duties, a staff member strained their back. They were moving IT equipment from Main Power, Percival Street and the Town hall.	No medical treatment was required and there was no lost time reported.
31/05/2021	Injury	An Aquatic staff member was moving lane ropes in the pool when her palm/thumb got pinched between the red and blue floats on the lane rope causing it to bruise.	Staff member applied ice her palm/thumb when she got home. No further medical attention needed. No lost time reported.

2/06/2021	Property/ vehicle damage	Copper telephone cable cut due to it not being picked up on the plans.	Repaired immediately and no further damage reported.
2/06/2021	Adverse Interaction	A member of the public arrived at the Water Unit gate for the Dog Pound. The Dog Pound occupant did not let her in as they hadn't paid their fine. The Member of the public got abusive over the intercom to the Dog Pound. They then kept calling on the Water Unit intercom and got abusive when the water Unit staff member wouldn't let them through. They refused to move, and was blocking entry to the gate. Several Water Unit staff wanting to leave had to take care to inch out and close the gate behind them before leaving so they couldn't scoot in while the gate was closing. If anyone was to activate opening the gate without realising the situation this abusive person would have been able to come in to the Water Unit depot and office. A water Unit staff member told her to leave or they would call the police.	Water Unit staff are engaging with the Dog pound staff about an approach should this happen again. All Water Unit staff to be addressed on the usage of the security gates. Ensure the situational safety training is up to date for staff.
3/06/2021	Near Miss	A staff member slipped off the stage in the Town Hall.	No injuries or lost time recorded.
3/06/2021	Injury	An Aquatic staff member was Demonstrating a dolphin dive when they miscalculated the depth and hit the bottom of the pool with their nose and upper lip. Grazing to upper lip.	No medical attention needed. No lost time recorded.
11/06/2021	Injury	A staff member hit their head on a transformer box in the ground floor staff kitchen.	No injuries and no lost time recorded. Rubbish bins moved to a position under the transformer to create a boundary from staff banging in to the transformer in the future.

17/06/2021	Injury	An Aquatics staff member was demonstrating moves while taking aqua aerobics when she hit the aqua frame with her left hand, causing it to bruise.	Cold water applied. No further injuries or lost time recorded.
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4.3. Water Unit ICAM investigation – Duty Holder Review with WorkSafe.

Duty Holders are assisted in this by a specialist Worksafe team, who oversee a Duty Holder to complete a review. They guide the Duty Holder to identify causes as to why the incident happened and what actions need to be taken to prevent it happening again. Worksafe are interested in seeing that a Duty Holder has taken or will be taking the action/s detailed in the report as this provides assurance that improvements have been made or voluntary compliance action/s have been taken.

4.4. The ideal result from a Duty Holder Review is lessons have been learned and the improvements you make to your workplace health and safety systems are sustainable. The final report will be submitted to Management for review upon completion. Learnings identified in the initial ICAM report were that Consultation and communication is essential during the commissioning and implementation phase to ensure that all adequate training and procedures are current. In particular the following should be undertaken:

Ensure SiD/HAZOP workshops are undertaken with operator input and are documented.

Ensure the O&M manual covers all parts of the new works and includes maintenance schedules.

Ensure that SOPs are developed for all routine (regular/seasonal/yearly) tasks at the time of commissioning.

Pre task safety analysis is required for all tasks. If there is no SOP for the task then an assessment of risk shall be undertaken based on the hazards and a Water Unit Take 5 completed if low risk or a Job Safety Analysis (JSA) complete if high risk.

4.5. Corporate Accommodation Project.

Work on the East Wing is progressing well. The final stages of moving will commence on Friday 2 July. This will see the Communications team, Manager Finance and Business Support and the Mayor return to the East Wing permanently.

There was one incident to report within the project for the month of June, where a contractor cut his thumb when his drill slipped. He was able to continue working and attended a doctors appointed when he was able to. He had one day off work due to pain. No stitches or further medical attention needed.

4.6. Site Security Reviews – OPSEC Solutions.

OPSEC Solutions carried out new security reviews on the Rangiora Service Centre and Durham this month. Due to the Corporate Accommodation Project the previous reviews that were carried out in 2017 were no longer relevant. Durham Street was included in this review. Findings from these reports will be submitted to Management and Council upon completion. Proposed due date for the reports is mid-July.

4.7. Annual Health Checks.

Annual Health Checks for 2021 have been conducted by Durham Street Health. This year we discouraged staff requesting lipid testing via this screening. We educated them on the current guidelines and those who meet criteria should be seeing their own general practice to ensure full follow up and treatment. Staff were happy with this approach, especially realising there is no cost involved going to your own doctor.

110 staff had their annual influenza vaccination to date. We are seeing a few staff attending Durham Health at their convenience.

87 had their random blood sugar tested. Two were significantly raised and staff members were advised to follow up with their GP.

97 staff had their blood pressure recorded 18 were advised to have follow up readings with their own GP or Practice Nurse.

61 staff had their vision tested. Four were advised to follow up at the optometrist. One was so poor he would not pass a driving licence medical and should not be driving.

All staff had their results given to them on the day as requested by WDC. Those whose results fell outside of the recommended norms were given medical recommendation sent to them confidentially.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

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

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report. All financial implications for the upcoming year's health and safety activities have been accounted for within approved project costs, or via departmental budgets already allocated to health and safety.

6.2. Sustainability and Climate Change Impacts

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

6.3 Risk Management

There are not risks arising from the adoption/implementation of the recommendations in this report. The risks that have been impacted by the recent Water Unit Chamber incident have been identified as:

Working at Heights (R00209) *IF a worker falls from height (from one level to another) or into an excavation THEN serious injury or death could occur.* Control Treatment (MC00127) *Work Safely at Height - Identify Work at Height. Work at Heights Process developed and issued to staff for all work at heights (linked to Safe Working in the Field, Permit to Work and Fall Arrest Systems procedures).*

High Risk Site Safety Procedures (R00207) *IF worksites do not have adequate site safety procedures in place that are communicated to all affected workers/public THEN serious injury or death could occur.* All Control Treatments within this risk are relevant to the Water Unit Chamber Incident.

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 is submitted to Management Team and the Audit and Risk Committee on a 6-monthly basis

Recent Annual Health checks have upheld our commitment to mitigate the highest risk within the Health and Safety Risk Register. Infectious Diseases / Biological Hazards (R00213)

Health and Safety

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

Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system. Attachment 2 indicates the health and safety monitoring and improvement activities that are in progress at WDC.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

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

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

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

7.3. Consistency with Community 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

Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner.

Our District is well served by emergency services and volunteers are encouraged.

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

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.

7.4. **Authorising Delegations**

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

Attachment 1

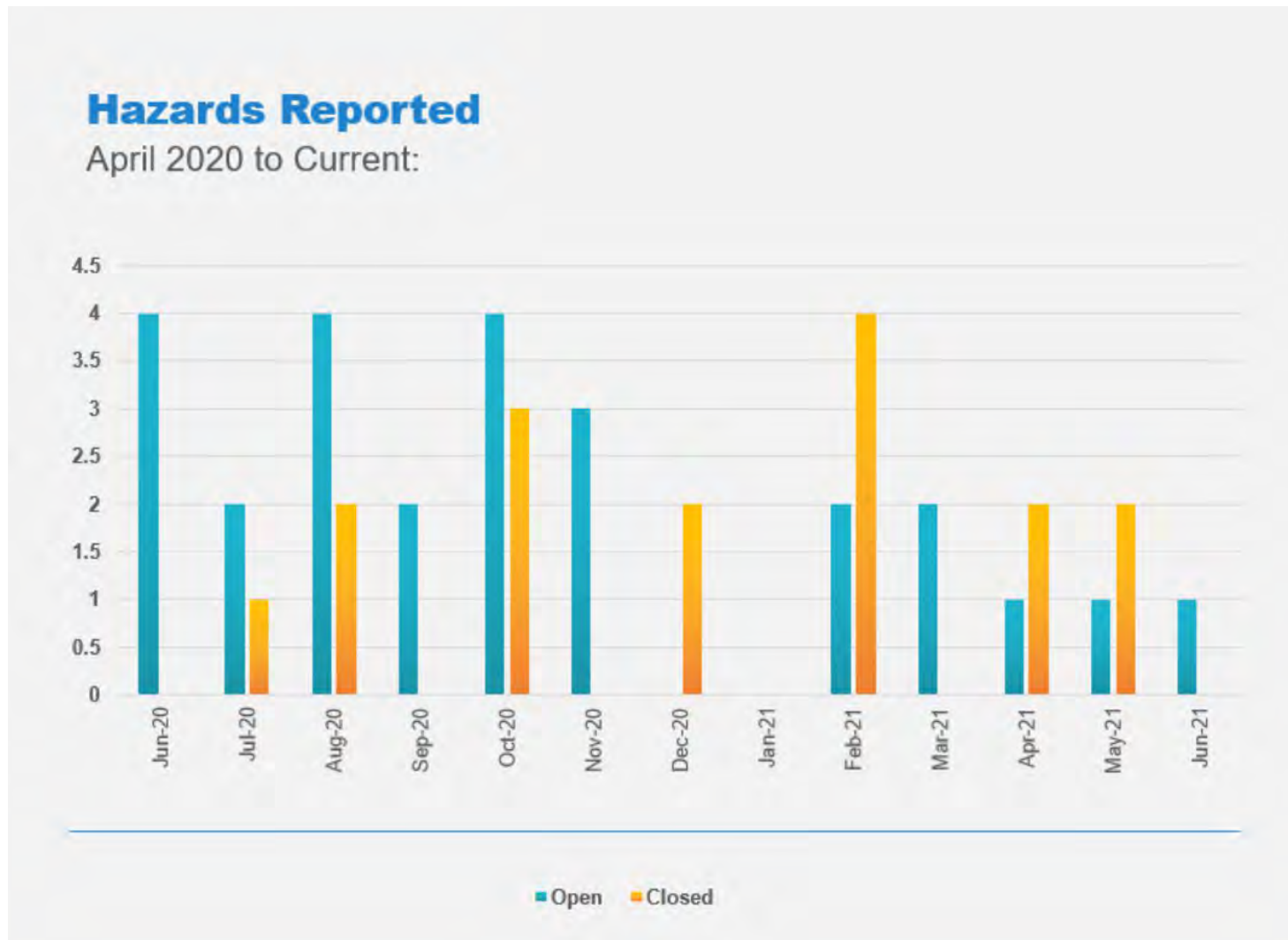
OFFICER DUTIES	EXAMPLES OF ACTIVITIES TO SUPPORT DISCHARGE OF DUTIES	FREQUENCY
<p>KNOW</p> <p>(To acquire, and keep up to date, knowledge of work health and safety matters)</p>	<ul style="list-style-type: none"> Σ Updates on new activities/major contracts Σ Council reports to include Health and Safety advice as relevant Σ Audit Committee to receive minutes of Health and Safety Committee meetings Σ Update on legislation and best practice changes to Audit Committee 	<p>Various Committee reports Monthly, as required</p> <p>Quarterly</p> <p>As required</p>
<p>UNDERSTAND</p> <p>(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)</p>	<ul style="list-style-type: none"> Σ Induction of new Council through tour of District and ongoing site visits. Σ H&S Risk register to Audit Committee Σ Training on H&S legislation and best practices updates Σ CCO activities reported to the Audit Committee 	<p>Start of each new term and as required</p> <p>Six monthly, or where major change</p> <p>At least annually</p> <p>At least annually</p>
<p>RESOURCES</p> <p>(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)</p>	<ul style="list-style-type: none"> Σ LTP or Annual Plan to have a specific report on H&S resources Σ Reports to Committees will outline H&S issues and resourcing, as appropriate 	<p>Annually</p> <p>As required</p>
<p>MONITOR</p> <p>(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)</p>	<ul style="list-style-type: none"> Σ Report to every Council meeting – standing agenda item to include Dashboard Update and any major developments Σ Risk register review by Audit Committee 	<p>Monthly</p> <p>Six monthly, or where major change</p>
<p>COMPLY</p> <p>(To ensure that the PCBU has, and implements, processes for complying with any duty or obligation of the PCBU under this Act)</p>	<ul style="list-style-type: none"> Σ Programme of H&S internal work received by Audit Committee Σ Internal Audit reports to Audit Committee Σ Incident Investigations reported Audit Committee Σ Worksafe review of incidents/ accidents reported to Audit Committee 	<p>Annually</p> <p>As completed</p> <p>As required</p> <p>As required</p>
<p>VERIFY</p> <p>(To verify the provision and use of the resources and processes)</p>	<ul style="list-style-type: none"> Σ Receive any external audit results and remedial actions (if any) reported to Audit Committee Σ Worksafe audits, if undertaken Σ Self-assessment against Canterbury Safety Charter and/or SafePlus reported to the Audit Committee 	<p>Two yearly</p> <p>As completed</p> <p>As completed</p>

Attachment 2

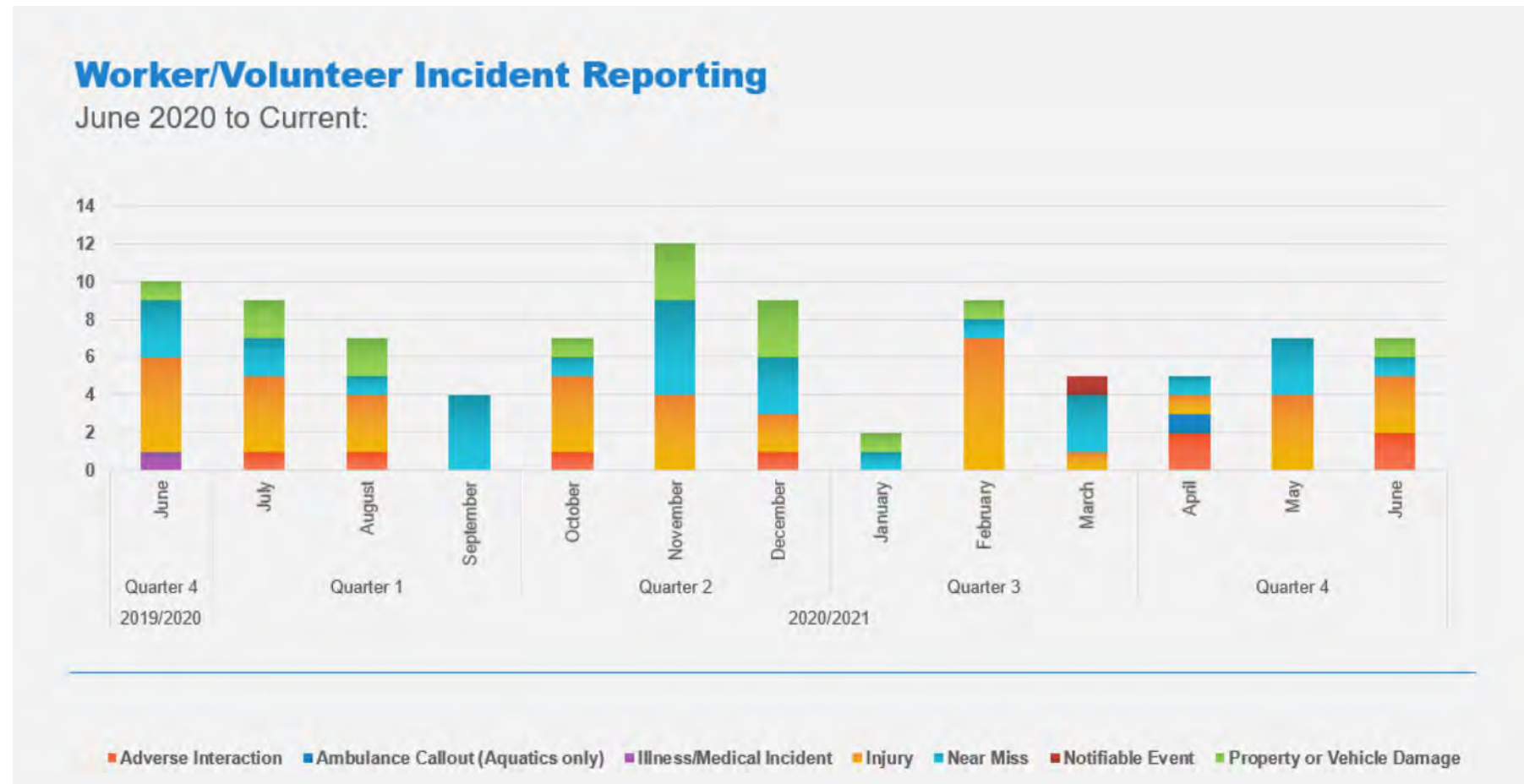
Progress against 2020/21 Workplan (*as at 20 June 2021)			
Objectives	2020/21 Projects	Current Progress	Comment
Objective 1: To ensure that health and safety risks are identified and evaluated at least annually (if not more frequently, depending upon the nature of the risk) and implement suitable control measures to prevent work-related injury or illness.	<p>Action 1: Embed the use of the Promapp Risk and Compliance Module for the identification, assessment and monitoring of health and safety risks.</p> <p>Action 2: Review of Top 10 Health and Safety risks to determine gaps in current control measures, and prioritise actions going forward.</p>		The Risk Register review has been completed.
	<p>Action 3: H&S participation, advice and guidance in Corporate Accommodation working group and/or project team to ensure that the following are considered throughout the project:</p> <ul style="list-style-type: none"> - Worker wellbeing - Safety in Design - Site security considerations - Risk management - Contractor health and safety management - Site health and safety management 		<p>Meetings continue to be held to monitor the Corporate Accommodation project and address safety and wellbeing issues when they are raised as teams relocate seating areas.</p> <p>Refurb Workspace Guidelines and team feedback has been approved by the Refurb Working Group and will be sent out to all relocated teams at the end of phase 3.</p>
<p>Objective 2: To ensure that health and safety policies, processes and systems of work are developed, and review them to ensure their on-going effectiveness.</p> <p>Objective 3: To ensure that Workers have clear understanding and</p>	Action 4: Provide Health and Safety support and guidance to field workers, to increase the health and safety capability through the organisation, and review the effectiveness of current contract management and field work processes.		Project has commenced. The Health and Safety Advisor has completed an audit of field worker protocols to initiate the project. Results of the audit were presented to Audit and Risk in September 20. Results have also been presented and circulated to the associated Unit Managers for completion of actions and consideration of recommendations. Unit Managers have

awareness of health and safety requirements (including policies, processes and safe systems of work) that are relevant to their role.			commenced site visits for increased visibility and to review safety processes within the field work areas.
Objective 4: To develop and implement effective methods to consult and engage with Workers (and where appropriate, the relevant Unions) regarding health and safety matters in the workplace.	Action 5: Develop a programme of Health, Safety and Wellbeing leadership initiatives for Managers, to improve the visibility and proactivity of Health, Safety and Wellbeing leadership throughout the organisation. Action 6: Monitor and analyse progress against Wellbeing Strategy and determine future actions.		Wellbeing activity has been focused on Covid impacts and Line Managers have been encouraged to work with individuals to support them through these times. Not yet commenced. This is scheduled for June 2021
Objective 5: To ensure that incidents (including workplace injuries, illness, property damage, and near misses) are reported, investigated and analysed, and that appropriate measures are put in place to prevent recurrence of harm. Objective 6: To facilitate the safe return to work of Workers who have been injured in the workplace.	Action 7: Develop and implement CiAnywhere hazard and incident management software systems to improve corrective action workflows, corporate reporting and staff communication of health and safety hazards and incidents.		After 12 months of reviewing the capabilities of the CIA software it has been identified that CIA is not a sufficient system. A business case is being developed to propose an external Health and Safety System. A business case has been developed and sent to MTO to initiate investigation.
Objective 7: To put in place methods to assess and continually improve the systems for implementing all of the above.	Action 8: Complete an internal Health and Safety Management System gap analysis against ISO 45001:2018 Standard, to understand what actions are required to achieve compliance with international best-practice standards.		Not yet commenced. Postponed.
	Legend		On track
			Slightly behind schedule (less than one month)
			Behind schedule (greater than one month)

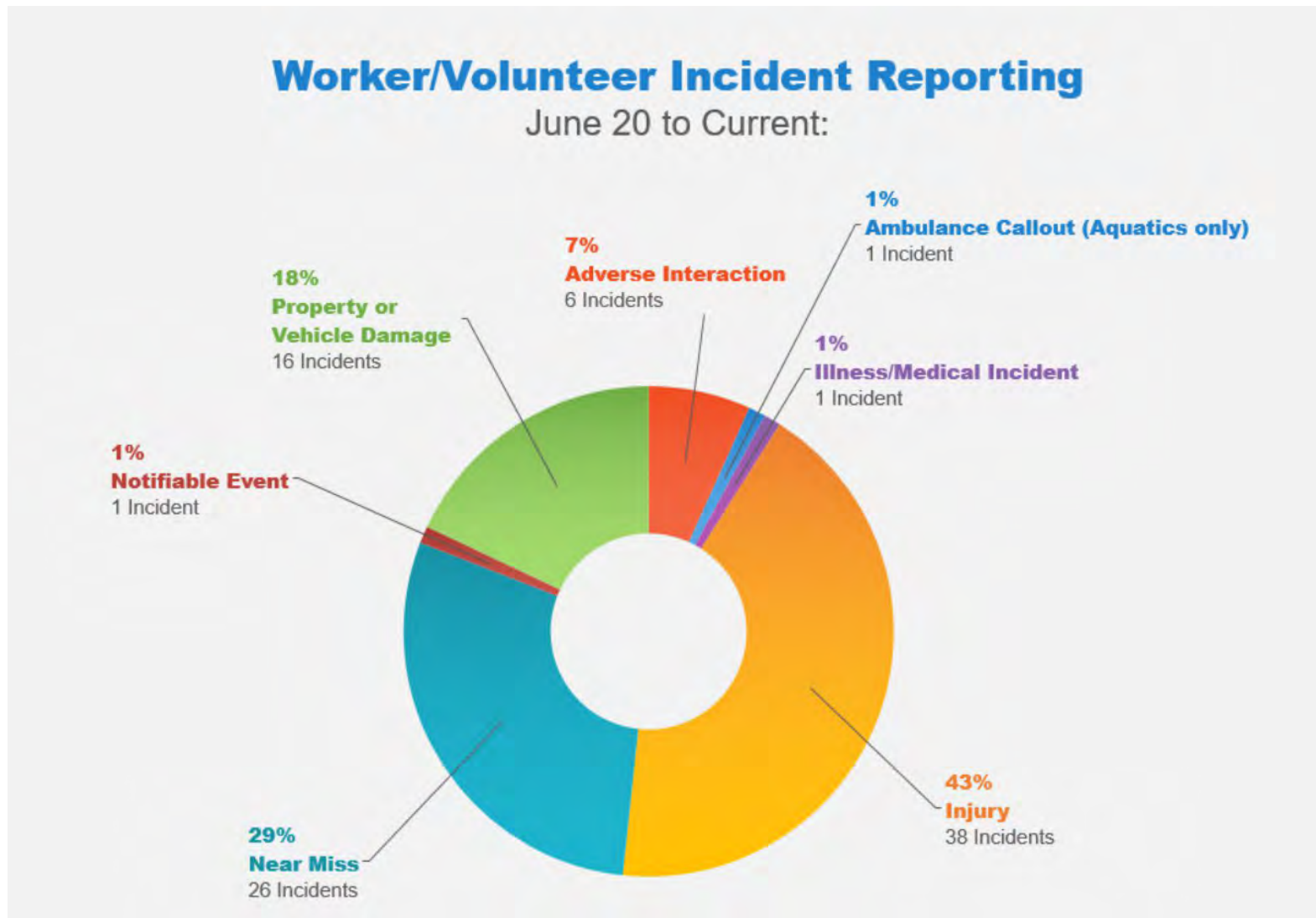
Hazards – June 2020 to June 2021



Incidents/Injuries - June 2020 to June 2021



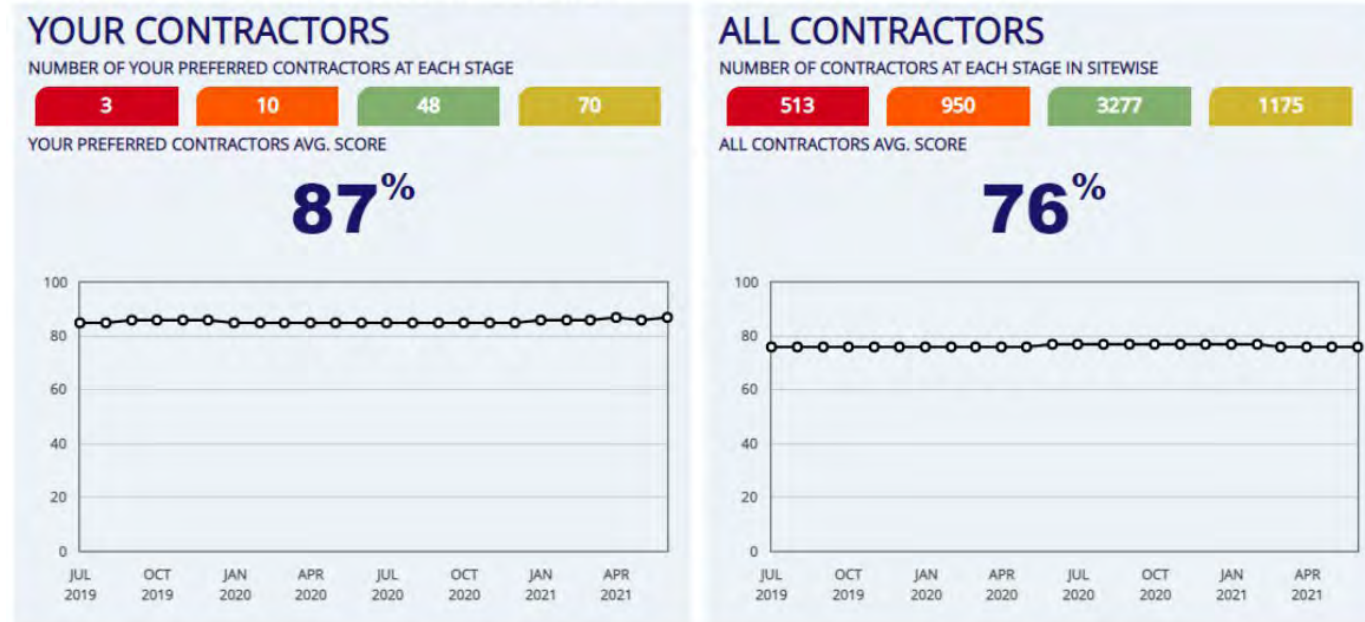
Incidents/Injuries - June 2020 to June 2021



Contractor Database (drawn from SiteWise database)



CONTRACTOR ASSESSMENT SCORES



VIEW ALL CONTRACTORS

INVITE NEW CONTRACTORS

VIEW STATUS OF INVITED CONTRACTORS

Lost Time Injuries

Lost Time Injuries - Aquatics:	2019/2020/2021	<p>3 Injuries: Total of 5829.75 hrs to date.</p> <p>Injury one: Date of injury – 10 June 2019 Weekly contracted hours = 17.5 1781.5 hrs lost to date</p> <p>Injury two: Date of injury - 29th Nov 2020 Weekly contracted hours = 39.25 1138.25 hrs lost to date</p> <p>Injury three: Date of injury 28 June 2019 Weekly contracted hours = 30 2350hrs lost to date</p>
Lost Time Injuries other:	2020/21	<p>2 Injuries – total of 256 hours to date.</p> <p>Injury one: Date of injury – 27 April 2021 Weekly contracted hours = 40 272 hrs lost to date</p> <p>Injury two: Date of injury – 27 April 2021 Weekly contracted hours = 40 288 hrs lost to date</p>

Lead Indicators

Safety Inspections Completed (Workplace Walkarounds)	Q4 2021	12 out of 14 Workplace Walkarounds Completed.
Training Delivered	2020/21	People Trained: 12 (first aid) Training scheduled for July.

WAIMAKARIRI DISTRICT COUNCIL**MINUTES OF A MEETING OF THE AUDIT AND RISK COMMITTEE HELD IN THE
FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET, RANGIORA ON
TUESDAY 18 MAY 2021 AT 9.00AM****PRESENT**

Councillors J Ward (Chairperson), N Atkinson, K Barnett (arrived at 9.11am), S Stewart and P Williams.

IN ATTENDANCE

Mayor D Gordon, Councillors N Mealings and P Redmond.

J Millward (Manager Finance and Business Support), S Markham (Manager Strategic Projects), P Christensen (Finance Manager), K Blake (Health, Safety and Quality Manager), (K Waghorn (Solid Waste Asset Manager), A Keiller (Chief Information Officer), D Young (Senior Engineering Advisor), M O'Connell (Senior Policy Analyst) and K Rabe (Governance Advisor).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES**3.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday
16 March 2021**

Moved: Councillor Atkinson

Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Audit and Risk Committee, held on 16 March 2021, as a true and accurate record.

CARRIED

3.2 Matters Arising

Nil.

4 PRESENTATION/DEPUTATION

Nil.

With the permission from the Committee consideration of item 5.1 was postponed to 11am to allow S Markham to be in attendance.

5 **REPORTS**

5.2 **Outcomes of the WDC Health and Safety Risk Register Review March 2021 – L Smith (Manager – People and Engagement)**

C Blake presented the report which was taken as read.

Councillor Stewart drew the Committee's attention to the Airfield's operation and queried the timeframes for each of the items listed to be addressed. In relation to the development of an Airfields Manual and Health and Safety Register, the Committee was informed that an expert independent contractor would be engaged to develop these items and would be commencing the work shortly. Hanger compliance would be dealt with through the updated lease agreements, allowing lease holders time to achieve compliance after the new agreements were signed. S Stewart requested a follow up report on expected timeframes for all items of work to be completed, noting that the Council as the landowner could be held accountable if there was an accident or loss of life at the Airfield.

Councillor Williams request a further report on what sanctions would be taken against those who flouted the Health and Safety regulations, and the possible penalties that could be levied.

Moved: Mayor Gordon

Seconded: Councillor Atkinson

THAT the Audit and Risk Committee:

- (a) **Receives** report No 210505071748.
- (b) **Reviews** the outcomes of the Waimakariri District Council Health and Safety Risk Register Review March 2021.
- (c) **Notes** that there had been no significant changes in risk assessments, however at the Health and Safety Risk Register Review, it was discussed that the reference to M-Bovis should be removed from the risk 'Infectious Diseases / Biological Hazards' (R00213) and have its own risk created in the Corporate Risk Register.
- (d) **Notes** that Management Team had made a commitment to review risks on a regular basis by adding a risk section to the Management Team Operations agenda. In addition the Management Team would conduct site visits with staff to increase their familiarity of safety risks.
- (e) **Requested** a report detailing the timeframe to reach compliance in relation to all Health and Safety requirements at the Rangiora Airfield and what the consequences would be if Health and Safety requirements were not adhered to.

CARRIED

Mayor Gordon supported the request for a further report on health and safety issues at the Airfield, while acknowledging that the Airfield Advisory Group took health and safety matters very seriously and had been doing a good job in this regard in the past.

Councillor Stewart reiterated the risk to the Council with no Airfield Manual and Health and Safety Register available, with the potential for a serious accident or loss of life. It behove the Council to be on top of all the issues discussed.

Councillor Barnett arrived at the meeting at 9.11am.

5.3 Cyber Security – Quarterly Status Report – A Keiller (Chief Information Officer) and O Payne (Systems and Cyber Security Administrator)

A Keiller took the report as read, and requested that he be permitted to update the Audit and Risk Committee on the results of the independent audit on the Council's Security programme which would be known at the end of May 2021 and reported to the Audit & Risk committee in July. He noted that phishing would always be a challenge and would require constant training of staff to keep vigilant in this regard.

In response to a query from Councillor Redmond, it was explained that test emails were sent to staff with information and training in relation to how to recognise phishing emails, however, at present elected members were not included in the programme.

Councillor Atkinson raised a concern that when there were IT system changes or upgrades, the impact on Councillors was significant and explanations on how to access updated Council platforms quite confusing. He therefore requested that a more proactive approach to elected members IT support be considered.

Councillor Barnett noted that she was currently only able to access Diligence and other software through free Wifi and was concerned regarding the security of free Wifi, especially when attending meetings at outlying Council facilities such as Pegasus or Oxford. A Keiller noted the requests and undertook to investigate the matter in more detail.

Moved: Councillor Atkinson Seconded: Councillor Barnett

THAT the Audit and Risk Committee:

- (a) **Receives** report TRIM number 210506072221.
- (b) **Notes** that progress of work for the 2020 calendar year against the work plan.
- (c) **Notes** that a new cyber security work plan will be developed after the organisation has completed an external audit against progress made.
- (d) **Notes** that WDC's Cyber Security Maturity Scores were higher than the benchmark scores amongst councils using ALGIM's SAM for Compliance Framework and that Waimakariri District Council had been awarded third place nationally as part of ALGIMs annual awards.

CARRIED

Councillor Atkinson supported the outcomes of the report and was pleased that staff would take elected members into account when systems were being upgraded.

Mayor Gordon agreed with Councillor Atkinson, and noted that Elected Members needed to be updated during any upgrades and better IT support offered to elected members. He also suggested that elected members should have more internal access to Council platforms and that more work was required on accessibility through interactive on-line forms.

Councillor Barnett noted that the Waimakariri District Council seemed to be well ahead of other local authorities in relation to cyber security and supported continual improvement, noting that in general, the local government sector tended to lag behind the private sector in this area.

A Keiller encouraged elected members to come to him direct when they experienced problems.

A Keiller provided a presentation on the 'The development of the Customer Experience combining the Contact Centre, Customer Portal and Web site' which outlined changes and upgrades to various systems in the near future.

5.4 Capital Works Programme Quarterly Report, March 2021 – D Young (Senior Engineering Advisor), G Cleary (Manager Utilities and Roading) and C Brown (Manager Community and Recreation)

D Young took the report as read, however noted a correction to recommendation (c) which should read \$80.48million instead of \$76.799million and \$75.53million instead of \$76.216million.

D Young also explained the impact of the difference between the Council and Waka Kotahi's budgeting approaches. As a result the Council would be able to access further Waka Kotahi funding which would be used for improved signage throughout the district and improved drainage.

Councillor Stewart queried what signage would be improved and was advised that recommendations from Waka Kotahi, after a technical audit, was for illegible/old signage to be replaced around the district.

Councillor Atkinson noted a concern that the contribution made by D Smith did not appear to be reflected in the outgoings and queried if this was a timing issue with the work still to be completed. J Millward noted that the expenditure shown is offset in the fees and chargers section of the report and would be better referenced so as to mitigate confusion in any future reporting.

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 210503069559.
- (b) **Notes** the predicted achievement across all tracked capital expenditure.
- (c) **Notes** that of the \$80.48 million total capital spend, \$75.53 was predicted for completion, but \$8.92 million was at risk of not being delivered.

CARRIED

Mayor Gordon commended D Young on a good report which clearly showed how the Council was tracking financially in relation to the Capital Programme and supported the recommendations.

Councillor Stewart was encouraged that the Capital Works Programme was showing such improvement, however queried if the Council was generally over optimistic when budgeting for projects. She noted that this year's programme was pared back due to the impact of Covid and wondered if the Council should consider keeping its future programme of work more realistic to enable it to achieve its objectives, rather than over promising and under delivering.

Councillor Mealings noted that there seemed to be a high proportion of the projects in the Oxford area at risk of not being completed and warned that the Oxford community would be disappointed that projects in the area appeared to be considered less important than others in the district.

5.5 Sustainability Strategy Implementation – Second Quarter Report 2020/21 – M O’Connell (Senior Policy Analyst)

M O’Connell took the report as read.

Councillor Atkinson queried the phraseology in recommendation (c) and requested an amendment so that it read “... *related to the organisation as a whole* ...” rather than “... *related to the wider organisation and* ...”.

Councillor Redmond noted that the on-line views of ‘The Gull’ sustainability newsletter seemed very low and enquired what the circulation was. M O’Connell was unsure why the numbers were low as The Gull was circulated to all staff and all elected members via email as well as being made available on the Council’s internal intranet “Squiz”.

Councillor Stewart found the data displayed in the report fascinating, and queried why the electricity data reflected a rise since January 2021 when it had been tracking down for several months prior to 2021. J Millward explained that the data was based on financial figures and changing rates may be responsible for some of the increase shown. There was a general discussion on the data showing an increase, including an increase of population due to Ravenswood and other subdivisions development. The move of staff back into the civic building and the use of electrical equipment during the refurbishment work was also considered. Staff undertook to obtain data in kilowatt counts, financial and population growth to try and determine why there was an increase in electricity usage.

Councillor Williams raised the question of street lighting, noting that with the change to LED lighting electrical rates should be showing a decrease rather than increasing, and queried if the information on the number of conversions done was being communicated to the power supplier. Staff undertook to check processes to determine if the Council was still being charged at the higher rate for the old lighting.

M O’Connell then noted an error in the table regarding Electricity usage and committed to amend the table and recirculate it to members.

Moved: Councillor Atkinson Seconded: Councillor Williams

THAT the Audit and Risk Committee:.

- (a) **Receives** report No. 210305037715.
- (b) **Notes** that this was the second of four strategy implementation update reports (for Stage 2), noting that the yearly reporting period runs from 1 September 2020 to 31 August 2021.
- (c) **Notes** the Organisational Sustainability Strategy related to the organisation as a whole and that the subsequent stage (2021/22 FY) would address sustainability within the wider community.
- (d) **Notes** that the standard report template was updated and would include specific reference to sustainability, well-being and climate change considerations.
- (e) **Requests** that electricity usage be captured via financial data, kilowatt counts and population growth to ascertain a clearer picture in any future reporting.

CARRIED

Councillor Atkinson commended M O’Connell on an informative report which raised relevant questions which would improve future positive sustainability results.

Councillor Williams agreed, and stated that it was good to be able to identify when one department was unaware of what another department’s processes

and this report highlighted those overlaps. He also noted he would be interested to get confirmation on the process and charging on LED converted street lights.

Councillor Stewart noted that she supported both the financial tracking of the electricity as well as the kilowatt usage.

Councillor Atkinson suggested it would be a positive step, once the tracking was fine-tuned, to include some of the graphs from the reporting which tracked expenditure and copies of The Gull included on the web to show the public what the Council was achieving under its Sustainability Strategy.

5.6 Non-Financial Performance Measures Third Quarter Results as at 31 March 2021 – H Street (Corporate Planner)

J Millward took the report as read.

Councillor Barnett enquired what the of the four urgent requests which were not dealt with in the prescribed 12 hours were, and what was the reason for the delay. Staff undertook to investigate and respond back to members after the meeting.

Councillor Stewart queried the performance measure for Governance that related to Public Excluded items, noting she wished to have a workshop on how the number of Public Excluded items could be reduced in the future. J Millward noted that the Council's new report template had specific sections relating to why items were to be considered under public excluded which should reduce the number of items, however he confirmed that a workshop on the matter would be arranged.

Councillor Ward raised a concern regarding recommendation (c) and enquired what the Council was doing to mitigate the pressure on building and resource consent processing timeframes. J Millward noted that the provision for paid overtime rather than time in lieu was being investigated, thereby increasing productivity and reducing the need for staff to take extra leave. He also noted the difficulties in recruiting qualified staff due to the boarders being closed and the difference in remuneration between offered to staff within the local government sector and the private sector.

Councillor Ward queried if it was possible to overcome the remuneration problem by putting existing staff on contract. J Millward noted that at present people were looking for employment stability and would therefore prefer not to on a contract, but contracting was already an option being used.

Moved: Councillor Barnett

Seconded: Mayor Gordon

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 210430068702.
- (b) **Notes** that of the 10 measures that did not meet the target, four were within 5% of that.
- (c) **Note** that there was pressure on building and resource consent processing timeframes due to demand volume and this may impact future results.
- (d) **Notes** all measures had been reviewed and incorporated in the draft LTP.

CARRIED

Councillor Barnett commended the report and noted that activity measures would never be 100 percent, and hoped that the volume of resource consents would decrease a little during the winter months to give staff the ability to catch up.

Mayor Gordon supported Councillor Barnett's comments, and noted that when the Planning Department had capacity last year, staff was able to assist other Councils who were over whelmed. He cautioned elected members to be mindful when dealing with the public and developers and to assist with managing public expectations.

5.7 Financial Report for the period ended 31 March 2021 – P Christensen (Finance Manager)

Moved: Councillor Atkinson Seconded: Mayor Gordon

THAT the Audit and Risk Committee:

- (a) **Receives** report No.210504071013.
- (b) **Notes** that the Council's surplus was ahead of the year to date budget.
- (c) **Notes** that the Council net surplus consisted of capital revenue (development contributions and subsidies) that was budgeted for and attributed to Capital expenditure.

CARRIED

5.8 Audit New Zealand Management Report of the Consultation Document (CD) for the proposed ten-year Long Term Plan (LTP) for the period commencing 1 July 2021 to 30 June 2031 – J Millward (Manager Finance and Business Support)

J Millward noted that the audit of the LTP was scheduled for 8 June 2021. The Asset Management Plan had marginally missed its deadline which had caused a delay in getting the Consultation Document to Audit New Zealand. Fortunately Audit New Zealand was able to accommodate the Council, however this may result in a slightly higher cost being incurred.

Moved: Mayor Gordon Seconded: Councillor Barnett

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 210506072778.
- (b) **Receives** Audit New Zealand's Management Report on the Consultation Document for the proposed ten-year Long Term Plan (LTP) for the period commencing 1 July 2021 to 30 June 2031 (TRIM 210506072852);
- (c) **Notes** there are no significant matters arising from the management letter. Audit New Zealand will audit the Long Term Plan and any changes made as a result of submissions between 8 June and 22 June 2021.

CARRIED

Mayor Gordon commended the staff on a good job and noted that other Council's in the area were still outstanding in obtaining an audit date.

J Millward acknowledged P Christensen and his team in assisting getting the work completed and presented.

5.9 Sensitivity Expenditure Policies – J Millward (Manager Finance and Business Support)

J Millward noted that these policies were mainly staff based to safeguard staff during contract negotiations and helped maintain best practice processes.

Councillor Atkinson enquired if there had been any fraud or wrong doing recently. J Millward stated that, as far as the organisation was aware, there was nothing to report and that staff were provided anti-fraud presentations biannually.

Moved: Councillor Atkinson Seconded: Mayor Gordon

THAT the Audit and Risk Committee:

(a) **Receives** report No. 201420063774.

and

RECOMMENDS that Council:

(b) **Approves** the Credit Card Policy (QD MGT Policy 003).;

(c) **Endorses** the Sensitive Expenditure Policies (QD MGT Policies 001 to 009).

(d) **Notes** that these policies provided guidance and controls over Council's sensitive expenditure activities and provide greater assurance that public monies spend / receivables are appropriately managed.

CARRIED

5.10 Waimakariri District Libraries Trust audit – P Christensen (Finance Manager)

Moved: Councillor Barnett Seconded: Councillor Williams

P Christensen presented the report and explained that the turnover of the Trust was about \$400 or very low each year and the audit costs were about \$2,600, and outweighed the risk associated with the audit. That there were sufficient controls in place and an annual report would be presented each year.

THAT the Audit and Risk Committee:

(a) **Receives** report No. 210427066763.

(b) **Approves** the Waimakariri District Libraries Trust to cease annual audits.

(c) **Approves** Waimakariri District Council staff to continue preparing annual accounts on behalf of the Trust and noting that these would be presented to the Audit & Risk Committee annually.

CARRIED

6 MATTER REFERRED FROM THE SOLID AND HAZARDOUS WASTE WORKING PARTY MEETING OF 12 MAY 2021

6.1 Section 17A Review of whole of the Council's Community and School Education Programmes – K Waghorn (Solid Waste Asset Manager)

K Waghorn explained the basis of the recommendations made within the report.

Mayor Gordon enquired what attributes would new providers be expected to display, i.e. would the choice of provider be judged on financial measures only. K Waghorne assured the Committee that other considerations would factor into the final determination of the supplier. Mayor Gordon requested that input be sought from the Council Portfolio holder prior to any final decision being reached.

Councillor Redmond noted that the current supplier was popular and the contract had been extended previously and wondered if this could be the solution rather than going out to the market. K Waghorne stated that it was timely to go out to the market as the current supplier, while satisfactory, had held the contract for a number of years.

Mayor Gordon sought clarity on who had delegation for the final decision on this matter, and was informed that it was the Council.

Moved: Mayor Gordon

Seconded: Councillor Barnett

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 210419062950.
- (b) **Notes** the Section 17A Review of Whole of Council Community and School Education Programmes was completed in March 2021.
- (c) **Notes** that no changes were proposed to the delivery of the current Community Safety Programmes, facilitated by the Council's Community and Civil Defence Teams, as these were fit for purpose.
- (d) **Notes** that no changes were proposed to the delivery of the current literacy programmes delivered by the district libraries team, as these were fit for purpose.
- (e) **Recommends** to Council that it:
 - i. **Continues** partner with Enviroschools Canterbury and co-fund delivery of the Enviroschools programme.
 - ii. **Directs** staff to further investigate expanding the reach of the Enviroschools programme with additional funding from other department budgets and to bring a report to the Council on the outcomes of the investigations.
 - iii. **Continues** to provide an alternative environmental sustainable education programme for all schools and the community, and to provide advice and assistance for local businesses, via an external contract that is sought through a contestable procurement process.
 - iv. **Directs** staff to further investigate development of a joint environmental sustainability education delivery programme with neighbouring Councils prior to the end of the next education contract's term.
 - v. **Notes** that once a District Sustainability Strategy had been adopted the Council may choose to increase funding for education in order to expand the reach and scope of Enviroschools Canterbury and the alternative environmental sustainable education programme.
- (f) **Circulates** report 210419062950 to all Community Boards for their information

CARRIED

Mayor Gordon commended the report and agreed it was timely to go out to the market for new suppliers even though the current operator had built good relationships within the community.

Councillor Barnett noted that it was important that this matter was discussed by the Council.

Councillor Williams noted that he would not be supporting the recommendation as he felt that this report had not addressed due diligence.

Mayor Gordon requested that Councillor Williams provide further information on his concerns prior to the report being presented to the Council.

The meeting was adjourned at 11.02am for morning tea and reconvened at 11.13am.

5.2 Enterprise North Canterbury Draft 2021/22 Promotions Business Plan – S Markham (Manager, Strategic Projects)

Enterprise North Canterbury's (ENC) Chief Executive, Heather Warwick presented the Committee with the draft Business Plan for comment prior to it being presented to the ENC Board on Wednesday 19 May 2021. It was noted that all other stakeholders had received a copy of the Business Plan with a request for feedback, however, to date no feedback had been received.

Councillor Williams requested clarification on what criteria were used to designate a business as large, medium or small and was informed that it generally related to the number of staff employed.

Councillor Stewart queried if the proposed logo had been discussed with Te Ngāi Tūahuriri Rūnanga as this could be a sensitive issue. Councillor Atkinson agreed, and requested H Warwick to liaise with the Rūnanga prior to launch.

Moved: Mayor Gordon Seconded: Councillor Stewart

THAT the Audit and Risk Committee:

- (a) **Receives** report No 210507072984.
- (b) **Provides** feedback on the Draft ENC 2021/22 District Promotions Business Plan.
- (c) **Notes** that the Draft Plan responded to the recently completed District Visitor Strategy, 2020-25; and the final draft Plan would be recommended to the Council by the ENC Board in due course.

CARRIED

Mayor Gordon was supportive of the new branding, the story it told and the improved business plan provided.

Councillor Stewart suggested that ENC may wish to investigate the possibility of including a Rūnanga representative on its Board.

Councillor Barnett confirmed that all the ideas from the stakeholders workshop had been captured in the Business Plan, and requested that ENC cover the whole district in its activities rather than just concentrating on the main business districts. She also queried if there was sufficient funding for an advertising campaign targeted at Christchurch and was informed that advertising campaign would only be carried out after the new branding had been adopted.

Councillor Atkinson noted that this was an exciting beginning and thanked the Board and H Warwick for the work done on the refresh and rebranding. He also stated that there was a lot of support from the business community.

7 PORTFOLIO UPDATES

7.1 Audit, Risk, Long Term Plan and Excellence Programme – Councillor Joan Ward

- Σ Update on LTP hearing with 162 submissions of which 50 were heard.
- Σ Briefing to be held in June 2021 to assess the priorities and improvement programme and next steps for the AA Rating and Management discussions.
- Σ Local Government New Zealand – is this still fit for purpose or should there be new perimeters .

7.2 Customer Service – Councillor Kirstyn Barnett

- Σ Customer Service Team was back in new area of the building. Great space with more room and safer as well as being better for the customers.
- Σ New online dog registration system was going live this year.
- Σ Rates datascape nearly ready to go live.
- Σ Report coming on changed to Maori land rating shortly.
- Σ LIMs numbers slowing up slightly but still busy.
- Σ New phone system should be set up in the last week of May 2021.

7.3 Communications – Councillor Neville Atkinson

Nothing to report.

8 QUESTIONS

Nil.

9 URGENT GENERAL BUSINESS

Nil.

There being no further business the meeting concluded at 11.50am.

CONFIRMED

Chairperson

Date

4 **DEPUTATION/PRESENTATIONS**

There were no deputations or presentations.

5 **REPORTS**

5.1 **Norton Place Drainage Update – S Fauth (Project Engineer) and K Simpson (3 Waters Manager)**

K Simpson presented this report which provided an update on the proposed works in Norton Place, Woodend. As a result of the rain event of June 2019, there was flooding at the end of this cul de sac and one house and garage were flooded. Two options are being considered by staff on upgrading the stormwater infrastructure and have a preferred solution after the investigation works have concluded. This option involves diverting any stormwater away from Norton Place and to go through Norton Place Reserve. Utilities Staff are consulting with greenspace staff on this, and it was noted there would be a change in the appearance of the reserve with this option. There is also a request for an increase in the budget of \$40,000 for the 2022/23 financial year.

Councillor Doody asked if all the residents had been consulted with and were in approval of the reserve being converted virtually to a swale. K Simpson advised that discussions had only be held with the residents of the two affected properties to date that there will need to be consultation undertaken with the wider area to provide an opportunity to explain what the swale would look like. As part of the community consultation there will need to be an explanation provided on what the reserve will look like.

The event of 2019 was a significant event and potentially a more than a one in 100 year event for the Woodend area. The proposed works will mean that the design levels of service will be met – which is of no flooding of habitable floor levels in a 50 year event.

Moved Councillor Brine

Seconded Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 210506072378.
- (b) **Approves** the concept design of a Stormwater retention basin within Norton Reserve.
- (c) **Notes** that an LTP staff submission will be made for an additional \$40,000 budget in 2022/23 to cover the expected expenditure above the current budget.
- (d) **Notes** that the Greenspace team will be consulted on the proposed option in order to ensure minimal change to the recreational amenity of Norton Reserve.
- (e) **Notes** that the project is currently funded through 2021/22, however given the level of consultation required, the construction timeframe will likely continue into 2022/23.

CARRIED

5.2 **Water New Zealand – National Performance Review 2019/20 – Kalley Simpson (3 Waters Manager)**

K Simpson spoke to this report this presented the 2019/20 National Performance Review to the committee and highlighted the Council's performance. This is an annual survey that is put on by Water New Zealand and is a bench mark that Councils can participate in. There were about 44 Councils participated this year, which is slightly down due to Covid-19. It costs \$4,000 to participate in the survey, which doesn't include any staff time to answer the questions. This year the Council could pay an extra \$1500 to get a Waimakariri specific report, which was attached to the staff report.

A PowerPoint presentation was shown which highlighted some of the interesting facts and statistics relating to the districts water supply, including:

- ∑ 70% of properties are linked to Council water supply, with the remainder having private supplies (by comparison Hamilton is 100%, and Christchurch 93%)
- ∑ Full time equivalent employees working on 3 Waters – indicates that WDC has a large number of staff in this field, by comparison Selwyn District Council is less than the median and Christchurch City Council are even less. It was noted that a reason if that WDC has its own inhouse consultancy group (PDU) who do the design and construction monitoring work and also have inhouse contractors (the Water Unit) that look after the maintenance and some of the construction of some of the water supply works.
- ∑ Number of contracted staff working on 3 Waters – for the last few years that the Council has been reporting on this, there has been zero contracted staff.
- ∑ A measure for this council to celebrate is the reduction in the number of complaints that have been recorded – there were a lot of water complaints prior to upgrading Oxford No. 1 Water Scheme, also regarding Pegasus chlorine issues, and water issues related to Cyclone Gita. There has been a general downward trend.
- ∑ K Simpson advised that the mandatory performance measures are currently being reviewed by the Department of Internal Affairs to make sure they are more meaningful.
- ∑ The cost of water and waste water rates to shown, and there has been a gradual increase. Currently the average is \$973 per year that people pay for water and wastewater, which is about the middle of the range for water, at \$440 per year, and for wastewater at \$530 this is slightly above the median. Stormwater is at annual rates average \$250 which is at the upper level of what is charged. It was pointed out though that this councils stormwater systems are quite modern and well maintained and inspected regularly. By comparison, some Councils don't keep their systems as up to date.
- ∑ Another area to celebrate success is the response time to unplanned water interruptions and WDC is now well below the median in this area.
- ∑ A graph of Councils comparisons with water leakage, which showed that WDC is placed about the middle of the range of the councils who undertook the survey. We are not in the lower ranges, but there is room for improvement need to be working on this.

- Σ The average age of water pipelines in the district is 20 years which is quite young compared to some other Councils, e.g. Dunedin where the average age is 50 years. This is similar for both wastewater and stormwater pipes.
- Σ One area for improvement was the area of residential water use. This is showing at 327 litres per person per day which is 92 litres above the median. There has been a downward trend but WDC is still above the median. There has been work on leak reduction and education, also taking into account that the years were dryer years.
- Σ Another area for improvement was checking off the fire hydrants, which means that once every five years the fire hydrant is tested and meets the Fire NZ Standards.

Following a question from Councillor Redmond, it was advised that the Council are working with FENZ on whether they are going to continue testing the fire hydrants. It was something that they used to do and there were certain ones that were focused on and tested. Due to contamination risks and traffic management risks, the common practice of the Fire Service now is not to test them. The Water Unit have tested 20% and there now needs to be an audit trail of the testing being undertaken.

Moved Councillor Ward

Seconded Councillor Blackie

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 210507072982.
- (b) **Notes** that the Waimakariri District Council performs relatively well in the key areas of focus identified in the 2019/20 National Performance Review.
- (c) **Notes** that the National Performance Review provides numerous performance metrics which can be used comparative purposes on specific matters with other councils.

CARRIED

Councillor Ward noted that there is valuable information in this report.

5.3 **School Road Drainage Update – Kalley Simpson (3 Waters Manager)**

K Simpson presented this report which provided an update on progress with the investigation work for the School Road Drainage Upgrade in Woodend. Some investigation work has been undertaken this year and follows flooding of a property at 10 School Road during the June 2019 flood event. Following this investigation work, it is proposed that design development will be done the following year and then construction in 2023. The existing network in the area is not meeting the 1 in 5 year level of service and the house is lower than the road reserve. The preferred option of staff is to divert the water flow from Main North Road and Gladstone Road system to Main North Road and into the Box Drain catchment.

There is additional money in the budget to look at the Box Drain system itself and water quality improvements in that drain. K Simpson point out that it is important that the School Road drainage works upgrades are included with the Box Drain improvements.

Councillor Williams asked if this was to protect a garage that is below the height of the road. K Simpson responded that it was understood the value of the damage was up to \$100,000 during the June 2019 event. This property was

constructed in the early 1960s and had previously been approved by the Council at some stage in the past. Councillor Williams referred to two similar properties in Kaiapoi with garages below the road reserve who have been instructed to install their own pumps to pump water up to the road. K Simpson responded that in this was also considered, but in this case it is proposed to raise the driveway threshold level as well as the pipe upgrades

Councillor Ward spoke on the Box Drain to Tuahiwi, is there any drains that need to be cleared to accommodate additional flow. Box Drain flows into Tuahiwi Stream and then into the Cam River. K Simpson said this will be looked at as part of the Box Drain improvements.

Councillor Stewart noted that the Tuahiwi Stream is now known as Waituere Stream and suggested that this matter be taken to the next meeting of the Mahi Tahi Committee to change the name. This is also the name of the urupa.

Moved Councillor Ward

Seconded Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Receives** report No. 210507072989.
- (b) **Notes** that a piped solution will provide a 50 year level of protection to the property at 10 School Road.
- (c) **Notes** that further work is proposed in the 2021/22 financial year to refine the design and integrate the School Road Drainage Upgrade with the Box Drain Improvements project.

CARRIED

6 PORTFOLIO UPDATES

6.1 Roothing – Councillor Paul Williams

Councillor Williams spoke briefly on a trial that is being undertaken with a different gravel that is available from an Oxford Quarry. This generates less dust and may in turn require less grading. It is to be trialled on roads in the Oxford area.

Woodend cycleway is 90% completed.

Urbanisation of Coldstream Road is complete.

Flaxton Road work is progressing well, focusing on the northern section with the retaining walls and replacing street lights.

Road maintenance activity – the last of the pavement repairs are being undertaken by Sicon prior to winter.

Pre-metaling of unsealed roads is commencing, in readiness for the cold season.

6.2 **Drainage and Stockwater – Councillor Sandra Stewart**

Rangiora network discharge consent has been approved by Environment Canterbury.

Pentacost Road SMA is almost complete.

Regarding Pond C in Southbrook, staff are engaging with business owners asking for better onsite practices.

Attend a presentation by Sonny Whitelaw, a resident of Oxford, who is a climate change specialist, talking to the combined Drainage Advisory Groups. This was an excellent presentation and Councillor Stewart believes this should have gone to a wider audience.

Jeffs Drain Road – under the Drainage Maintenance Management Plan, there is a trial planting here of natives to eliminate the need for maintenance.

Stockwater Bylaw will be out for Special Consultative Procedure in July/August. Councillor Stewart commented on whether the drains should be sealed or not and the impact of nitrogen levels in the groundwater.

Waimakariri Irrigation Ltd (WIL) Wrights Road water storage pond proposal is currently out for consultation and voting with the shareholders. This has taken 13 years after WIL first advocated for this. This is 12 metres above ground, 120 hectares water storage dam and has been in the Environment Court for six years, due to the concerns of residents downstream and there are conditions for escape routes for these residents downstream. It is proposed that it is 100% loan funded and paid for by the shareholders.

6.3 **Utilities (Water Supplies and Sewer) – Councillor Paul Williams**

Construction is progressing well on Poyntzs Road and Cust upgrades, with Poyntzs Road to be finished in June or early July and Cust in early July.. There has been a pump failure in West Eyreton well which is being replaced. Drinking Water supply assessor has been to assess the supplies in Woodend-Pegasus, West Eyreton and Summerhill water supplies and a report is awaited following this assessment.

Loburn Lea sewer upgrade is progressing.

6.4 **Solid Waste– Councillor Robbie Brine**

A meeting of the SHWWP was held last week with a recommendation going to the Audit and Risk Committee meeting which was held this morning.

6.5 **Transport – Mayor Dan Gordon**

Regional Land Transport Plan hearings were held yesterday. There were 82 submissions received, with six submitters wishing to be heard. 30% of the submissions received were on the Woodend bypass. The recommendation in the Plan is that this bypass is brought forward from the Horizon Programme (outside the ten year period), to be part of the ten year plan. Skew Bridge is also in the current programme. It is understood that the national roading programme is well over subscribed.

A Meeting is scheduled in two weeks' time with NZTA staff, to discuss Woodend safety improvements, Southbrook and other road safety matters.

Meeting next Thursday with the Transport Minister to talk about broader projects for greater Christchurch, wanting to get central government funding into these projects.

7 QUESTIONS UNDER STANDING ORDERS

There were no questions under standing orders.

8 URGENT GENERAL BUSINESS

There was no urgent general business.

NEXT MEETING

The next meeting of the Utilities and Roading Committee is scheduled for 4pm, on Tuesday 15 June 2021, to be held in the Function Room, Rangiora Town Hall.

There being no further business, the meeting closed at 5.15pm.

CONFIRMED



Councillor Paul Williams
Chairperson

15 June 2021

WORKSHOP

At the conclusion of the meeting a workshop was held to discuss:

- *Potential Implications of Changes to Drinking Water Standards and Regulation – Colin Roxburgh (Water Asset Manager) and Kalley Simpson (3 Waters Manager)*

**MINUTES OF A MEETING OF THE COMMUNITY AND RECREATION COMMITTEE
HELD IN THE FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET,
RANGIORA ON TUESDAY 18 MAY 2021 AT 2.30PM.**

PRESENT

Councillors P Redmond (Chairperson), A Blackie, W Doody, N Mealings, R Brine and Mayor Gordon.

IN ATTENDANCE

Councillor J Ward, C Brown (Manager Community and Recreation), T Sturley (Community Team Manager), M Pugh (Community Development Facilitator), R Thornton (Community Development Facilitator – Vibrant Communities), M Greenwood (Aquatic Facilities Manager), L Beckingsale (Policy Analyst), M Kwant (Community Projects Officer), G MacLeod (Community Greenspace Manager) and C Fowler-Jenkins (Governance Support Officer)

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest registered.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Community and Recreation Committee held on 23 February 2021

The Community and Recreation Committee meeting held 23 March 2021 lapsed due to lack of a quorum. Therefore, the Minutes to be confirmed is for the previous meeting held on 23 February 2021.

Moved: Councillor Blackie

Seconded: Councillor Doody

THAT the Community and Recreation committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Community and Recreation Committee, held on 23 February 2021, as a true and accurate record.

CARRIED

4 MATTERS ARISING

There were no matters arising.

5 DEPUTATIONS

Nil.

6 REPORTS

6.1 Community Team Update – Neighbourhood Park Barbeque Events – T Sturley (Community Team Manager)

T Sturley spoke to her report noting that her report had been carried over from the cancelled March meeting and provided an update on the 2020/21 series of neighbourhood park events which were held throughout the district between December 2020 and the end of March 2021.

M Pugh noted that the aim of the neighbourhood barbeques was to make a greenspace into a connection space for people in the community fostering wellbeing and a sense of community to sometimes a diverse range of people. The events encouraged the involvement of people with disabilities and new residents. Staff chose the locations in consultation with Council's Greenspace team and varied locations from year to year providing events where the community did not have good level of connection. Staff found that 82% of people surveyed had made a new connection and of those new connections 77% of them intended to keep in touch with the people that they had met.

Councillor Redmond noted that from a cost perspective, \$6 per participant was not excessive and enquired if staff proposed to extend this initiative to the rural areas of Mandeville, Oxford, Waikuku, Cust, in the future. T Sturley noted that staff were considering incorporating country halls to the barbeque initiative which would have the added benefit of activating those spaces.

Councillor Blackie noted that the last time he attended a barbeque in Bakers Park, staff and Councillors had outnumbered the residents and was interested to know what staff had done to increase participation levels. M Pugh noted that generally around fifty residents attended, with at least three to four staff members, a couple of neighbourhood support members and Tony from the Police Force.

Councillor Mealings enquired if this initiative was planned again for the 2022 summer season. T Sturley agreed that was the intention. Councillor Mealings noted that she really enjoyed the event she had attended and was amazed at the turnout with some of the residents who had lived in the area for a long time not knowing people living down the street from there who had also lived in the neighbourhood for years. She suggested that staff consider enlisting the local residents associations/groups and utilise their networks to invite residents to these events.

Councillor Doody requested that staff consider including the rural sectors during the 2022 season. T Sturley noted that staff intended to include the rural sectors particularly where there were identified gathering spaces like halls and domains.

Moved: Councillor Brine

Seconded: Mayor Gordon

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210312042036.
- (b) **Notes** the success of these events and the positive feedback from residents.
- (c) **Notes** that in light of this success, staff would work with community partners to develop a similar suite of events for the 2021/2022 financial year.
- (d) **Notes** that Community Development staff would continue to apply a strategic approach to community-led neighbourhood connection, partnering with North Canterbury Neighbourhood Support.

CARRIED

Councillor Brine noted that the value of these events had been identified for a long time and it was the Old Fashioned Family Picnic event celebrated in 2000 which had started the this initiative. Originally the events were run by the Community Constable in conjunction with Neighborhood Support around the district with support from the Councils Community Team.

Mayor Gordon commented that these were a fantastic initiative. He had gone to a few two or three years ago, this year, however, there was a much bigger turnout. He commended M Pugh and the Community Team and noted his support of extending the barbeques to the rural areas and the halls, as that was where communities should congregate. It was a great opportunity to publicise the community halls and facilities which in a lot of instances were under utilised..

Councillor Doody commented that having been the Chairperson of Neighborhood Support for five years she was really pleased to see that this event was progressing well and that relationship between Council and Neighborhood Support was strengthened as a result.

Councillor Redmond noted that it was a very worthwhile initiative, with minimal cost and supported the recommendation to look at an alternative venue to Gladstone Park.

6.2 **Community Team Update – Social and Health Sector Networks – T Sturley (Community Team Manager)**

T Sturley noted that the report provided an update over three key networks supporting the health and wellbeing of Waimakariri residents, and included the Waimakariri Health Advisory Group, Social Services Waimakariri and the Waimakariri Access Group which supported those with limited physical abilities.

She highlighted that the networks mentioned above were all originally established as part of the community development function of the Council, and while they were now independent they continued to act as a means for staff to stay abreast of significant and emerging issues within the district. Community Development staff either facilitate or actively support all of these networks and their associated work.

She noted that the Community Development team were working with the networks on a social housing review which currently aligned with a key priority for the Council in terms of its Housing Working Party. The social housing review had been carried out via a survey of local motor camps, and works was being done to survey social justice, education and community sectors. A social housing forum was being planned which would bring together data gathered from the surveys alongside data from key social and housing providers.

The Waimakariri Accessibility Strategy was also being reviewed and M Burdon, in her age friendly facilitator role, was reviewing all Council departments from across the organisation to determine how each department could assist with delivery on the strategy. She had also assisted the Access Group to apply a more strategic approach to its role in raising awareness of accessibility issues.

In terms of Council's regional and national involvement and alignment with the Greater Christchurch Partnership and the rural health alliance with New Zealand which were important ways for the Council to stay abreast of wider issues, sound research and opportunities for collective advocacy with decision makers at Central Government level to facilitate better social and health service provision for the district.

Moved: Mayor Gordon

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210312042030.
- (b) **Notes** the extensive range of networks supported by the Community Team.

- (c) **Notes**, in particular, the role that Community Development staff play in supporting the ongoing work of the Waimakariri Health Advisory Group, Social Services Waimakariri and the Waimakariri Access Group.
- (d) **Notes** Community Team staff involvement in regional groups and networks that promote and facilitate health and wellbeing.
- (e) **Notes** the significant value of the collaborative partnership between community development and social services Waimakariri in the addressing of issues relating to social wellbeing.

CARRIED

Mayor Gordon commended T Sturley on her update. He noted that, on a health front, he and Councillor Redmond, who was the Councils Waimakariri Health Advisory Group representative, met with the Chief Executive of the Canterbury District Health Board and the chairperson of the Friends of Rangiora Hospital to resolve the flexi bed issue so that the provision for convalescence could continue. He also noted that the afterhours provision that was going to be built in the new medical centre was scheduled to be built within the next twelve months and would be operational between 8am and 10pm. The blood testing services contract would return to being run in house and would be located at the medical hub. He had also had been briefed regarding the Covid vaccination roll out and noted that the health hub would be a location, as well as a site in Kaiapoi and some pharmacies were being considered with mobile clinics for rural communities.

Councillor Doody thanked staff for a very well written report. She commented that the playground site visit in Woodend with the Waimakariri Access Group showed how beneficial it was to have members present. She acknowledged Jill Waldron for driving the project to make sure that the playground would be accessible for all.

Councillor Redmond added that the Community Team did an excellent job in this space. He attended the meeting with the Mayor with Peter Bramley, who indicated that under the new model there would be no scope for a Chief Executive which indicated that he had an uncertain future at the health board, however, he assured them that it would be business as usual for the CDHB.

6.3 Covid-19 Social Recovery Update – T Sturley (Community Team Manager)

T Sturley noted that the report provided a broad overview of Community Team activity related to the key aspects of Covid-19 social recovery which directly aligned with the delivery of the community development strategy 2015-2025. Some of the activity detailed in the report related directly to business as usual for the community team noting that the collaborations that had been in place had been crucial and would continue to be crucial in the districts recovery.

She highlighted the employment opportunities workshops that offered skills knowledge and hope to those still reeling from the impact of Covid-19 on their employment and many of those who were faced with having to reinvent themselves. Many of these people previously never needed help and had very secure careers. Staff were working with Social Services Waimakariri on The Next Steps website project. Staff had applied for funding for a facilitator for the project who would ensure that a well-designed website was promoted and marketed to enable people an anonymous and easily accessible means to get information and support.

She also highlighted the series of capability and capacity building workshops, which would strengthen local community groups and organisations especially those that had been particularly impacted by loss of volunteers and reduced funding in the post Covid environment.

She noted that staff continued to facilitate the local availability of sound nationally recognised professional development and community education around family violence and alcohol harm and they were particularly proud of the community lead approach to the development of the recently released Waimakariri Community Alcohol Action Plan.

R Thornton from the Food Secure project, noted that a lot of the governance work to date had been setting up systems and processes so that the project could grow, and included strengthening the food banks in the area with chillers and other resources so that they were sustainable. The next phase was the implementation of ideas from the wider community regarding education, skill sharing and other elements that were required to move from dependence on food banks and supermarkets, and during a crisis having the skills to be resilient within ourselves and within the community itself.

After submitting a two year plan to the funder, Food Secure North Canterbury was considered to be leading the way in a number of areas nationally. The plan was built around five key priorities, increasing food access, education and skill sharing, raising awareness and engaging the community, policy and planning and capacity and capability through collaboration. There were over forty projects under each of those priorities, and there were multiple streams and multiple groups involved. Through the food banks and their collaboration, Food Secure were beginning to map areas of deprivation to enable resources and opportunities to be directed where it was most needed.

She noted that the proposed Community Hub in Kaiapoi was another element to the wider Food Secure picture. Not only would it be home to Satisfy Food Rescue, a key partner in Food Secure North Canterbury, it would also create an opportunity for education and skill sharing across social demographic and generational lines which was a key part of wellbeing in the community. She noted the importance of strengthening our communities to reduce social isolation and develop resilience in a post Covid landscape.

Moved: Councillor Doody

Seconded: Councillor Blackie

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210507073001
- (b) **Notes** the evidence-based, collaborative approach applied to the facilitation of social recovery from COVID-19.
- (c) **Notes** that, while some of this work sits under existing portfolios, several key projects have arisen, requiring additional staff resource. These include Food Security, the Kaiapoi Community Hub, support for the newly unemployed and the establishment of the 'Next Steps' website, including the acquisition of funding for its development, promotion and maintenance.
- (d) **Notes** that, with central government's significant financial contribution; and the collaborative approach, sound governance and planning applied to date, key funders, including Rata Foundation and Department of Internal Affairs (DIA) have expressed significant interest in supporting the further development of the Food Security and associated community hub projects.
- (e) **Notes** that proposed funding support does not include provision for resourcing for facilitation of this, or other key projects associated with the social recovery of our District. Provision for such resourcing has been made through Council's COVID-19 Recovery fund, until July 2022. This will be reviewed in early 2022, with a staff report to Council.

- (f) **Notes** that a presentation of progress in relation to two key projects, food security and the 'Next Steps' website, will follow the presentation of this report.

CARRIED

Councillor Doody thanked staff for the report and commented that it was lovely to see the collaboration between various organisations. She commented that the the Oxford Lions Club was one of those working with Food Secure and wondered if any other Lions Clubs were prepared to come on board as well. R Thornton noted the success of the project with the Oxford Lions and she understood that staff were considering the Hurunui and other areas where there may be Lions Groups who were wanting to engage in a similar model. Councillor Doody thanked the Oxford Community Trust for their hard work.

6.4 **Aquatic Facilities Update – M Greenwood (Aquatic Facilities Manager)**

M Greenwood noted that this report was carried over from the cancelled March meeting and that the information in it was largely superseded by the information in the May report. The main highlight in the March report was that staff were able to test their procedures for running their Learn to Swim programmes during a Covid level two lockdown.

M Greenwood noted that the report for May highlighted the successful pool safe reaccreditation, which was an annual process where staff and facilities were assessed across the district against key requirements for health and safety practices, staff training, qualifications, processes and procedures.

Moved: Mayor Gordon

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210302035494.
- (b) **Notes** Aquatic Facilities progress against its key performance indicators including Facility Attendance, Financial results and Water Quality.
- (c) **Notes** Covid 19 level changes continue to have an impact on operation and the steps taken by staff to keep the community safe while ensuring minimal disruption to activities.
- (d) **Notes** the investigation into Levels of Service will ensure community need is balanced with efficient operation.
- (e) **Notes** Poolsafe assessment has been delayed to mid-March due to Covid restrictions.
- (f) **Circulates** the report to the Boards for their information.

CARRIED

6.5 **Aquatic Facilities Update – M Greenwood (Aquatic Facilities Manager)**

M Greenwood noted a skylight breakage at Dudley Pool which had highlighted an issue with the roof access. The installation of a new roof access bridge would result in an overspend on the health and safety budget.

He also noted that staff had done a customer satisfaction survey in late April 2021 and achieved a 96% overall satisfaction result.

Moved: Mayor Gordon

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210504070534.
- (b) **Notes** Aquatic Facilities progress against its key performance indicators including Facility Attendance, Financial results and Water Quality.
- (c) **Notes** Waimakariri Aquatic Facilities were awarded Poolsafe accreditation.
- (d) **Notes** purchase of a height access bridge at \$6,226.56.
- (e) **Notes** that this purchase will result in an overspend of \$3,443 from Dudley's Health and Safety budget.

CARRIED

6.6 **Library Update to 5 March 2021 – P Eskett (District Libraries Manager)**

C Brown highlighted the good results from the summer reading challenge with 294 participants and 542 books which had been read. He also highlighted the new HVAC system at Rangiora Library which was doing very well and was extremely positive.

C Brown noted the castors which had been installed in the upstairs of the Ruataniwha Kaiapoi Civic Centre which meant that access to the upstairs meeting room was a lot better and there was a lot more space and was more inviting. The report identified a number of New Zealand Library Partnership Programme topics where now three staff members were employed doing various projects which involved digital inclusion for people across the community and was being funded by Central Government.

He also highlighted the local story telling project with Manu Whenua which was very positive working in partnership with Ngai Tūāhuriri through their education committee to create a digital story.

Moved: Councillor Doody

Seconded: Councillor Mealings

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210305037871.
- (b) **Notes** customer service improvements, community feedback, programmes and engagement, also improved staff welfare offered by Waimakariri Libraries, from December 2020 to March 2021.
- (c) **Circulates** the report to the Boards for their information.

CARRIED

6.7 **Library Update to 30 April 2021 – Paula Eskett (District Libraries Manager)**

Moved: Councillor Doody

Seconded: Councillor Mealings

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 210503069799
- (b) **Notes** the customer service improvements, community feedback, programmes and engagement and NZLPP outcomes by Waimakariri Libraries, from 6 March - 30 April, 2021.
- (c) **Circulates** the report to the Boards for their information.

CARRIED

Councillor Doody thanked P Eskett for putting together the reports and it was lovely to see that the libraries were being used for all sorts of different inventive ways of getting messages across in all sorts of different ways. She thanked the libraries for allowing Justices of the Peace to use their facilities.

Councillor Mealings thanked the libraries outstanding team for their exceptional work and the creative thoughtful ways that they went about finding new ways to make use of our facilities and engage people.

6.8 **Adoption of the Cemetery Policy – Recommendation of Hearing Panel**

L Beckingsale noted that this report was presented on behalf of the Hearing Panel, Councillors Brine, Doody and Redmond. The purpose of the report was to present the recommendations of the Hearing Panel, and in particular, to seek the Committees approval to adopt a preferred option for clause 7.2.5 concerning the pre purchase of plots.

L Beckingsale advised that option two was the preferred option and gave flexibility of purchase with the added option of clause five, which protected the Council's right to introduce a moratorium on sales should the need arise.

Option one was introduced at the deliberations which allowed for pre purchase but with a provision that the owner was contacted every ten years with an associated fee to confirm the intention to use the plot. On consideration, after discussion with the Hearing Panel, staff's advice would be not to pursue this option without further investigation and consultation. Once this matter was resolved staff asked the Committee to recommend to Council the adoption of the Cemetery Policy including the decisions of the Hearing Panel as outlined in the table of section 4.3 of the report.

Moved: Councillor Brine

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Adopts** Clause 7.2.5 (iv) Option 2 which states

"One plot may be pre-purchased by an individual for their exclusive use."
- (b) **Notes** Option 1 requires re-validation of the purchase of a plot every 10 years. This proposal was not part of the original draft policy presented for public consultation.

THAT the Community and Recreation Committee **recommends:**

THAT the Council:

- (c) **Receives** report No. 210325049648.
- (d) **Adopts** the draft Cemetery Policy (Trim: 200916122776), incorporating the changes made by the Hearing Panel and the Community and Recreation Committee as attached, to take effect on adoption.
- (e) **Notes** a copy of this report will be sent to the Community Boards for their information.

CARRIED

Councillor Brine thanked staff and the Hearing Panel for the work done on this Policy and noted that although there were not many submitters, those that had submitted were very interesting. He believed that staff and the Hearing Panel had compiled a good policy. He noted the element of confusion introduced at a late stage in relation to the ten years option as opposed to the longer period, with staff advising that this option would not be administratively expensive, only to subsequently discover it would be.

Councillor Doody thanked staff for their patience with the Hearing Panel deliberations over the Policy, and thought that this was one of the better Hearings she had attended as it was very interesting.

Councillor Redmond commented that it was a very interesting process and he thought that the submitters that spoke had some very good points. He noted that he was very pleased that people were able to pre purchase plots but that there were limits on how many could be bought. He also enquired if other adjoining local authorities had this option and was told that 90% of them had a pre purchase policy.

7 CORRESPONDENCE

Nil.

8 PORTFOLIO UPDATES

8.1 Greenspace (Parks, Reserves and Sports Grounds) – Councillor Robbie Brine.

Capital:

- ∑ Owen Stalker Park tender awarded last week. Work to begin onsite shortly with completion planned for the end of June 2021.
- ∑ All work at Cust Community Centre that was funded by MBIE (painting, carpark extension/upgrade) has now been completed.
- ∑ Mandeville toilet was completed in late March 2021.
- ∑ Planning underway for the delivery of capital programme for the next financial year – this included allocating resource to complete the program as well as working with PDU on what would go to them for delivery.

Operational:

- ∑ Autumn work program was in full swing with conversations around leaf litter. The winter sports program had been a success to date with sport in full swing. Only an issue at Maria Andrews with some turf performance due to dry patches, apart from that it has been good feedback thus far.
- ∑ Dudley lights a success with the High School, Waimakariri United using and interest from Saracens as well. Has been great to see these in use Monday – Friday.

- Σ The flower beds had been cleared and transferred over for the winter season.
- Σ Trees had been installed at Norman Kirk park – 87 in total.
- Σ The team had been working on responses to the LTP with a number of submissions coming through.
- Σ Work continuing on the biodiversity side of the planning with SNA's in particular taking on a large proportion of Council's work load.
- Σ The Council continues to see a number of subdivisions and pre application meetings needing Greenspace comment and involvement as well as District Plan work.

8.2 **Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls, Museums and Community Housing) and Community Development and Wellbeing – Councillor Wendy Doody.**

- Σ North Canterbury Museums had a meeting in Rangiora which was very beneficial.
- Σ Waimakariri Road Safety Coordinating Committee Meeting –awareness of a particular area in Oxford where Councils plantings at the Town Hall were hiding young children from being visibly seen a pedestrian crossing.
- Σ Attended the Age-Friendly meeting.
- Σ Working Party looking at housing in the district.
- Σ The Oxford Gym Club was looking at extending their building into Pearson Park.
- Σ Site visit with Donna Hooper to look at the pensioner flats in Oxford.

9 **QUESTIONS**

There were no questions.

10 **URGENT GENERAL BUSINESS**

There was no urgent general business.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 3.47pm.

CONFIRMED

Chairperson

Date

WORKSHOP

- *Silverstream Reserve Ranger Debrief – Mike Kwant (Community Projects Officer)*

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET, RANGIORA ON 15 JUNE 2021 COMMENCING AT 8.30AM

PRESENT

Councillor P Williams (Chairperson), R Brine, S Stewart and J Ward

IN ATTENDANCE

Councillors P Redmond, N Atkinson (from 9.15am)
J Harland (Chief Executive), G Cleary (Manager Utilities and Roding), K Simpson (3 Waters Manager), J McBride (Roding and Transport Manager), J Dhakal (Project Engineer – Project Delivery Unit) and E Stubbs (Governance Support Officer)

1 APOLOGIES

Apologies were received and sustained from Mayor D Gordon and Councillor A Blackie.

2 CONFLICTS OF INTEREST

There were no conflicts of interest reported.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roding Committee held on Tuesday 18 May 2021

Moved: Councillor Brine

Seconded: Councillor Ward

THAT the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Utilities and Roding Committee held on 18 May 2021, as a true and accurate record.

CARRIED

3.2 Matters arising

There were no matters arising.

4 DEPUTATION/PRESENTATIONS

There were no deputations or presentations.

5 REPORTS

5.1 Approval of the 2021/22 Roothing Capital Works Programme – Joanne McBride (Roothing and Transport Manager)

J McBride noted that the report was seeking approval for the Roothing Capital Works Programme for the 2021/22 year and the indicative programme for the next three years. The programme included kerb and channel renewals, footpath renewals and minor safety improvements. The programme had been to the Community Boards for comment. Two minor changes had been made to minor improvements programme. Firstly under roadside hazards, the Carrs Road guard rail had some additional work and would not be completed by the end of the year – some budget would be required next year. Also there was a slight change in walking and cycling with some budget allowed for the Main Street Oxford pedestrian crossings due to safety concerns raised by the board.

Councillor Stewart asked with the new footpaths, how many would be shared paths to avoid retrofitting in the future. J McBride advised that none of the new paths were shared. The majority were in Oxford and would be 1.8m wide which allowed for two mobility scooters to pass. Unless a path had been identified on the cycle network programme, footpaths were put in at 1.8m.

Councillor Stewart asked if it lacked foresight not to be installing shared paths. G Cleary noted that 1.8m paths were wider than paths used to be and was a width that allowed for more than just pedestrians. Staff were aware there was potentially a law change. Staff did not recommend that all footpaths should be the same width as a shared path for a number of reasons including that it would be a struggle to fit that in on many streets, it was more costly and it created a wider impervious area that increased runoff and had an impact of stormwater. Strategic roads in the walking and cycling strategy would be considered for wider shared paths. An opportunity was to revise the Engineering Code of Practice.

Councillor Redmond asked if there was a footpath hierarchy. J McBride advised yes, staff definitely looked at hierarchy, for example a footpath in the town centre could be 3m with no berms, where as a low volume road would have a lower level of service and try to include a berm to allow for beautification and area to step off and go around. Currently the minimum width was 1.5m and there was potential to update that minimum to 1.8m particularly considering the aging demographic and use of mobility scooters.

Councillor Williams asked if key path linkages were considered in new subdivisions. J McBride advised they could be looked at. The outline development plan did include key walking and cycling links. District Planning did consider walking and cycling, for example North East Rangiora was currently being considered.

Moved Councillor Williams

Seconded Councillor Brine

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 210603089971.
- (b) **Approves** the attached 2021/22 Roding Capital Works Programme (TRIM No. 210603090081), subject to NZTA funding.
- (c) **Authorises** the Roding 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 & Roding Committee.
- (d) **Endorses** the indicative Roding Programme for the 2021/22, 2022/23 and 2023/24 years.
- (e) **Circulates** this report to the Community Boards for information.

CARRIED

5.2 **Woodend and Kaiapoi WWTP – Tree Removal and Planting Plan – Kalley Simpson (3 Waters Manager)**

K Simpson advised that the purpose of the report was to provide an overview of the strategy to progress tree removal and develop planting plans for the Woodend and Kaiapoi Waste Water Treatment Plants (WWTP). The current pine plantations were now mature in areas and removing and replacing would be a staged process. The first stage of tree removal would be at the Woodend WWTP in July as the property team was currently undertaking tree removal work in that location. As part of that work a firebreak was being formalised.

K Simpson referred to plans in the report that highlighted a proposed 30m buffer strip (on DOC and WDC land) and bund extension to assist with providing screening to adjacent properties. Staff had met with residents to the west of the WWTP on numerous occasions, who were supportive of the WWTP work. They were also supportive of the relocation of the equestrian access track which was currently along their boundary, they had requested that staff also investigate an additional 30m native buffer strip on the western boundary. The property team were considering that further.

K Simpson noted that the Kaiapoi WWTP plan was a high level plan and there were a number of different factors to balance. In the northwest corner trees were now ready for harvesting. From a forestry perspective there should be some return on those trees. One of the drivers was that there should be a good yield and the forestry operations should be undertaken safely. Another driver was to minimise impact on users of the area and neighbouring properties - there were issues with midges, visual impact and odours. The approach needed to be well considered, and over the next 12 months, staff would be developing a strategy to come back to the Committee for approval.

Councillor Brine noted the loss of yield for not replanting with forestry and asked what new planting was being looked at for Kaiapoi. K Simpson advised that native was being looked at and noted that that would be a key consideration of the report that came back to the Committee. One of the other considerations

was that the point of the planting was to act as a buffer and when in a pine plantation there was a period every 25 years where there was no buffer benefit. Different types of plants that could assist with midge management were also being considered.

Councillor Stewart asked if there was a Council policy that looked at moving low yield pine production to permanent native. G Cleary advised there was not a policy as yet, however it was definitely something being considered particularly where pines were not economic. The driver for this planting was to provide a buffer and it was a good opportunity to provide both a buffer and improve biodiversity.

Councillor Stewart asked if walking and cycling access within the area had been considered. K Simpson noted there was currently a pathway along Beach Road to the north, and to the south there was the path along the stopbank. There would definitely be a consideration for providing a connection point between those two. It would depend on how the area developed.

Councillor Williams asked if alternative prices would be sought for the harvest, for example firewood contractors. K Simpson advised that staff would ensure they received best value for the trees, whether through the forestry consultant or firewood if that were more appropriate.

Councillor Ward asked following the stage one removal of trees was there consideration to mitigate the smell for stage two. K Simpson replied yes, there may be a period of 5-7 years once the initial trees had been cut to allow for establishment of new planting.

Moved: Councillor Williams Seconded: Councillor Brine

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 210603089494.
- (b) **Notes** that the first stage of tree removal along the western boundary of the Woodend WWTP is planned to be undertaken in July 2021, as part of forestry work currently underway by the Property team in the area.
- (c) **Notes** that a further report on the proposed planting plan at the Woodend WWTP will be brought to the Woodend-Sefton Community Board and Utilities and Roding Committee for approval prior to commencing the planting in the 2021/22 financial year.
- (d) **Notes** that Council staff have met with local residents to the west of the Woodend WWTP who are keen to see the planting progress in this area.
- (e) **Notes** that there is \$20,000 for removal of trees and \$50,000 for landscape planting for the Woodend WWTP in the 2021/22 financial year.
- (f) **Notes** that a further report on the proposed tree removal staging at the Kaiapoi WWTP will be brought to the Kaiapoi-Tuahiwi Community Board and Utilities and Roding Committee for approval in the 2021/22 financial year.
- (g) **Notes** that the first stage of tree removal work at the Kaiapoi is planned to be undertaken in the 2022/23 financial year.
- (h) **Notes** that there is \$50,000 for landscape planting for the Kaiapoi WWTP in the 2022/23 financial year and the tree removal is expected to be cost neutral as some areas of trees have harvest value while other areas are

more suitable for firewood.

- (i) **Circulates** this report to the Woodend-Sefton Community Board and the Kaiapoi-Tuahiwi Community Board for their information.

CARRIED

Councillor Williams requested that staff consider the 30m buffer as requested by residents for the Woodend WWTP. Pine trees currently shaded properties. He also requested that staff consider all options including firewood merchants when harvesting trees.

Councillor Brine commented he was looking forward to the upcoming report that provided a comparison between native and pine options including yield.

Councillor Steward endorsed the upcoming report on the Kaiapoi WWTP. She requested that staff consider the access between Beach Road and the regional park. There was an opportunity for redoing the frontage of the WWTP.

Councillor Redmond asked if a comparison of carbon credits between native and pine could be included in the upcoming report.

5.3 **Wastewater - Carbon Emissions Baseline Assessment – Kalley Simpson (3 Waters Manager)**

K Simpson noted the purpose of the report was to inform the Committee on the outcome of work undertaken to determine the carbon emission baselines for the WWTPs as part of the Sustainability Strategy Action Plan. As shown in Figure 1 of the report, waste water activities were a large proportion of emissions from Council activities. As part of the action plan there were three objectives assigned to the waste water team. This benchmarking exercise was part of giving effect to those objectives. The previous estimate was 1.6 thousand tonnes and this assessment provided a figure of 3.5 thousand tonnes of CO₂-e annually.

K Simpson advised that a lot of emissions were locked into the process including the need for electricity. One area that could be more proactive was sludge management. Currently geobags were used which had an anaerobic process that created methane. Staff planned to do more work to investigate options to reduce emissions associated with the management of sludge, including spreading sludge on site for an aerobic process and using facilities at Kate Valley.

Councillor Brine asked if staff were aware of the health issue that arose from sludge spreading from Bromley Treatment Plant 30 years ago. K Simpson commented there would be a number of hurdles to get over before waste could be spread including resource consent. If it was spread it would be within the boundaries of the WWTP.

Councillor Brine asked if staff were aware that Kate Valley was at full capacity. K Simpson thanked Councillor Brine for that information.

Councillor Stewart noted the large difference in estimated CO₂-e annually between the two studies and asked what level of confidence there was in the baseline assessment. K Simpson commented that both studies were high level

using readily available information. The first study was broader looking across all of Council and did not capture specifics. The second study was carried out by BECA and was waste water specific using methods appropriate for wastewater, it still made a number of assumptions. The BECA study was more accurate but was still high level.

Councillor Stewart referred to Kaiapoi WWTP having significantly higher biological oxygen demand and total nitrogen and asked what staff believed was the cause of that. K Simpson advised that the recommendation from the BECA report was for further analysis on the influent to determine why the Kaiapoi parameters were so high. Early suggestions were that it had the largest trade waste, or it could be the sampling approach.

Moved: Councillor Brine

Seconded: Councillor Williams

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 210603089252.
- (b) **Notes** that the carbon emissions baseline assessment work has determined a revised figure of 3,564 tonnes of CO₂-e per year for wastewater treatment plants and wastewater pump stations.
- (c) **Notes** that further works is proposed in 2021/22 to investigate options to reduce carbon emissions associated with the use of geobags to manage sludge onsite.

CARRIED

6 MATTERS FOR INFORMATION

- 6.1 **Rangiora and Kaiapoi Park & Ride Budgets – Report to Council meeting 4 May 2021 – Circulates to Utilities and Roding Committee, the Kaiapoi-Tuahivi and the Rangiora-Ashley Community Boards.**
- 6.2 **Southbrook Road Improvements – establishment of Governance structure – Report to Council meeting 4 May 2021 – Circulates to Utilities and Roding Committee and the Rangiora-Ashley Community Board.**
- 6.3 **Approval to Install Cattle Stops in Carleton Road, between Harewood Road and Eyre River – Report to Oxford Ohoka Community Board meeting 5 May 2021 – Circulates to the Utilities and Roding Committee.**
- 6.4 **Staff Submission – Resourcing for preparing for water reform – Report to Council LTP meeting 25 May 2021 – Circulates to Utilities and Roding Committee.**
- 6.5 **Staff Submission – Ravenswood Park and Ride Land Purchase – Report to Council LTP meeting 25 May 2021 – Circulates to the Utilities and Roding Committee and the Woodend-Sefton Community Board.**

Moved Councillor Williams

Seconded Councillor Brine

THAT the Utilities and Roding Committee receives the information in Items 6.1 to 6.5.

CARRIED

7 **PORTFOLIO UPDATES**

7.1 **Roading – Councillor Paul Williams**

Councillor Williams noted the focus had been to restore access to Lees Valley. There were two slips and a number of bridge abutment washouts. Contractors were cutting a new 4-wheel drive track over the spur to avoid the largest of the landslips. Geotechnical advice was being taken. An excavator had been working its way in from the Okuku Pass Road end through to the Okuku River, there were further slips to address through the Okuku Pass Road.

At Horsford Downs two timber bridges had been washed out and required substantial approach repairs. The first was nearly complete and the second to start later this week.

Councillor Ward asked about damage and the timeline for reinstating access. G Cleary advised there was currently limited 4-wheel drive access for residents. There had been considerable on farm damages and they were currently looking to central government to see if any funding could be made available.

7.2 **Drainage and Stockwater – Councillor Sandra Stewart**

Councillor Stewart congratulated staff on excellent communication with Kiln Place residents. Residents were on board and understood the issues. It was an excellent exercise in communication and hopefully investigation of the pipeline through Blue Skies would resolve the longstanding issue.

Councillor Stewart raised an issue around the discharge of stormwater and trade waste from Sutton tools. The discharge had been raised as a longstanding complaint through the Water Zone Committee. The proposal was for a monitoring sump to be put in the pipeline and for WDC and ECan to work with Suttons to upgrade drainage. The firm would need to apply for a resource consent.

7.3 **Utilities (Water Supplies and Sewer) – Councillor Paul Williams**

Councillor Williams commented that the flood water system appeared to have coped with the storm. There had been some turbulence in the Garrymere Scheme and residents had been on a boil water notice which had now been lifted. A bridge in the Oxford Scheme had been washed out affecting a pipeline in that location.

7.4 **Solid Waste– Councillor Robbie Brine**

Councillor Brine advised repairs were underway at the recycling consolidation shed.

There was no great impact at Southbrook or Oxford sites following the storm event. Kerbside collections were not impacted.

Southbrook was in compliance with their discharge consent. The interceptor sump had now been installed by the hazardous waste drop-off area and the stormwater runoff area had been asphalted.

In May 67% of kerbside recycling to Ecocentral and 33% contaminated went to landfill which was an improvement.

Tyre collectors were now baling and exporting to India and Malaysia, but not to Golden Bay due to high shipping costs.

Canterbury Waste Joint Committee funding for projects – there had been 22 applications to the fund.

Ministry for the Environment (MFE) had advised of a future opportunity related to Covid-19 response and recovery and staff were looking at how to access this.

The MFE were attempting to impose new reporting requirements onto Territorial Authorities with regard to waste. The cost implications could include a new staffing role to compile all the information being requested. The consultation period had only been two weeks.

7.5 **Transport – Mayor Dan Gordon**

The Mayor was not present for an update.

8 **QUESTIONS UNDER STANDING ORDERS**

There were no questions.

9 **URGENT GENERAL BUSINESS**

9.1 **Fluoridation of Drinkwater – Kalley Simpson (3 Waters Manager)**

K Simpson advised this recommendation was being brought under urgent general business due to the short time frame allowed by Central Government to make a submission on the revised Health (Fluoridation of Drinking Water) Amendment Bill.

K Simpson provided some background to the bill which had its second reading in early June 2021. The Council had made a submission on the bill in February 2017 that included two key points. Firstly that national leadership in relation to decisions on fluoridation was required and secondly that they needed to ensure community views into the decision making process. As a Territorial Authority the Council was required to consider community views before making decisions, while Community Health Boards were not legislatively required to do so.

Staff were considering looking to make a submission within the tight timeframe (submissions opened 8 June and closed 18 June). They were limited in scope in terms of what they could submit on but staff considered there were three high level additional submission points,

- Σ the Bill was inconsistent with the provisions of Section 14 of the LGA, which requires Territorial Authorities to consult with their communities,
- Σ there needed to be clarity as to how much weight would be given to the benefit to cost consideration in the ultimate decision by the Director General, which was currently the only requirement to be considered,
- Σ The Bill was silent on who would bear the cost of implementing fluoridation.

Moved: Councillor Brine

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Instructs** staff to make a submission on the revised Health (Fluoridation of Drinking Water) Amendment Bill.
- (b) **Delegates** the approval and signing off of the submission to the Mayor and Chief Executive.
- (c) **Notes** that a final copy of the submission will be circulated to the July 2021 Utilities and Roading Committee meeting.

CARRIED

Councillor Brine expressed concern at the short time frame allowed for this submission, noting that there were consultations being treated with the same rush. He fully supported the recommendation but was deeply concerned about the risk posed by treating matters with such haste as it created potential for problems.

Councillor Ward supported the recommendation, the Council needed to be loud and clear that they did not want to be pushed into something they did not want to be doing especially when it was silent on who paid for it. This included paying for health and safety requirements. With the 3 Waters reform things were uncertain until 2024. There was nothing wrong with the status quo.

Councillor Redmond also expressed concern at the timeframe.

10 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Councillor Ward

Seconded: Councillor Brine

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

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

Item N°	Report for Information:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
10.1 – 10.8	Reports from MTO	Reports for Information	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
10.1-10.8	Protection of privacy of natural persons To carry out commercial activities without prejudice	A2(a) A2(b)ii

CARRIED

Public excluded portion of the meeting went from 9.29am - 9.32am.

CLOSED MEETING

Resolution to resume in open meeting

Moved Councillor Williams

Seconded Councillor Brine

THAT the open meeting resumes and the business discussed with the public excluded remains public excluded.

CARRIED

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roothing Committee is scheduled for 3.30pm, on Tuesday 20 July 2021, to be held in the Function Room, Rangiora Town Hall.

There being no further business, the meeting closed at 9.32am.

CONFIRMED

Chairperson
Councillor Paul Williams

Date

WORKSHOP

At the conclusion of the meeting there was a working on Southbrook Roothing – Jigyasa Dhakal (Project Engineer – Project Delivery Unit)

MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET, RANGIORA ON TUESDAY 15 JUNE 2021 AT 10.00AM.

PRESENT

Councillor N Atkinson (Chairperson), Councillors W Doody, N Mealings and P Redmond.

IN ATTENDANCE

Councillors R Baine, S Stewart, J Ward and P Williams.
T Tierney (Manager Planning and Regulation), M Bacon (Planning Manager), M Heist (Environmental Services Manager), T Ellis (Development Planning Manager), W Taylor (Manager Building Unit), H Blacklock (General Inspector) and K Rabe (Governance Advisor).

1 APOLOGIES

Moved: Councillor Doody

Seconded: Councillor Redmond

Apologies were received and sustained for Mayor D Gordon and Councillor K Barnett.

CARRIED

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the District Planning and Regulation Committee held on 15 December 2020

Moved: Councillor Mealings

Seconded: Councillor Doody

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the District Planning and Regulation Committee, held on 15 December 2020, as a true and accurate record.

CARRIED

4 MATTERS ARISING

Nil.

5 DEPUTATIONS

Nil.

6 REPORTS

6.1 Appointment of Local Controller for the Waimakariri District Council – B Wiremu (Emergency Management Advisor)

Moved: Councillor Mealings Seconded: Councillor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** report No. 210316043896.
- (b) **Revokes** the appointment of Nick Harrison as a Civil Defence Emergency Management (CDEM) Local Controller.
- (c) **Appoints** Tracy Tierney as a CDEM Local Controller for the Waimakariri District Council.

CARRIED

Councillor Mealings noted that T Tierney's qualifications for this role were exemplary and Civil Defence was fortunate to have her expertise at its disposal.

Councillor Redmond concurred and thanked T Tierney for her work during the flooding event.

Councillor Atkinson welcomed T Tierney to the role of Local Controller and requested that she thanked the staff who manned the Emergency Operations Centre (EOC) during the recent flood event. He was looking forward to the debrief in the future.

Councillor Doody also thanked T Tierney and commended the EOC's handling of the flooding in the Oxford area, especially in relation to the rest home.

6.2 Updates to the Parking Bylaw 2019 as at June 2021 – M Heist (Environmental Services Manager)

The Chair welcomed M Heist to her role at the Waimakariri District Council and to her first District Planning and Regulation Committee meeting.

M Heist took the report as read, explaining that the changes made to the schedule were of a technical nature which included the deletion of duplicated information and the renaming of the Parking Restrictions Schedule.

Councillor Mealings noted the ruling in relation to the parking on 'grass verges' and wondered if this applied to events such as the Ohoka Farmers Market. Councillor Stewart mentioned local car yards that often parked cars for sale on the verges and in driveways. Councillor Williams also mentioned events at the A and P show grounds citing the Muscle Car Show. Staff noted that these type of events usually happened during the weekends and staff would only attend these events in an official capacity if a complaint had been received. In regards to the car yards they were allowed to park on the roads as long as they did not block entrance ways.

Councillor Atkinson raised a concern regarding the proposed enforcement of the Bylaw. T Tierney noted that the bylaw was a tool to assist in the management of parking and could be used with discretion especially during local community events but was available to stop repeat offending if required.

Moved: Councillor Doody

Seconded: Councillor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 210526084423.
- (b) **Approves** the changes to the Parking Bylaw 2019:
 - (i) Remove subsection 4.1.2 due to its duplication of 4.1.1.
- (c) **Approves** the renaming of the parking schedule to *The Schedule – Parking Restrictions*.
- (d) **Circulates** the report to all Community Boards for information.

CARRIED

Councillor Atkinson explained the proposed new format for future District Planning and Regulation Committee meetings with the introduction of regular reports from areas of interest. These reports would enable the members to receive definitive information prior to the meeting and enable them to formulate appropriate questions for staff.

He noted that this system worked well for the Utilities and Roading Committee and felt that it was a more efficient system, however, he would be pleased to receive feedback from the members and staff in the following months.

6.3 **Development Planning Unit Update – T Ellis (Development Planning Manager)**

T Ellis introduced Georgie Hackett who had joined the Development Planning Team.

T Ellis gave an update which included the District Plan Review, the endorsement of MR873 and attendance at the Hui at Tauhiwi, communication planning, expressions of interest for potential commissioners, engagement with land and stake holders, commencement of the next housing capacity assessment and the media reports regarding the Significant Natural Areas (SNA).

Councillor Redmond informed the Committee that he had attended the Rural and Provincial meeting where the matter of SNAs was raised. The Minister of Environment had indicated that there was a change of policy due to concerns raised by rural farmers and iwi. T Ellis confirmed that the ministry had assured him that there was no official change to the policy to date.

Moved: Councillor Doody

Seconded: Councillor Atkinson

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 210527085375.
- (b) **Notes** the current activities and operations of the Development Planning Unit.

CARRIED

6.4 **Building Unit Update – W Taylor (Manager Building Unit)**

W Taylor took the report as read.

Councillor Ward enquired about the resourcing for the processing of the increased number of consent applications and also which processes were followed to keep applicants informed on their applications. W Taylor noted that a new monitoring programme on Tech 1 would be going live shortly which would assist in managing timelines and keeping track applications. He acknowledged that there were occasions when the system had failed, however, this was due to several factors which were not always under the Council's control. In relation to resourcing, the Council was in the process of recruiting new staff and contractors were being employed.

Councillor Redmond enquired if people generally confused resource consents with building consents and W Taylor confirmed that there was some confusion. The Council had therefore separate stamps which specified which consent the client had received to mitigate any misunderstandings.

W Taylor also noted that the draft determination on Tiny Houses had been received and the Regulator had ruled that tiny houses were in fact buildings.

He also informed the Committee that the Council was in the process of been assessed for renewed accreditation for the Department.

Moved: Councillor Doody Seconded: Councillor Redmond

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 210527085532.
- (b) **Notes** the current activities and operations in the Building Unit.

CARRIED

7 **PORTFOLIO UPDATES**

7.1 **District Planning Development - Councillor N Mealings**

- ∑ Informal interviews of four Commissioners.
- ∑ Draft determination on Tiny Houses would be available from 1 July 2021.
- ∑ Arranging a Briefing and speakers from CURE.

7.2 **Regulation and Civil Defence – Councillor Philip Redmond**

- ∑ Busy with the flooding event and EOC. Awaiting a debriefing.

7.3 **District Licencing Committee – Councillor N Atkinson**

- ∑ Breakdown of alcohol licenses received and processed.
- ∑ Woodend licence granted and no appeals have been received.

8 **QUESTIONS**

Nil.

9 URGENT GENERAL BUSINESS

Nil.

10 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Councillor Atkinson Seconded: Councillor Redmond

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

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

Item N°	Minutes/Report of:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
10.1	Matthew Bacon (Planning Manager)	Plan Implementation (Planning) Unit Update	Good reason to withhold exists under Section 7	Section 48(1)(a)
10.2-10.3	Reports from MTO	Reports for Information	Good reason to withhold exists under section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
10.1 - 10.3	Protection of privacy of natural persons To carry out commercial activities without prejudice	A2(a) A2(b)ii

CARRIED

CLOSED MEETING

The public excluded portion of the meeting occurred from 10.43am to 10.56am.

Resolution to resume in Open Meeting

Moved: Councillor Redmond Seconded: Councillor Doody

THAT open meeting resumes and the business discussed with the public excluded remains public excluded.

CARRIED

OPEN MEETING

There being no further business, the meeting closed at 10.56am.

NEXT MEETING

The next meeting of the District Planning and Regulation Committee is scheduled for 1pm, on Tuesday 17 August 2021, to be held in the Function Room, Rangiora Town Hall.

There being no further business the meeting concluded at 10.56am.

CONFIRMED

Councillor Neville Atkinson
Chairperson

17 August 2021
Date

MINUTES OF A MEETING OF THE COMMUNITY AND RECREATION COMMITTEE HELD IN THE FUNCTION ROOM, RANGIORA TOWN HALL, 303 HIGH STREET, RANGIORA ON TUESDAY 22 JUNE 2021 AT 1PM.

PRESENT

Councillors P Redmond (Chairperson), A Blackie, W Doody, N Mealings, R Brine and Mayor D Gordon.

IN ATTENDANCE

Councillors J Ward, N Atkinson and P Williams.

J Harland (Chief Executive), C Brown (Manager Community and Recreation), M Greenwood (Aquatic Facilities Manager), P Eskett (District Libraries Manager), G MacLeod (Community Greenspace Manager) H Leslie (Community Greenspace Administrator), and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: Mayor Gordon

Seconded: Councillor Mealings

That an apology for absence be received and sustained from Councillor Barnett.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Community and Recreation Committee held on 18 May 2021

Moved: Mayor Gordon

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Community and Recreation Committee, held on 18 May 2021, as a true and accurate record.

CARRIED

4 MATTERS ARISING

There were no matters arising.

5 DEPUTATIONS

5.1 Place Making – Activation of Spaces – Mike Fisher (Place Making Expert)

M Fisher requested that his deputation be postponed to a future Community and Recreation Committee meeting.

6 REPORTS

6.1 Aquatic Facilities Update – M Greenwood (Aquatic Facilities Manager)

M Greenwood took the report as read, however, he advised that attendance at the pools had been increasing steadily post-Covid which had a positive impact on the early part of the financial year. The figures provided in the report showed a period of high attendance at the end of the school holiday and a return to the Learn to Swim Programme. He also noted the impact of the recent flooding event on the service levels at Aquatic Facilities. In line with Police and Civil Defence guidance, they made the call not to have staff travelling during the heavy rain, which resulted in the aquatic facilities being opened a bit later. Staff tried their best they could to contact everyone to let the customers know that the pool facilities would be opening later than usual. He detailed progress in dealing with customer accidents. To date there had been 170 accidents for the year, which was 0.01% of the customers through the door and was in line with previous years and figures nationally.

Councillor Redmond noted Council's new report template which included sustainability and climate change impacts. It was noted in the report that the recommendations did not have any sustainability and/or climate change impacts noted. He questioned if this was tied specifically to this report or to the overall operation of the aquatic facilities. M Greenwood explained that it was his understanding that the sustainability or climate change impacts related to the report. With this being a new template he was still working on his response and was happy to adjust for the next report.

Councillor Redmond sought Councillor Mealings, the portfolio holder for climate change and sustainability, opinion on the new report template. Councillor Mealings noted that as the updated report template was still new staff were still unsure on what was expected. It was envisaged that in future all Council activities would be examined to ascertain the impact on climate change and sustainability.

Moved: Councillor Mealings Seconded: Councillor Blackie

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 210608091534.
- (b) **Notes** Aquatic facilities progress against key performance indicators including Facility Attendance, Financial results and Water Quality.
- (c) **Notes** decreased levels of service immediately following the recent flooding event.
- (d) **Notes** a total of 170 customer accidents for the year to date, being just under 0.001% of annual admissions, consistent with previous years and other facilities nationally.

CARRIED

Councillor Mealings commended the Aquatic Facilities staff in achieving a 96% satisfaction rating in the recent customer satisfaction survey, especially in light of all the external factors.

6.2 Library Update to June 5 2021 – Paula Eskett (District Libraries Manager)

P Eskett highlighted libraries 'Meet the Authors Night' which was held at Rangiora Library on 28 May 2021, and was the fourth in a series of author events that the Libraries had been able to provide. A diverse range of people attended the event that indicated the changing role of libraries to places for wellbeing and conversations. Going forward the libraries were about to launch an author series event bi-monthly which would attempt to meaningfully connect with the values of Manaakitanga, sharing and belonging, Whanaungatanga, belonging and getting to know each other

inclusiveness and connections, Wairoa, a sense of belonging, and Tuakana-teina the idea that young could learn from older and older could learn from younger.

P Eskett explained that with everything that was happening in the world and locally, it was agreed that the libraries leadership team should attend a one day course hosted by the Institute of Wellbeing and Resilience in May 2021. The course was exceptional and the staff all came away with strategies, tips and tools personally and as a leadership team and as well as a library team to initiate conversations to vocalise feelings and to have some strategies to deal with stress and the different phases of burnout that staff were experiencing.

P Eskett provided an update on the New Zealand Libraries Partnership Programme (NZLPP). She noted that staff received free professional development which enabled the Community Connections Coordinator and the Digital Inclusion Coordinator to attend a hui held at the National Library of New Zealand, Wellington in late May 2021 to connect face to face with other NZLPP appointees. The NZLPP funded a Local History Coordinator role would be shared by two staff members.

P Eskett advised that in May 2021 and early June 2021 members of the Libraries Team participated in the first workshops of a newly formed NZLPP funded Canterbury-wide Community of Practice (COP). The workshops were designed to strengthen the skills, expertise and collaboration of library staff across the Canterbury region's public library services. The first workshop focused on setting up and embedding the new COP to share. Workshops were frequently for occurring library customer service and education scenarios which all four library services had experienced since COVID-19 and the increased demand on library services.

Councillor Redmond requested P Eskett to elaborate on the sustainability impacts noted in the report. P Eskett believed that the reporting on the libraries activities should be linked to the Council's Sustainable Development Goals (SDG). She was therefore investigating the possibility of using the SDG icons on each of the libraries stories or items that were included in the report. There should be a clear indication on how the libraries were contributing or supporting the Council's SDG.

Councillor Doody thanked P Eskett for her report and asked for clarity on the proposed role of the Local History Coordinator. P Eskett explained that the Local History Coordinators only started on Tuesday 15 June 2021, and currently they were mapping out the five key areas on which they would be concentrating and identifying the key stakeholders in each of the key areas. It was anticipated that the coordinators would be capturing the stories of the people of Waimakariri for long term retention.

Councillor Redmond thanked the libraries for the support given to the Creative Communities New Zealand Scheme and acknowledged that the current administrator, Karen Livingstone, was stepping down from that role and he formally thanked her the work that she had done.

Moved: Councillor Doody Seconded: Councillor Mealings

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 210610093078.
- (b) **Notes** the customer service improvements, community feedback, programmes, engagement and New Zealand Libraries Partnership Programme outcomes by Waimakariri Libraries, from in 27 April to 5 June 2021.
- (c) **Circulates** the report to the Community Boards for their information.

Councillor Doody thanked staff for the report and commented how much they appreciated the work that had been done by Creative Communities over the years, particularly the dedication of Karen Livingstone.

Councillor Mealings thanked staff for a really interesting report and the amazing work that the library team did. She commented that she read with interest about the work being done in reaching out to teenagers in the libraries, particularly at Ruataniwha Kaiapoi Library. It was important that libraries were safe places for young people. She commended P Eskett for encouraging her team to attend a Wellbeing and Resilience workshop because we needed to ensure the resilience of Council staff to enable them to continue helping others.

CARRIED

7 MATTERS FOR INFORMATION

- 7.1 Aquatic Centres Staff Submission to Draft Long Term Plan 2021-2031 – Report to Council Meeting 25 May 2021 – Circulates to all Boards and the Community and Recreation Committee.
- 7.2 Cust Community Centre Upgrade – Report to Council Meeting 25 May 2021 – Circulates to the Community and Recreation Committee and the Rangiora-Ashley Community Board.

Moved: Councillor Blackie

Seconded: Councillor Brine

THAT the Community and Recreation Committee receives the information in Items 7.1 and 7.2.

CARRIED

8 CORRESPONDENCE

Nil.

9 PORTFOLIO UPDATES

9.1 Greenspace (Parks, Reserves and Sports Grounds) – Councillor R Brine.

- Σ The flooding kept the team busy during the response phase with both parks checks and asset investigation. This led to a series of work that both Delta and Asplundh responded to.
- Σ Ashley Gorge picnic area and playground was basically reinstated as a park, the debris and damage meant the team and Delta had to clear tonnes of material and replace assets within the park.
- Σ The Kendall Park floodlights had failed and as they were a Council asset, the Council needed to replace several bulbs, staff were looking at what the cost would be to switch over to LED but this would be a longer term solution.
- Σ The piano at Karen Eastwood playground has played its last note, and would be replaced with a more robust option that still offered the same experience. This time powered by human rather than battery, so we expect a longer life would be expected out of it.
- Σ There was some flooding issues at the Kaiapoi Cemetery which upset members of the public, however, with a good response from the Council and Delta the matter was resolved amicably. Water continued to be a concern at the cemetery, however, there were works in play to mitigate the situation.
- Σ The Greenspace team was going to be engaging with residents in Waikuku regarding a hedge that was now with Greenspace. The community was very interested in this asset as it formed a notable landscape feature.
- Σ The capital budget was on track for delivery and the team had been working on their work plan for the coming financial year. Staff were excited about the projects ahead.
- Σ A new Community Facilities Team Leader was starting on 28 June 2021 (Andy Coker).
- Σ Work had begun on the Southbrook Sports Club feasibility study with a first meeting occurring between the club and consultants to establish the scope. A working group would be set up which included the Council's Greenspace Portfolio holder and also members of the Greenspace Team.

9.2 **Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls, Museums and Community Housing) – Councillor W Doody.**

- Σ Councillors Blackie, Atkinson and herself visited the Ashley Gorge just after the flooding event and there were some very upset residents in the area, this was the third time that there had been flooding issues in the area. There had been flooding in the basement of the Ashley Gorge House, and the water was being pumped out again. Looking at the work already done there already and the way that Delta had worked had been incredible.
- Σ Community Arts Trust – Councillor Blackie and herself had liaised with the Trust on what The Trust planned to do and they seemed to have lots of ideas.
- Σ North Canterbury Sport and Recreation Trust was moving forward and was closer to taking over their new section of the facility.
- Σ Had a look at the Oxford pensioner flats and the work that needed to be done to upgrade the footpath to cater for wider wheel chair use.

9.3 **Community Development and Wellbeing – Councillor W Doody.**

- Σ Acknowledged the work that had been done to help our remote community in Lees Valley and the long process it was going to be before they would be able to get out.

10 **QUESTIONS**

Nil.

11 **URGENT GENERAL BUSINESS**

Nil

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 1.29pm.

CONFIRMED

Chairperson

Date

MINUTES FOR 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 MAY 2021 AT 5PM.

PRESENT

C Greengrass (Chairperson), J Watson (Deputy Chairperson), N Atkinson, A Blackie, B Cairns, J Meyer and M Pinkham.

IN ATTENDANCE

S Stewart (Kaiapoi-Woodend Ward Councillor), P Redmond (Kaiapoi-Woodend Ward Councillor), C Brown (Manager Community and Recreation), G MacLeod (Community Greenspace Manager), D Young (Senior Engineering Advisor), D Huisman (Communications Advisor – Media and Visual), A Mace-Cochrane (Graduate Engineer), R Thornton (Community Development Officer), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer)

There were 12 members of the public present at the meeting.

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahwi Community Board – 19 April 2021

Moved: C Greengrass Seconded: A Blackie

THAT the Kaiapoi-Tuahwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahwi Community Board meeting, held 19 April 2021, as a true and accurate record.

CARRIED

3.2 Matters Arising

Nil.

4 DEPUTATIONS AND PRESENTATIONS

4.1 Speed on Skewbridge Road, Mulcocks Road and Flaxton Road – C Kazianis

C Kazianis noted that many residents of Flaxton and Skewbridge Roads lived in fear due to the speed and high volumes of traffic on these roads. Mayor Gordon and Council staff attended a meeting at his property, especially held at 5pm so they could observe the high traffic volumes. The road improvements in Kaiapoi west and the growth of Rangiora west had increased traffic volume on Flaxton and Skewbridge Roads. These were old roads bound by ditches and power poles and were likely never intended to carry such high volume of traffic.

C Kazianis advised that the residents believed that reducing the speed limit on Flaxton Road, west of the Skewbridge to the southern town limit of Rangiora, to

80km/h would ensure better safety outcomes to all road users and residents on Flaxton and Skewbridge Roads. The residents requested the Council to negotiate with the New Zealand Transport Agency to get the speed limit reduced and to apply double yellow lines along Flaxton and Skewbridge Roads.

A Blackie questioned the need for the double yellow lines along Flaxton and Skewbridge Roads. C Kazianis explained that in other regions with similar topographical circumstances were flat land had been drained and roads had ditches and lampposts on both sides, the double yellow lines were used to stop people overtaking.

J Meyer enquired if C Kazianis, who recently returned to the district, had noticed a difference in traffic congestion, and if all the residents on Flaxton Road were in favour of the reduction of the speed limit. C Kazianis advised that there had been a substantial increase in traffic, noting that to his knowledge all the residents supported the reduction in speed limit.

M Pinkham asked if the reduction of the speed limit to 80km/h would make a significant difference. C Kazianis noted that the impact of an accident happening at 80km/h was probably going to be less hazard than at 100km/h. A speed limit of 80km/h would also provide the residents with safer opportunities of entering into the traffic.

4.2 **Residents of Murray Place, Adderley Terrace and Kynnersley Street Silverstream**

D Huisman noted that he was addressing the Board in his private capacity and highlighted the concerns of the residents of Murray Place, Adderley Terrace and Kynnersley Street regarding the resource consent application for stage seven on the Silverstream Development. He explained that all of their properties shared boundaries with the new stage of the development and all the residents had received a letter from the Council notifying them of the resource consent application. The letter was highly technical and it was very difficult to understand.

D Huisman explained that the proposal was not complying with quite a few provisions in the Council's District Plan and the provisions that were most concerning was the proposed height provision and set back. Up until now, as far as residents knew, the area was earmarked for a recreation and ecological link and for storm water management. What made it more concerning was the height of the ground level of the proposed development, which would allow for a nine metre high building close to the boundary of the adjoining residential properties. As a result existing residents were faced with a building that would be visually dominating, their privacy would be non-existent and their natural light would be compromised. Ultimately the adverse effects would affect the enjoyment of their homes, harm their sense of wellbeing and have a negative impact on property values. Residents also had concerns regarding Stormwater and run off from the raised ground levels.

M Pinkham sought clarity on the extent of the notification process. D Huisman confirmed that only the adjoining property owners were notified under the limited notification. Six property owners were therefore notified, however, were other property owners in the area that would be effected and therefore also wished to object.

In response to questions, D Huisman advised that the applicant still had to disclose what he would actually be developing on the site, and it was therefore difficult to assess the potential impact of the development on the adjoining properties. The residents were, however, concerned that the developer would have the right to develop a nine metre high building if the consent was granted.

B Cairns enquired if the Council could assist the residents in drafting submissions or if that would be considered a conflict of interest. D Huisman noted that he was being very careful to manage that so he was dealing with the Councils Planning Unit as a member of the public.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Kaiapoi Community Hub – Consultation Outcomes – R Thornton (Community Development Facilitator – Vibrant Communities) and D Roxborough (Implementation Project Manager – District Regeneration)**

D Roxborough briefed the Board on the recent public consultation on the Kaiapoi Community Hub. The Council received 15 submissions in support of the proposal, three against and one further submission that was neutral. He advised that the current rating valuation of the preferred site is \$160,000. This was based on the most recent valuation undertaken in June 2019.

M Pinkham expressed a concern about the abovementioned valuation of the preferred site. D Roxborough commented that the valuation was based on the most recent valuation undertaken in June 2019.

N Atkinson enquired if there had been any developers interested in developing the property for residential use. D Roxborough noted that the Council had not been approached by an external party interested in developing the site.

N Atkinson sought clarity regarding the cost of remediating a section in the red zone. D Roxborough confirmed that the Colliers, Tonkin and Taylor Report which was done during the development of the Recovery Plan, estimated the average remediating cost around \$135,000 per section.

B Cairns asked what the current legal status of the land was. D Roxborough explained that in terms of the Red Zone Recovery Plan, the land was identified for rural use, however, the land was currently still zoned Residential. The majority of the regeneration areas were currently zoned Residential, one of the reasons being that the Council was currently going through the District Plan Review and the zoning would be changed during the District Plan Review process.

Moved: N Atkinson

Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** report No. 210506072976.

THAT the Council:

(b) **Notes** that there was a mixture of concerns and support voiced by local residents from the meetings and workshops held, and via the wider public submissions to the draft Long Term Plan 2021-2031; and based on the submissions and feedback received staff were recommending the \$435,000 budget be approved.

(c) **Approves** the location of the Kaiapoi Community Hub at 38 Charters Street (between Charters Street, Courtenay Drive and Wyber Place).

- (d) **Approves** the \$435,000 budget in the Long Term Plan 2021-2031 to establish the Kaiapoi Community Hub and ready the site for hub group buildings.
- (e) **Notes** that should the recommendations in this report be adopted, staff would proceed to development of a final concept plan and resource consent application; and the land at 38 Charters Street would be developed for a Community Hub.
- (f) **Notes** that a future report on a 'final draft' concept plan would be presented to the Kaiapoi-Tuahiwi Community Board seeking approval to proceed to further community consultation on the concept plan. The outcomes of this consultation would be reported to the Community Board and final approval to proceed to detailed design and construction sought.
- (g) **Notes** that any resource consent application would be publicly notified.
- (h) **Notes** that the full response and reasoning to the Long Term Plan submissions was covered separately.

CARRIED
M Pinkham against

N Atkinson noted that the reason that some of the land in the regeneration zone was zoned rural in terms of the Red Zone Recovery Plan was because there was no other use for the land at the time.

The status of the land would be considered at a time when it became apparent that a developer or private buyer showed any interest in purchasing the land. He noted that he had moved the motion to enable the Council to use the land rather than to leave it unutilised.

J Meyer noted that he had spoken to surrounding residents and there seemed to be many in favour of the development. He believed that time would prove that the Council was right to support the development of a Community Hub.

A Blackie endorsed other members' comments, citing Hinemoa Park as a parallel example. Some residents had suggested that a Community Hub would adversely affect property values, however, he disagreed as there was no evidence to suggest that this would happen. The residents would still have their open space, they would still have their recreation area as they had now but it would be enhanced. He could also see no argument that the proposed development would lower property values.

C Greengrass commented that she was in favour of the motion noting that there had been only three submissions against the proposal. The Board was elected to make decisions for the community as a whole and they may not always be favourable to some residents.

B Cairns commended the Council's staff for the way they dealt with the consultation process. He was very impressed when he first came along to the difficult community meetings and staff had three-dimensional models which were superb.

P Redmond concurred that Council staff did an excellent job in engaging with the residents. He believed that the people who were opposed to the project may fear the unknown and the Community Hub was something new, a change. He did not see any negative impact from the project.

In his right of reply, N Atkinson thanked the Council staff for their work, the consultation on this proposal had been extensively. Staff had tried to take on board what people had said, however, it was impossible to please everyone all the time.

6.2 **Approval to Consult on Speed Limit Reviews to be undertaken for Town Entrances and Other Specified Locations – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

D Young spoke to the report seeking approval to consult on the proposed reduced speed limits on various roads in the Board's area. The Speed Limit Review was primarily focused on town fringes where development had encroached in rural areas, resulting in unsuitable speed limits for residential areas, as well as reviewing speed limits on unsealed roads in Tuahiwi.

A Blackie sought clarity on the proposed public consultation process. A Mace-Cochrane explained that due to the large number of roads, the Council would carry out pre-engagement with the public in August 2021 which would detail why the Council was undertaking the Speed Limit Review and the road to zero initiative. It was envisaged that there would be a month long public consultation through flyers to residents on effected roads, staff would also go to local markets and hold drop-in sessions. The Council would also consult with key stakeholders such as Waka Kotahi and the Road Transport Forum. A Mace-Cochrane confirmed that it was the Council's intension to consult every resident on the effected roads.

N Atkinson enquired if regular road users would also be consulted. D Young explained that a more targeted consultation was envisaged with the people living on the effected roads. The wider communities would be targeted at the local markets and the drop-in sessions. The Council website, newspapers, and radio would also be used to be engage the public on this matter.

Moved: B Cairns

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210503070259.

THAT the Council:

- (b) **Approves** consultation being carried out on the proposed speed limit changes shown in Table 1 to Table 3 below:

Table 1. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Okaihau Road , entire length.	100	60
Waikoruru Road , entire length.	100	60
Topito Road , unsealed section.	100	60
Bramleys Road , unsealed section.	100	60
Cox Road , entire length.	100	60
Power Road , entire length.	100	60
Youngs Road , entire length.	100	60

Table 2. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
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Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80
Camwell Park , entire length.	100	60

Table 3. Proposed Speed Limits on Kaiapoi Roads.

Location	Current (km/h)	Proposed (km/h)
Giles Road , Ohoka Road to just south of Neeves Road.	100	60
Giles Road , south of Neeves Road to Tram Road.	100	80
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	60
Island Road , Ohoka Road to Tram Road.	100	80
William Coup Road , entire length.	100	80
Orchard Place , entire length.	100	60
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	80
Raven Quay , east of Rich Street to western end.	50	30
Charles Street , Jones Street to Jollie Street.	50	30
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	30
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	80

- (c) **Notes** that consultation on the proposed speed limit changes shown in Table 1 to Table 3 would be carried out as part of a wider consultation process for roads throughout the district.
- (d) **Notes** that pre-engagement would be carried out in August, with consultation occurring from September to October.
- (e) **Notes** that the results of the public consultation and the final speed limit proposals would be presented to the Community Boards and the Council for approval.
- (f) **Notes** that any submission on the new proposed speed limits, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and New Zealand Road Transport Association, would be considered prior to presenting the final speed limit proposals.

CARRIED

B Cairns commented that, in light of C Kazianis' deputation, he was pleased to see that the Council was trying to make the roads safer. J Watson agreed and noted that she was in support of the proposed speed limit review.

N Atkinson supported the proposed speed limit review because it would going out for public consultation, however, he was not in support of, Waka Kotahi's Roads to Zero initiative. He believed that speed limits on roads needed to be dealt with on an individual basis and there should not be a blanket speed limit criteria for the whole country. He noted that road safety did not only rely on speed limits as the road conditions also played a role.

S Stewart noted that she did support the Road to Zero initiative, as it was a visionary target. However, the Council was only seeking the community's response to the proposed speed limit review, which she also supported.

P Redmond advised that he supported the consultation, however, he had reservations that only lowering the speed limit would not solve the problems, which the roading infrastructure also needed to be reviewed.

B Cairns hoped that consultation process would be robust and transparent which generated the feedback that the Council was hoping for.

6.3 **Proposed Roding Capital Works Programme for 2021/22 and Indicative Three Years – J McBride (Roding and Transport manager)**

D Young explained that the report related to the Minor Capital Works Programme. This report effectively covered kerb and channel renewals, footpath renewals, minor improvements and new footpaths. He explained that work to be done at Otaki Street, Kaiapoi had been brought forward in order to coincide with the Shovel Ready Project work, and there was also dish work to be undertaken in Williams Street, Kaiapoi which was in response to some flooding issues. The minor safety works came from a Council run deficiency database and that was kept up to date by comments from staff, contractors or general public.

In response to a query from, M Pinkham, D Young noted that a separate report highlighting the Major Capital Works Programme would be submitted to the Board shortly.

Moved: A Blackie

Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210429068557.
- (b) **Notes** that there was a call for resolution at the meeting and that feedback can be provided on the Draft Programme to the Roding and Transport Manager at the Board meeting.

CARRIED

6.4 **Application to the Kaiapoi-Tuahiwi Community Board's Discretionary Grant Fund 2020/21 – Thea Kunkel (Governance Team Leader)**

T Kunkel spoke to the report, noting an application had been received from the Allstars Marching Teams to host a summer camp to prepare for their season. According to their application most of the girls in the marching teams were from the Kaiapoi-Tuahiwi area. This was the second time that the group had applied for funding from the Board.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210503069861.
- (b) **Approves** a grant of \$500 to the Allstars Marching Teams towards the cost of hosting a training camp.

CARRIED

7 CORRESPONDENCE

A letter received from Tony Connolly was tabled in which he expressed his concern regarding the lack of signage to guide cyclists to stay off Marshland Road between Chaney's off ramp Road and Marshland Road (known locally as Fanfare corner) and Holland, and William Street Roads, Kaiapoi.

Moved: C Greengrass

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the Certificate of Appreciation from Community Patrols New Zealand (Trim 210511074648.).
- (b) **Receives** the thank you card from Bob Curries' Family (Trim. 210511074652).
- (c) **Receives** the invitation to the Kaiapoi District Historical Society AGM (Trim 210510074216).
- (d) **Receives** the letter from Tony Connolly regarding cyclist still using the old Waimakariri Bridge (Trim 210517078013).

CARRIED

8 CHAIRPERSON'S REPORT

8.1 Chairpersons report for April 2021

- ∑ Attended the Art on the Quay opening.
- ∑ Attended three ANZAC Day Services and laid a wreath at the Tuahiwi service and the Kaiapoi Cenotaph Service.
- ∑ Attended Waimakariri Access Group Meeting.
- ∑ Attended the Darnley Club 30th Birthday celebration.

Moved: C Greengrass

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal report from the Kaiapoi-Tuahiwi Community Board Chairperson for April 2021.

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 7 April 2021 (Trim 210406055037)
- 9.2 Woodend-Sefton Community Board Meeting Minutes 12 April 2021 (Trim 210419062607)
- 9.3 Rangiora-Ashley Community Board Meeting Minutes 14 April 2021 (Trim 210408056666)

- 9.4 Waimakariri Water Zone Committee Annual Report for 2020 – report to Council Meeting 6 April 2021 – Circulates to All Boards.
- 9.5 Library Update to March 11 2021 – Report to Council Meeting 6 April 2021 – Circulates to All Boards.
- 9.6 ANZAC Day Services 2021 – Report to Council Meeting 6 April 2021 – Circulates to All Boards.
- 9.7 Results of the 2020 Private Wells Study for Nitrate – Cust and West Eyreton – Report to Land and Water Committee Meeting 20 April 2021 – Circulates to All Boards.

Moved: C Greengrass

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (b) **Receives** the information in Items 9.1 to 9.7.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

J Watson

- Σ Congratulated the Darnley Club on its 30th Birthday.
- Σ Blackwell's celebrated 150 years and were going to install a sculpture on the Riverbank.

S Stewart

- Σ Arohatia Te Awa
 - All the land owners in the Tuahiwi loop had been approached.
 - Thanks to Chris Brown for his extraordinary work with this initiative.
- Σ Waimakariri Land Care Trust – Another off-shoot from the CWMS Waimakariri Zone Committee
 - Jeff Sparks and Richard Stalker whose farm was along the Northbrook from the bottom of Northbrook Wetlands right along to Marsh Road – invited stakeholders to walk along the Northbrook with the idea that they would like to build a walking/cycling track.
- Σ Waimakariri Biodiversity Trust – Off shoot from the CWMS Waimakariri Zone.
 - The Trust would address biodiversity issues and hoped to raise funds for particular projects both on private and public land.
- Σ CWMS Water Zone Committee was going through a refresh – there were three potential retirements and they had invited people to apply.
- Σ Plan Change Seven expecting a decision in June 2021.
- Σ Rangiora Network Discharge Consent
 - Approved by Environment Canterbury on 7 May 2021 with a consent term of 24 years – first of four urban consents being applied for, Kaiapoi, Woodend and Oxford following.
- Σ Attended a Combined Rural Drainage Group Meeting.
- Σ Stockwater Bylaw up for a consultation in July/August.
- Σ Waimakariri Irrigation Storage ponds on Wright Road.

P Redmond

- Σ Hui at Tuahiwi Marae - Constructive discussion on local projects.
- Σ Creative Communities Assessment - 29 Applications with 27 approved or partly approved.
- Σ ECan Joint Meeting - S Stewart presented Arohatia te Awa which was well received.

- Σ ANZAC Concert by Rangiora Brass Band - The event narrated by David Ayers was sold-out and was likely to be repeated in Kaiapoi in November 2021.
- Σ ANZAC Service at Sefton Domain - Thunder and lightning an awesome backdrop. Very memorable.
- Σ ANZAC Day Parades and services - Kaiapoi Dawn Service, Kaiapoi at 10am, Rangiora 11.30am, Tuahiwi 2pm.
- Σ Meeting at ENC with Mayor and Kaiapoi Woodend Councillors, Chairperson of the Community Board and Westpac - Possible closure of Westpac Kaiapoi Branch.
- Σ Mike Dormer Funeral at CBHS, Christchurch – Council Community Service Award prominently displayed, awarded about a month ago.
- Σ ENC Business Awards launch at Flat White, Pegasus.
- Σ Canterbury District Heath Board meeting with Mayor, CEO Peter Bramley and his staff - Joined by Chair of Friends of Rangiora Hospital, Gendie Woods. Good Meeting.
- Σ Future for Local Government announced by Minister for Local Government.
 - Looking forward 30 years, last review 30 years ago, which resulted in local amalgamations
 - LGNZ promoting localism in wake of major policy reform, e.g. 3Wates, RMA etc.
 - Interim report due September 2021. Draft report September 2022 and final Report April 2023.

M Pinkham

- Σ Attended Community Wellbeing North Canterbury Trust Audit and Finance meeting at Mill Room.
 - Uncertainty over funding for programmes continues to be of concern.
- Σ Represented Kaiapoi-Tuahiwi Community Board and laid wreath at Dawn Service at Kaiapoi Cenotaph.
 - A very good turnout on a mild morning. Enjoyed speeches from Kaiapoi High students.
- Σ Attended post dawn service breakfast at Kaiapoi Club - Well attended with lots of family groups.
- Σ Attended Community Wellbeing North Canterbury Trust Board meeting.
 - Highlight was news that the Government was going to continue to fund the Mana Ake School mental health programme.
- Σ Inspected and photographed improvements to Waimakariri / Kaiapoi River Stopbanks Cycle Route
 - ECan have made changes to the gates and barriers to provide a continuous route. ECan had also constructed a narrow path under the Railway and Main North Road bridges to connect the stopbank route and the CNC.
- Σ Hosted Kaiapoi Promotions Association Mix n Mingle at Kaiapoi Paper Plus
 - Guest speaker was Ray Berard, author of Inside The Black Horse.
- Σ Attended Local Government New Zealand Spatial Planning webinar.
 - Excellent presentations on upcoming legislation requiring Councils to prepare 30 year spatial plans.
- Σ Co presented Kaiapoi Promotions Association submission to Waimakariri District Council Long Term Plan.
 - Submissions on Waimakariri / Kaiapoi River Stopbanks Cycle Route, funding for Kaiapoi visitor maps, funding for advertising campaign.
- Σ Presented personal submission to Waimakariri District Council Long Term Plan.
 - Submissions included Kaiapoi Hub, Pegasus community facilities, and Rangiora car park building.
- Σ Interview with David Hill of North Canterbury News

- Discussed Kaiapoi Promotions Association submissions to Waimakariri District Council Long Term Plan.
- Σ Inspected progress on Peraki Street Cycle Route.
 - Progress appears to be slow but work is to a good standard. Have received a few complaints from residents regarding access.

J Meyer

- Σ Community Board Conference.
- Σ Honda Forest Planting Days – crowds seem to be getting bigger.
- Σ Attended Bob Currie funeral.

B Cairns

- Σ Honda Park Planting Day
 - The area was starting to look good, have passed on issues with some of the plastic covers limiting growth and trees being stolen.
- Σ Food Secure North Canterbury
 - Long Term Plan plant submission was discussed along with the importance of educational programmes. Working with Oxford Lions to grow additional high value crops for Satisfy Food Rescue.
- Σ Food Forest Update
 - Jeremy Lightfoot – Chief Executive of the Corrections Department visited the Food Forest. Corrections was New Zealand's largest public service department, responsible for the management and wellbeing of more than 10,000 prisoners and nearly 30,000 community-based offenders. Corrections employed nearly 10,000 people. The Trust was promoting the community project and how the department had been instrumental right from the early days and how local supervisors were so important in the relationship.
 - Have sought funding from the Department of Corrections for a beautiful tree trunk seat.
 - Bunnings Christchurch Airport donated tiles to complete the koru shaped seat around a cherry tree.
 - Harvest Festival event held.
 - Have visited Hanmer Springs twice to present to residents and the Community Board with the idea of helping locals set up a food forest in the town.
 - Rangiora Rest Home – Ryman resident's visited.
 - 60 students from Papanui High School attended the Food Forest, Chinese and Korean adult students. Provided a number of educational programmes to the group.
 - Planning was underway for a Matariki event on 27 June 2021, which would include hangi, kappa haka and stall holders.
- Σ ANZAC Day – Attended both Dawn Service and mid-morning event at Trousselot Park. Congratulations to the organising team.
- Σ All Together Kaiapoi Meeting
 - Kyz three on three basketball event was planned, but had to reschedule. Lots of future events coming.
- Σ New restaurant – Three Cows had closed and Le Soleil would shortly open, currently they were recruiting staff.
- Σ Norman Kirk Park
 - Love the new barbeque table located at the BMX track which was built by Kaiapoi Menz Shed.

- Σ Book Author Event – Paper plus Kaiapoi held a speaking event which had the author of the book which is the basis for the “Vegas” NZ TV Programme.

A Blackie

- Σ Honda Forest Planting – New Zealand Manager of Honda visited and did a walk around and was very impressed and he unveiled a plaque.

N Atkinson

- Σ Attended the opening of the restored Elisa Mammoth House in Christchurch.
- Σ Attended the Big Brothers Big Sisters Breakfast – really enjoyable.
- Σ Kaiapoi Marine Precinct Bookings Advisory Group Meeting – few things on the horizon.
- Σ Attended Mike Dormers Funeral.
- Σ Jim Palmer appointed Chair of Local Government Reform Group.
- Σ Three Waters briefings.
- Σ Attended Glenn Scotts Funeral.
- Σ Appointed Chair of Social Housing Group.
- Σ Long Term Plan Submissions Hearings.
- Σ Greater Christchurch Partnership.
- Σ Pines Beach Fire Brigade Meeting.

11 CONSULTATION PROJECTS

Nil.

12 REGENERATION PROJECTS

12.1 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:

<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>

The Board noted the regeneration projects.

13 BOARD FUNDING UPDATE

Board Discretionary Grant

Balance as at 30 April 2021: \$1,620.

General Landscaping Budget

Balance as at 30 April 2021: \$31,380.

The Board noted the Board funding update.

14 MEDIA ITEMS

Nil.

15 QUESTIONS UNDER STANDING ORDERS

Nil.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 21 June 2021 at 5pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 6.51pm.

CONFIRMED

Chairperson

Date

Workshop (6.55pm to 7.25pm)

- Σ *Woodend to Kaiapoi Cycle Routes – D Young (Senior Engineering Advisor) and A Mace-Cochrane (Graduate Engineer)*
Various routes discussed and route three (red) was deemed as the best option with the Cam River (blue) as an alternative.

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD IN THE OXFORD TOWN HALL, 30 MAIN STREET, OXFORD ON WEDNESDAY 9 JUNE 2021 AT 7PM.

This meeting was originally scheduled for Wednesday 2 June 2021, however, with the consent of the Community Board the meeting was postponed due to the adverse effects of the flooding event that occurred on 29 and 30 May 2021.

PRESENT

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

IN ATTENDANCE

T Tierney (Manager, Planning and Regulation), J McBride (Roading and Transport Manager), A Mace-Cochrane (Graduate Engineer), T Künkel (Governance Team Leader), and E Stubbs (Governance Support Officer).

There were nine members of the public in attendance.

1 APOLOGIES

Moved: N Mealings

Seconded: M Brown

THAT an apology be received and sustained from W Doody for absence.

CARRIED

2 PUBLIC FORUM

2.1 Nick Thomson - Oxford Resident

N Thomson raised various concerns regarding speed limits on Burnt Hill Road in Oxford. The Council was recommending that the speed limit be reduced from 100km/hr to 60km/hr, however, he believed that it would be better if the speed limit was reduced to be 50km/hr for safety reasons. He was concerned about the many people walking their dogs along the road and also the young children using the road.

S Farrell asked what the zoning of the area was and N Thomson noted that it may be Rural Residential.

S Barkle advised that the purpose of the report being considered by the Board was to approve the consultation on the proposed speed limits changes. She therefore encouraged residents to make submissions the upcoming consultation process.

N Mealings reiterated that the Board was only considering the consultation on the proposed speed limits review. It was anticipated that the actual public consultation would take place in September/ October 2021. No decision regarding speed limits had been made, and submissions from the public were therefore important to assist the Council in their decision making.

2.2 Patrick Campbell - Oxford Community Night Patrol

P Campbell spoke to the Board regarding the Oxford Community Night Patrol Discretionary Grant application for Hi-visibility vests. He provided a brief background on the work being done by the volunteers of the Night Patrol and the importance of Hi-visibility vests for the volunteers' safety while on night patrol. In

A Allen noted that as part of the NCNS's core role they assisted and encouraged communities to connect and support each other during times of stress or crisis. This required volunteers to become street leaders, whom she hoped to mentor and assist on how best to keep communities connected and to lead during times of emergency by spreading credible information. The NCNS were also working with the Police to assist with family harm incidents as well as keeping residents informed about petty crime. The hope was that, in the future, the first point of contact would be for NCNS support, and only if the matter escalated would the Police become involved.

N Mealings welcomed S Saunders and commented on her on the work she had been doing with the Lifestyle Block Group noting that rural needs were different to that of urban areas. She suggested a meeting to discuss shared opportunities with the Lifestyle Block Group and the NCNS. S Saunders agreed and commented that other important liaison groups for rural areas would be Community Patrols and the Police.

In response to questions, A Allen advised that the NCNS was completely funded by grants. Kaikoura District Council had however funded a part-time coordinator, who monitored the 'Gets Ready' database, as part of her role at the Council. The Selwyn District Council fully funded the NCNS and that was considered good model. A Allen noted that the recent flooding event had grown their membership and it was important to have the resources and funding to manage the growth.

D Nicholl thanked A Allen and S Saunders for the great work they were doing in the community.

6 **ADJOURNED BUSINESS**

Nil.

7 **REPORTS**

7.1 **Approval to Consult on Speed Limit Reviews Undertaken for Town Entrances and Other Specified Locations – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

J McBride noted the report was part of a wider district review off speed limits particularly around town fringes. For the Oxford-Ohoka area the review focused primarily on the north and west Oxford Town entrances.

She explained that the proposed speed limit review would not include Main Street in Oxford, as the mean operating speeds in this area were below the posted speed limit of 50 km/h. However, the recorded speeds were not significantly enough below the 50 km/h limit as to justify a 40 km/h speed limit being posted and the RCA therefore remained in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017).

In response to questions, J McBride explained the factors taken into consideration during a speed limit assessment, including but not limited to the road characteristics, traffic volume, number of access ways and intersections. She stressed that speed assessment were not necessary based on zoning. She also outlined the safe systems approach to speed limit setting which assessed four different aspects – safe roads and roadsides, safe vehicle, safe speeds and safe road use.

J McBride commented that Board members had provided questions prior to the meeting and replies had been circulated (Trim 210609092503). She briefly highlighted the following responses to the questions:

- Σ The Council reassessed the speed limit on Weld Street between High Street and Powells Road and the environment would support extending the 50km/h on

High Street about half way along this section to about no. 50 Weld Street (400m length).

- Σ The Council had reviewed the proposed speed limit on Victoria Street and agree that the 60km/h speed limit could be extended along Victoria Street to just east of the one lane bridge (approximately 400m).
- Σ The Council had not included Bush Road in the current review as the review focused on the town fringes. However, the Council could consider extending the 60km/h along Bush Road (Bay Road to Mill Road) and onto the unsealed road. It should be noted that if the Council do include Bush Road in the review, then it would need to also address a number of other unsealed roads in the area.
- Σ The Council had planned to carry out a two stage approach to reducing the speed along Wilsons Road. The lower end of Wilsons Road was already posted at 50km/h with the gravel section being 100km/h. The Council had discussed this with Waka Kotahi and agreed that reducing the speed to 60km/h on the unsealed section would be a major improvement in the first instance, with a future review to reduce the speed through the whole of Wilsons Road to 40km/h.

S Farrell noted the concerns raised at previous public forums regarding the speed on Burnt Hill Road, in the area zoned Rural Residential, and enquired if a reduction of the speed limit to 50km/hr could be considered. J McBride again advised that zoning was not a determinant in the setting of speed limits and considerations would include land use, housing density and hazards. Waka Kotahi had reviewed the area along Burnt Hill Road and had recommended a 60km/hr speed limit.

S Barkle referred to the criteria for the setting of speed limits, and questioned which part of Main Street would not meet the 40km/hr criteria, if most vehicles were already travelling at that speed. J McBride explained that speed limit reviews had been carried out in various locations along Main Street and average speeds varied between 42km/hr and 46km/hr. To reduce the speed to 40km/hr the average speed along Main Street would have to be constantly less than 44km/hr. J McBride believed that the reduction in the speed limits on Main Street would not necessarily lead to traffic slowing down. Physical work would be required to support a reduction in speed and those options had previously been discussed with the Board.

In response to questions, J McBride replied that speed limits were not just a number on a sign, behavioural changes were required and that needed physical work to the environment. Staff had taken on board the concerns around safety of pedestrian crossings on Main Road and would look at options to make improvements.

N Mealings sought clarity of the criteria for reducing speed limits, as she noted some recommended speed limits were to lower in areas where the criteria was not met. J McBride elaborated on the criteria, which took into account the various factors over the entire section of road.

D Nicholl commented that for over two years the Community Board had received numerous submissions from residents regarding the speed limit on Main Street. It was the Board's responsibility to advocate for residents. On behalf of the Board he therefore requested that staff seriously consider a speed limit of 40km/hr for Main Street. J McBride acknowledged the concerns of the Board, however, noted that a speed limit of 40km/hr would not be achievable at present, however, it could be with additional work.

T Robson commented on the recommended speed limit reduction for Ashley Gorge Road, High Street to north of the s-bend. He asked how staff would achieve compliance as vehicles currently raced down the hill. J McBride advised that the area would need upgraded signage and road marking to ensure motorists were aware of the 60km/hr speed limit, additionally reduction of the speed limits on the side roads (including Sales Road) would assist. She was happy to receive feedback from the Board on the proposed speed limit reduction on Ashley Gorge Road.

T Robson also referred to the initial proposal to Waka Kotahi for a speed limit of 30km/hr on the Ashley Gorge Bridge. J McBride advised that Waka Kotahi adamantly did not support a 30km/hr speed limit, however, a seasonal speed limit may be imposed.

S Farrell elaborated on the history of the community's requests for a speed limit reduction on the Main Street. She noted the signal from Central Government reading the lowering of speed limits in urban areas to 30km/hr, and therefore asked why a lower speed limit was not being considered on Main Road. J McBride advised that Central Government had not signalled a lowering of speed limits to 30km/hr on all urban roads. They had indicated that there would be lowering of speed limits around schools and in some areas lowering of speed limits to 50km/hr.

S Barkle questioned if the speed limit reduction outside Swannanoa School would be permanent or just during pickup/ drop-off times. J McBride noted that the proposed rule from Waka Kotahi was for a 60 km/h variable speed limits outside rural schools where there was an identified turning traffic risk, which was still out for consultation. The Council was developing a Speed Management Plan which would roll out proposed changes over the next 10 years. The decision on a permanent speed limit reduction outside Swannanoa School would be part of that Management Plan.

M Brown sought clarity on the consequences if Waka Kotahi did not support an imposed speed limit. J McBride advised that the Council was required to comply with the Land Transport Rules because they formed part of New Zealand Transport law. If the Council implemented a speed limit that did not comply they could risk a legal challenge from Waka Kotahi.

S Barkle asked about the collection of speed data and the possibility of the skewing of results from a slow drivers holding up traffic. J McBride did not agree that slower drivers would skew results, as results showed various speeds over a long period of time.

R Harpur questioned why Mandeville had speed limits of 50km/hr. J McBride noted that she could not comment on the historic reason for the speed limit in Madeville. However, Waka Kotahi currently did not support 50km/hr speed limits in rural areas.

Moved: S Farrell

Seconded: None

THAT the Oxford-Ohoka Community Board:

(a) **Receives** report No. 210517078269.

THAT the Council:

(b) **Approves** consultation being carried out on the proposed speed limit changes shown in Table 1 and Table 2 below:

Table 1. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road, Bay Road to just east of Ashley Gorge Road.	100	60

Location	Current (km/h)	Proposed (km/h)
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , unsealed section.	100	60
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Summerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Main Street , Urban area from east of High St to west of Woodside Rd (remains unchanged).	50	30

Table 2. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	60
Mill Road , east of Threlkelds Road to Skewbridge Road.	100	80

- (c) **Notes** that consultation on the proposed speed limit changes shown in Table 1 and Table 2 will be carried out as part of a wider consultation process for roads throughout the district.
- (d) **Notes** that pre-engagement will be carried out in August, with consultation occurring from September to October.
- (e) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Boards and then Council for approval.
- (f) **Notes** that any submission on the new proposed speed limits, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.

LAPSES

Moved: T Robson

Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

(a) **Receives** report No. 210517078269.

THAT the Council:

(b) **Approves** consultation being carried out on the proposed speed limit changes shown in Table 1 and Table 2 below:

Table 3. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Main Street , Urban area from east of High Street to west of Harewood Rd.	50	40
Victoria Street , High Street to 400 m east of the one-lane bridge (approximately 400 m).	70/100	60
Weld Street , High Street to 400 m along Weld St.	80	50
Bush Road , Bay Road to Mill Road.	100	60
Bush Road , Mill Road to Gammans Road.	100	60
Mill Road , 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60

Table 4. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road to end of current 70 km/h zone.	70	60

Location	Current (km/h)	Proposed (km/h)
Bradleys Road , Mill Road to 20 m north of Hallfield Drive.	70/100	60
Mill Road , east of Threlkelds Road to Skewbridge Road.	100	80

- (c) **Notes** that consultation on the proposed speed limit changes shown in Table 1 and Table 2 will be carried out as part of a wider consultation process for roads throughout the district.
- (d) **Notes** that the proposed speed limit reduction on Main Street will need the appropriate physical environment considerations.
- (e) **Notes** that pre-engagement will be carried out in August, with consultation occurring from September to October.
- (f) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Boards and then Council for approval.
- (g) **Notes** that any submission on the new proposed speed limits, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.

CARRIED

N Mealings reiterated that the public should be made aware that the speed limits had not yet been set and members of the public should therefore be encouraged to make submissions.

S Farrell believed that the Council should be consulting on a reduced speed along Main Street in Oxford. Cyclists and pedestrians were too frightened to use Main Street, especially the elderly. She noted that the mean speed on Main Street would not be reduced until such time as the speed limit was reduced. The Oxford community would like to see a lower speed limit, as could be seen by the numerous submissions and petitions received by the Board to that effect.

T Robson acknowledged that the Board received a large number of submissions regarding speeding on Main Street. This included the eastern end of Main Street where residents had requested that the speed limit signs be moved back past Campbell Lane and the preschool, he requested staff to consider relocating the speed limit signs.

Item 5.2 was taken at this time, the Minutes have however been compiled as per the agenda.

7.2 **Proposed Roding Capital Works Programme for 2021/22 and Indicative Three Years – J McBride (Roding and Transport Manager)**

J McBride invited feedback on the proposed 2021/22 Roding Capital Works Programme. The programme included kerb and channel and footpath renewal, minor improvements and new footpaths and was driven by the condition of assets. The programme excluded large projects.

J McBride noted that Tram Road/ North Eyre Road lighting and Tram Road/ Earlys Road splitter Island were included as part of the minor safety programmes. Due to the feedback regarding pedestrian crossings, \$33,000 would be included in the

recommendation to the Council's Utilities and Roading Committee for improvements to Oxford Main Street Pedestrian Crossings.

S Barkle sought clarity on the annual budget for the New Footpath Programme. J McBride confirmed that provision had been made in the 2021-31 Long Term Plan for \$100,000 per year for the next 10 years for new footpaths in Rangiora, Kaiapoi, Woodend and Oxford. Priority in the programme was for footpaths on roads in urban areas that did not currently have footpaths. She noted that there were a number of new footpaths for Oxford included in the programme.

S Barkle enquired about the priorities for walkways near rural schools for students in the bus exclusion zone. J McBride advised the Minor Improvements Programme funding was only for urban footpaths, staff would be discussing rural footpaths with the Walking and Cycling Reference Group once there was clearer understanding of the available budget.

S Barkle expressed a concern that the Walking and Cycling Reference Group seemed only focused on walkways that connected urban areas. J McBride commented staff would be investigating bus zones and walkways around schools, however, clarity had to be obtained for the Council regarding funding.

S Barkle questioned if Mandeville was considered an urban area, as there were no footpaths in the area. J McBride explained that it was 'rural/ residential' as it was not a fully developed urban area.

S Farrell asked as Mandeville had a speed limit of 50km/hr should it be considered for footpaths. J McBride advised that as Mandeville was most probably zoned Rural it would not be rated for footpaths. However, she undertook to investigate Mandeville's zoning and the reason why there were no footpaths.

R Harpur questioned the \$30,000 for Mandeville Village improvements in three years. J McBride noted that the funding would be used to tidy up the informal parking.

S Barkle further requested clarification on the length and costings for the Weka Street footpath and J McBride undertook to provide the Board with the information.

In response to questions, J McBride noted that the \$60,000 allocated for Mounseys Road/ Woodside Road and Mountain Road was for seal backs from the intersection to prevent metal migration.

S Farrell sought clarity on what the proposed Ashley Gorge Road improvements were. J McBride advised they were for upgraded signage, road marking and visibility improvements. It was a continuation of the work being done through the gorge.

R Harpur asked about the investment in Tram Road. J McBride advised Tram Road improvements were included in the 2021-31 Long Term Plan as part of the Council's Infrastructure Strategy for the next 30 years. There were planned improvements to a number of intersections along the route including Tram Road/ Bradleys Road.

S Farrell further enquired about a potential barrier at the North Eyre Road/ Tram Road intersection. J McBride explained the last accident that occurred ran against the history of that intersection and it was found that a barrier would not have changed the outcome of the accident. A safety audit and an independent investigation had been conducted following the fatality. The recommendation from the investigation had been to consider flag lighting, not a barrier.

M Brown questioned what side/s of the Tram/ Earlys Roads intersection the splitter island would be installed and J McBride undertook to provide the Board with the information.

D Nicholl referred to the five crossroads island noting he had concerns regarding the manoeuvring of heavy machinery around the proposed island. J McBride noted the island would be mountable in order to allow for truck movements.

S Barkle asked if there would be further funding allocated for improvements to the five crossroads intersection. J McBride advised what improvements were being done and noted that following the completion of those the intersection would be monitored. However, there was no budget to realign the intersection.

S Barkle raised concern regarding the Tram Road/ No 10 intersection. There was insufficient space for traffic to wait when turning, she asked if there was consideration for a turning bay. J McBride advised it was one of the intersections being looked at as part of the upcoming Tram Road investigation included in Council's Infrastructure Strategy.

R Harpur raised concern regarding the new access way on McHugh Road that was causing pedestrians to step out onto the road. J McBride had been to investigate and was following up.

N Mealings asked, due to the flood event, were there further works required for the programme beyond what was in the report. J McBride replied no, as this work was specifically part of the Roading Capital Works Programme.

Moved: T Robson Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 210429068577.
- (b) **Notes** that there is a call for resolution at the meeting and that feedback can be provided on the Draft Programme to the Roading and Transport Manager at the Board meeting.

CARRIED

S Barkle commented that it was important that the Mandeville area was not left out of considerations due to the area's 'in-between' status.

7.3 **Mandeville Sports Club Fence – G Stephens (Greenspace Community Engagement Officer)**

Having declared a conflict of interest M Brown sat back from the table and did not take part in the discussion.

Moved: S Farrell Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 210520080687.
- (b) **Notes** the Board currently has \$3,890 available to allocate to general landscape projects within the Oxford Ohoka Ward.
- (c) **Approves** the allocation of \$3,500 from the Boards General Landscaping Budget (PJ 101052.000.5224) towards a grant for Mandeville Sports Club to undertake work to replace the existing post and wire entrance fence with a bollard and wire fence.
- (d) **Notes** this leaves the Board \$390 remaining in the Oxford Ohoka Community Boards General Landscaping Budget.

- (e) **Approves** \$390 being carried forward into the 2021/22 financial year for use on future general landscape projects.

CARRIED
M Brown abstained

7.4 **Application to the Oxford-Ohoka Community Board's Discretionary Grant Fund 2020/21 – Thea Kunkel (Governance Team Leader)**

T Kunkel took the report as read.

Moved: T Robson Seconded: S Farrell

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 210513076306.
- (b) **Approves** a grant of \$500 to the Oxford Badminton Club towards the costs of hosting a club night for local members.

CARRIED

Moved: M Brown Seconded: S Barkle

THAT the Oxford-Ohoka Community Board:

- (c) **Approves** a grant of \$500 to the Ohoka Cricket Club towards the cost of purchasing two new hessian covers.

CARRIED

Moved: N Mealings Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (d) **Approves** a grant of \$500 to the Oxford Rugby Club (JAB) towards the cost of replacing old and damaged gear.

CARRIED

Having declared conflict of interests S Barkle and R Harpur sat back from the table and did not take part in the discussion.

Moved: S Farrell Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (e) **Approves** a grant of \$500 to the Swannanoa Preschool towards the cost of purchasing native/bicultural resources

CARRIED

S Barkle and R Harpur abstained

Moved: M Brown Seconded: S Barkle

THAT the Oxford-Ohoka Community Board:

- (f) **Approves** a grant of \$500 to the Oxford Community Night Patrol towards the cost of purchasing traffic compliant Hi-Visibility vests.
- (g) **Approves** the remaining Discretionary Grant funding of \$2,926 being carried forward into the 2021/22 financial year

CARRIED

7.5 **Report back on the attendance to the 2021 Local Government New Zealand's Community Board Conference – T Kunkel (Governance Team Leader)**

R Harpur thanked the Council and the Board for providing the opportunity for Board members to attend the Conference in Gore commenting it was an invaluable experience. It was disappointing that so many Councils did not bother sending members.

R Harpur commented on the passion of some Boards for the best Community Board project competition. The supreme award went to the Otorohanga Community Board for a local riverside beautification project and a children's play area. The project was seeded from a traffic fine a Community Board member had received while driving cattle to Canterbury. A special award was given on the night for community service to Jan Tucker, who served for many years on the Port Chalmers Community Board in Dunedin. She was responsible for a number of major projects around the port including the cycleway now between Dunedin and Port Chalmers. Sadly J Tucker passed away a week after Conference at the age of 80.

Moved: N Mealings Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 210518078892.

CARRIED

8 CORRESPONDENCE

Moved: N Mealings Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** letter from Kathi Knowler regarding speed limit change (Trim No. 210610093202).

CARRIED

9 CHAIRPERSON'S REPORT

9.1 **Chairpersons Report for May**

Moved: R Harpur Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No 210525083631.

CARRIED

10 MATTERS FOR INFORMATION

- 10.1 Woodend-Sefton Community Board Meeting Minutes 10 May 2021 (Trim 210511074805)
 10.2 Rangiora-Ashley Community Board Meeting Minutes 12 May 2021 (Trim 210505071779)
 10.3 Kaiapoi-Tuahivi Community Board Meeting Minutes 17 May 2021 (Trim 210520080707)
 10.4 Covid-19 Recovery Programme Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
 10.5 Subdivision Contribution Programme and Budget Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.

- 10.6 Establishment of a Housing Working Group – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.7 Cust Rural Recycling Facility – Report to the Solid and Hazardous Waste Working Party Meeting of 29 March 2021 – Circulates to all Boards.
- 10.8 Aquatic Centres Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.9 Community Greenspace – Staff Submission to the Draft Long Term Plan 2021-31 on Security Cameras – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.10 3 Waters Staff Submission to Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.11 Water Supply Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.12 Drainage Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.13 Wastewater Staff Submission to Draft Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.14 Water and Sanitary Services Assessment – Proposed Water Services Act 202X Amendment to Local Government Act 2002 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.15 Aquatic Facilities Update – Report to Community and Recreation Committee meeting 18 May 2021 – Circulates to all Boards.
- 10.16 Library Update to 5 March 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.
- 10.17 Library Update to 30 April 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.

Moved: M Brown Seconded: T Robson

THAT the Oxford-Ohoka Community Board receives the information in Items 10.1-10.17.

CARRIED

11 MEMBERS' INFORMATION EXCHANGE

T Robson

Σ Attended:

- Ashley Gorge Advisory Group meeting
 - The flood had been devastating for the reserve with the entire bottom flat flooded. There was a large clean-up required including; repairing the changing rooms, cleaning and repainting toilets, repairing the playground, new rubbish bins and picnic tables, replacing poplar logs with bollards, removing silt and re-sowing in spring.

R Harpur

- Σ Commented on the extent of damage with Ashburton flood event. Social agencies would be required to help.
- Σ Commented that the Eyre River evacuation had gone well, particularly the response at the Mandeville Sports Centre.
- Σ Attended:
 - Ohoka Drainage Advisory Group meeting. Budget wise they were tracking okay.
 - Greypower meeting.
 - Looking forward to the upcoming public meeting on the Health Hub.

- Questions around distribution of the Covid vaccine.

S Farrell

- Σ Had requested an update on effect of flood on Composting at Diversion Road.
- Σ Advised request from Keep Oxford Beautiful for a Dog Poo solution at West Oxford Reserve had been refused due to cost of ongoing maintenance.
- Σ Noted quick response to a Snap/Send/Solve request.
- Σ Attended:
 - OPAC meeting– were holding a winter lights competition.
 - Waimakariri Access Group Meeting.
 - Pamphlet for businesses regarding access.

M Brown

- Σ Attended:
 - Mandeville Sports Club Board meeting
 - Good progress on strategic plan, a number of grant applications were being submitted.
 - Oxford Rural Drainage meeting.
 - Assessment of how the system coped with the flood event, generally it performed well, there was one drain that failed. Maintenance resulting from the flood would be covered by budget reserves.

S Barkle

- Σ Asked if there would be a de-briefing process following the evacuation event as there was feedback that she would like to provide.
- Σ Attended:
 - Waimakariri Health Advisory Group meeting.
 - Canterbury was still in Stage 2 of vaccine schedule. Durham Health and Medical Corner would be distributing vaccines, there was no capacity in Oxford for that service.
 - A Council Housing Working Group had been set up to look at options for this District.

T Teirney advised there would be a de-briefing process that would include elected members.

N Mealings

- Σ Tabled Information Exchange (Trim 210610093206).
- Σ Thanked everyone who had helped in the flooding event. A number of people had worked tirelessly.
- Σ Commented the drone issue seemed to have disappeared.
- Σ Noted there had been a delay with the notification of the District Plan.
- Σ Attended:
 - Long Term submission hearings.
 - Housing Working Group meeting.
 - Council Zone 5 matters discussion.
 - Drainage Advisory Groups get-together.
 - Greater Christchurch Partnership meeting.
 - Site visit to Stadium Waimakariri.
 - Sustainability Strategy Steering Group.
 - Building Safer Community workshop.
 - Ohoka Farmers Market Site Visit.
 - Ohoka Cricket Club Strategic Planning meeting.
 - Waimakariri Youth Council meeting – elected a new co-chair.
 - Staff Sustainability Champions meeting.
 - Ohoka Rural Drainage Advisory Group meeting – discussed storm event preparation.

12 CONSULTATION PROJECTS

Nil.

13 BOARD FUNDING UPDATE**13.1 Board Discretionary Grant**

Balance as at 31 May 2021: \$5,426.

13.2 General Landscaping Fund

Balance as at 31 May 2021: \$3,390.

The Board noted that the funding update.

14 MEDIA ITEMS

Nil.

15 QUESTIONS UNDER STANDING ORDERS

Nil.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 9.38pm.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for Wednesday 7 July 2021 commencing at 7.00pm at the Oxford Town Hall.

CONFIRMED

Chairperson

DATE

MINUTES OF THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD AT THE DUDLEY PARK PAVILION, 45 CHURCH STREET, RANGIORA ON WEDNESDAY 9 JUNE 2021 AT 7PM.

PRESENT

J Gerard Q.S.O (Chairperson), D Lundy (Deputy Chairperson), R Brine, M Clarke, M Fleming, J Goldsworthy, M Harris, S Lewis, J Ward, and P Williams.

IN ATTENDANCE

C Brown (Manager Community and Recreation), G MacLeod (Community Greenspace Manager), J Dhakal (Project Engineer) V Thompson (Business and Centre's Advisor), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: P Williams

Seconded: D Lundy

That apologies for absence be received and sustained for K Barnett and A Wells.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Rangiora-Ashley Community Board – 12 May 2021

Moved: M Fleming

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the Minutes of the Rangiora-Ashley Community Board meeting, held on 12 May 2021.

CARRIED

3.2 Matters Arising

Nil.

4 DEPUTATIONS AND PRESENTATIONS

4.1 North Canterbury Neighbourhood Support (NCNS)

A Allen updated the Board on the work being done by North Canterbury Neighbourhood Support (NCNS) which encompassed the Waimakariri, Hurunui and Kaikoura districts. There had been changes of staff within NCNS which had been challenging, however, the employment of Sarah Saunders had proved to be the turning point for the Group. She explained that it had been decided to speak to all the Community Boards to ensure that elected members understood the work being carried out by NCNS. She noted that the NCNS's 'Gets Ready' programme was a database which had been invaluable through the floods.

S Saunders spoke about the recent flooding event in Waimakariri, and explained the NCNS's role in assisting Civil Defence by communicating critical information through the 'Get Ready' database as well as pushing important information out to local social

media platforms. She noted that they had received very positive feedback on the work that they had done in keeping the public informed.

A Allen noted that the NCNS was also working in partnership with the NZ Police, not only to keep residents informed about petty crime but also to assist with the many family harm calls that the Police attended. The hope was that, in the future, the first point of contact would be for NCNS and only if the matter escalated would the Police become involved.

M Fleming commented that all she knew of NCNS was the invitation for residents to have their details added to the database. She enquired if that was the core role of NCNS. S Saunders noted they essentially ran two different businesses which aligned to achieve the overall goals of the NCNS. This included people who wished to sign up and become connected with their street group and then there was the 'Gets Ready' database which enabled residents to receive critical information directly during emergencies.

P Williams noted that the address for NCNS on the distributed flyers was the Rangiora Police Station which was currently closed. S Saunders advised that still listed as the official address of the NCNS as there was no physical address for the group. P Williams also enquired what the average cost to Councils was to become an affiliated member of the NCNS. A Allen advised that the Waimakariri District Council did not pay anything to NCNS and noted that currently they were funded by grants. NCNS was fortunate that Kaikoura District Council paid for a part-time coordinator, who monitored the 'Gets Ready' database, as part of her role at the Council.

D Lundy asked if the NCNS only focused on urban areas or did they monitor the rural areas as well. A Allen noted that it came down to resourcing but that the aim was to focus on the whole district including rural areas.

5 **ADJOURNED BUSINESS**

Nil.

6 **RESOLUTION TO INCLUDE AN ADDITIONAL AGENDA ITEM**

Moved: J Gerard Seconded: J Ward

That the Rangiora-Ashley Community Board:

(a) Agrees to consider the following additional report (as previously circulated to members) being:

Σ Item 7.4 - Final Good Street Concept Plan for Approval – V Thompson
(Business and Centres Advisor)

CARRIED

7 **REPORTS**

7.1 **Dudley Skate Park Development Concept Plan – G Stephens (Greenspace Community Engagement Officer) and Sam Redman (Youth Development Facilitator)**

G Macleod took the report as read, highlighting the process followed throughout the project and how the concept plan had been developed. He noted that the Council had allocated \$20,000 towards the project through the Annual Plan process and that any further funding would be raised via fundraising which the Youth Council would co-ordinate.

Ruby Wilson, a Youth Council representative, commented that the Youth Council started working on this concept after they were made aware of concerns around anti-social behaviour at the skate park. The Youth Council considered how best to address the antisocial behaviour and it was agreed make the space more acceptable for all users no matter their age and to encourage family participation.

Holly Duff, a Youth Council representative noted that the idea was to keep all the elements relatively centred to enable parents to watch younger children playing in the natural play area however, with the ability to also watch teenagers using the skate park. During public consultation volley ball was identified as an activity that could be enjoyed by all family members.

J Gerard sought clarity on the funding for the second stage of the redevelopment the Council's grant would only fund the first stage. R Wilson noted that the Youth Council had not finalised a specific funding strategy, however they had received positive feedback regarding the project and some of the Youth had indicated "ownership" in the project which she hoped would assist when the Youth Council started fund raising.

M Fleming noted safety concerns regarding the location of the volleyball net which was positioned quite close to the road. She was concerned that balls may go out onto the road endangering both motorists as well as people retrieving balls. G MacLeod noted that staff would make sure that the orientation of the net was such that this would be mitigated.

M Clarke asked if staff were sure that this development was going to reduce antisocial behaviour or if the increased numbers would exasperate the problem. G MacLeod explained that the more people that were engaged with the space the more chance there was for legitimate use and the way the public space was used was also a reflection of the elements that we had in society and you could not always guarantee that everyone was going to behave appropriately.

Moved: P Williams Seconded: J Ward

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 210527085986.
- (b) **Notes** that this is a youth led project proposed by the Waimakariri Youth Council and overseen by Councils' Greenspace and Community Team.
- (c) **Approves** the implementation of the Dudley Skate Park Development Concept Plan (Trim: 210527085992) by staff.
- (d) **Notes** that this entire plan has an estimated cost of \$40,000 and will be funded through the Council Grant of \$20,000 with the remaining funded by external sources which has not yet been obtained.
- (e) **Notes** approval of the plan for implementation will support the Waimakariri Youth Council to seek funding by giving the project a higher level of legitimacy to potential funders.
- (f) **Notes** the Waimakariri Youth Council wish to start with the construction of the activation platform and will schedule additional planned interventions as external funding becomes available.
- (g) **Approves** Greenspace working with the Waimakariri Youth Council to undertake survey analysis pre and post implementation to identify the success of each intervention.

CARRIED

P Williams commented that it was a positive step forward in getting the youth involved in projects around the Waimakariri district.

J Ward noted that it was great to see the youth taking ownership of the project and she believed that the more people were involved the less likely there would be negative outcomes, especially as there would be parents around to supervise or to monitor the wellbeing of the younger children.

D Lundy commented that the build-up to the development of the concept plan had taken a long time with the Board, the community and the youth who would take ownership of the project had been engaged.

At this time, supplementary Item 7.4 was taken. The Minutes have been recorded in the order of the Agenda.

7.2 **Application to the Board's 2020/21 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe noted that the Board had funded the Okuku Pony Club previously and it would be encouraging to see some of the rural areas receiving support. This was the first application submitted by the North Canterbury Federation Women's Institute who would be hiring the Sefton Public Hall to host a Craft Day.

Moved: S Lewis

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 210428067286.
- (b) **Approves** a grant of \$500 to the Okuku Pony Club towards the purchase of new show jumping rails.
- (c) **Approves** a grant of \$260 to the North Canterbury Federation Women's Institute towards the cost of hall hire and the purchase of crafting supplies.

CARRIED

7.3 **Report back on the attendance to the 2021 Local Government New Zealand's Community Board Conference – K Rabe (Governance Advisor)**

Moved: M Clarke

Seconded: P Williams

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 21052604267.
- (b) **Circulate** report to all Community Boards for information.

CARRIED

M Fleming suggested that the Board watched the presentations from the Conference as she found them informative.

J Goldsworthy summarised his keys observations and enquired if the Board would consider having a Community Board desk once a week or once a fortnight to reach out to members of the community not normally within the Boards circle of influence. He suggested that the desk could be manned by members on a roster. He also noted that he was re-evaluating how the Board could reach students through the schools in the area which he believed was important for future local democracy.

7.4 **Final Good Street Concept Plan for Approval – V Thompson (Business and Centres Advisor)**

V Thompson was seeking approval on the final concept plan for the development of Good Street. She noted that a report had been previously presented to the Board on the concept plan in December 2020, and a few minor changes had been made to the plan after public feedback had been received. The changes comprised of adding shade sails for the outside seating areas, the stage configuration had been adjusted to allow for better sightlines and the stage width had also been reduced. Also feedback received indicated a preference for an artificial surface rather than grass which would get wet and muddy during the winter months. Staff noted the Board's previous request to consider a water feature in the area which still could be accomplished.

J Gerard enquired what type of lighting was proposed. V Thompson explained that staff were working with Kevin Crowley, to finalise a suitable option.

P Williams noted that he supported the idea of a water feature but all health and safety needed to be taken into consideration. V Thompson commented that any water feature would most likely be sited in the garden area.

M Fleming enquired if it would be possible to have movies shown in the space. V Thompson explained that the blank wall of a neighbouring shop which was painted white could potentially be used as a screen, or there was the option of using pop up screens.

D Lundy noted that there had been concern regarding interaction between shop owners and pedestrians and enquired if there had been any further discussion. V Thompson noted that she had spoken with a couple of the tenants on the High Street end of Good Street, who were concerned that the seating would block sightlines to their shops, however, care had been taken to design the area in such a way that the sightlines would remain unaffected.

Moved: J Ward

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 210510073927.
- (b) **Notes** the summary of consultation feedback Trim Ref 210520081018.
- (c) **Notes** the final concept plan for Good Street, which is the end result of a consultation process with directly affected street stakeholders (tenants) and the wider community.
- (d) **Approves** the design ideas and proposed upgrades detailed in the final Good Street Concept Plan Trim Ref 210520080999.
- (e) **Approves** the Greenspace Manager making minor adjustments to the final concept plan (as required) to support the physical works stage.
- (f) **Notes** the intention for the physical upgrades to be completed during the second half of 2021 or early 2022, with the specific timeframe to be determined in conversation with Good Street tenants to ensure the physical works cause as little disruption to business trade as possible.
- (g) **Notes** the allocation of \$585,000 in the 2021-22 financial year to enable completion of the physical works (excluding any budget carryover from 2020-21).
- (h) **Notes** that any remaining budget from the \$50,000 in the 2020-21 financial year to support the concept design and public consultation phases will be

carried over to 2021-22 to support the physical works.

CARRIED

J Ward noted that this project had spent a long time in the planning stage and a great deal of thought put into the design. She acknowledged that staff had done a great job.

M Fleming noted that it was a lovely area and the site lent itself to the transformation.

8 CORRESPONDENCE

Nil.

9 CHAIRPERSON'S REPORT

9.1 Chair's Diary for May 2021

Moved: J Gerard

Seconded: D Lundy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 2105025083621.

CARRIED

10 MATTERS FOR INFORMATION

- 10.1 Oxford-Ohoka Community Board Meeting Minutes 5 May 2021 (Trim 210505071627)
- 10.2 Woodend-Sefton Community Board Meeting Minutes 10 May 2021 (Trim 210511074805)
- 10.3 Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 May 2021 (Trim 210520080707)
- 10.4 Covid-19 Recovery Programme Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.5 Rangiora and Kaiapoi Park and Ride Budgets – Report to Council Meeting 4 May 2021 – Circulates to the Kaiapoi-Tuahiwi Community Board and Rangiora-Ashley Community Board.
- 10.6 Subdivision Contribution Programme and Budget Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.7 Request for Capital Budget to Remedy Stormwater Discharge Deficiencies at Southbrook RRP – Report to Council meeting 4 May 2021 – Circulates to the Rangiora-Ashley Community Board.
- 10.8 Establishment of a Housing Working Group – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.9 Southbrook Road Improvements – Establishment of Governance Structure – Report to Council meeting 4 May 2021 - Circulates to the Rangiora-Ashley Community Board.
- 10.10 Cust Rural Recycling Facility – Report to the Solid and Hazardous Waste Working Party Meeting of 29 March 2021 – Circulates to all Boards.
- 10.11 Aquatic Centres Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.12 Community Greenspace – Staff Submission to the Draft Long Term Plan 2021-31 on Security Cameras – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.13 Cust Community Centre Upgrade – Report to Council meeting 25 May 2021 – Circulates to the Rangiora-Ashley Community Board.

- 10.14 3 Waters Staff Submission to Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.15 Water Supply Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to All Boards.
- 10.16 Drainage Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.17 Wastewater Staff Submission to Draft Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.18 Water and Sanitary Services Assessment – Proposed Water Services Act 202X Amendment to Local Government Act 2002 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.19 Bellgrove Development Outer East Rangiora Development Area Special Consultative Procedure for Roading Capital Budgets – Report to Council meeting 25 May 2021 – Circulates to the Rangiora-Ashley Community Board.
- 10.20 Aquatic Facilities Update – Report to Community and Recreation Committee meeting 18 May 2021 – Circulates to all Boards.
- 10.21 Library Update to 5 March 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.
- 10.22 Library Update to 30 April 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.

Moved: D Lundy

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items 10.1 to 10.22.

CARRIED

11 MEMBERS' INFORMATION EXCHANGE

J Ward

- Σ Attended the Long Term Plan Submission Hearings.
- Σ Town Centre's with Enterprise North Canterbury held their business survey. The district was doing above average when compared to the rest of the New Zealand. Waimakariri was also doing well with its pandemic recovery.
- Σ Enterprise North Canterbury was recognized for their pandemic recovery support at the Economic Development New Zealand.
- Σ North Canterbury Business Awards were going to be held in the new stadium on 24 September 2021.
- Σ Enterprise North Canterbury had received funding from the Ministry of Social Development for startup workshops to boost new business in the area. Fifteen businesses had taken up the opportunity, 11 of which had resulted in new businesses in the district.
- Σ The stadium was progressing well – there was some minor damage from leakage with the recent flooding event.
- Σ Rangiora Service Centre renovations were proceeding and the Councillor's were getting a break out space in the east wing. The new Council Chamber would be larger than previously to better accommodate a gallery. The public toilets would also be getting upgraded.
- Σ Councillors received a briefing on the flooding – proud of the staff response and what they had achieved to mitigate any serious harm particularly around Okuku and Lees Valley, Pines Beach and Waikuku.

M Harris

- Σ Attended a meeting with Rangiora Museum.
- Σ Attended the Woodend community meeting with the New Zealand Police.

P Williams

- Σ Staff did a wonderful job with the flooding – there were some issues with communications but apart from that everything went well. While there was a large amount of damage the district had come off relatively lightly compared with other areas. Even though most of the stop banks were built to withstand 1,000 cubic meters of water the rate of flow far exceeded the engineers estimate however the stopbanks held.
- Σ A boil water notice had been issued for Garrymere due to the turbulence in the water.

S Lewis

- Σ Attended the North Canterbury Musical Society - Joseph and the Amazing Technicolor Dreamcoat.
- Σ Attended a jazz concert at the Balcairn Hall.
- Σ Attended a Pink Ribbon Breakfast at Urban Revival in Silverstream.

M Fleming

- Σ Waimakariri Access Group have created a brochure that they were distributing to businesses.

M Clarke

- Σ Attended the Waimakariri Health Advisory Group – items mentioned included interest in mobility schoolers being able to use the certain protected cycleway, update on Ophthalmology services in Rangiora and respite care at the Rangiora Health Hub.
- Σ Did a drive around of all the flooding areas in southern Rangiora, pleased to see there was no flooding in areas that had historically flooded.

D Lundy

- Σ Attended the Combined Drainage Advisory Group Meeting – interesting concept on climate change and how it affected drainage.
- Σ Attended the Federated Farmers Annual Conference – addressed by the new CEO of Fish and Game.

12 CONSULTATION PROJECTS

Nil.

13 BOARD FUNDING UPDATE**13.1 Board Discretionary Grant**

Balance as at 31 May 2021: \$7,858.

13.2 General Landscaping Fund

Balance as at 1 July 2019	\$63,680
Allocations made	\$57,319
Balance as at 31 May 2021	\$6,361

The Board noted the funding update.

14 MEDIA ITEMS

Nil

15 QUESTIONS UNDER STANDING ORDERS

Nil

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

<p>Workshop (8.12pm – 8.32pm)</p> <p>Σ <i>Southbrook Traffic Signals Update – Jig Dhakal</i> Σ <i>Members Forum</i></p>

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 14 July 2021 in the Function Room at the Rangiora Town Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 8.32pm.

CONFIRMED

 Chairperson

 Date

MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD IN THE TODD ROOM, PEGSUS COMMUNITY CENTRE, MAIN STREET, PEGASUS ON MONDAY 14 JUNE 2021 AT 6.00PM.

PRESENT

A Thompson (Acting Chairperson), A Allen, J Archer, M Paterson and P Redmond.

IN ATTENDANCE

S Markham (Manager Strategic Projects), S Morrow (Rates Officer Land Information), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: A Allen

Seconded: M Paterson

THAT apologies for absence be received and sustained from S Powell and S Stewart.

CARRIED

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CURRENT REGISTER OF INTEREST

The updated Register of Interest was included in the agenda to include the change of the Board's representative to the Pegasus Residents' Group.

Moved: P Redmond

Seconded: A Thompson

THAT the Woodend-Sefton Community Board:

(a) **Receives** the current Register of Interest as amended on 10 May 2021.

CARRIED

4 CONFIRMATION MINUTES

4.1 Minutes of the Woodend-Sefton Community Board – 10 May 2021

Moved: M Paterson

Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

(a) **Confirms**, as a true and accurate record, the circulated Minutes of the Woodend-Sefton Community Board meeting, held on 10 May 2021.

CARRIED

4.2 Matters Arising

Nil.

5 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

A Allen left the table at 6.02pm to participate in the deputation by North Canterbury Neighbourhood Support.

5.1 North Canterbury Neighbourhood Support (NCNS)

A Allen updated the Board on the North Canterbury Neighbourhood Support (NCNS) which encompassed the Waimakariri, Hurunui and Kaikoura districts. There had been changes of staff within NCNS which had been challenging to overcome however, the employment of Sarah Saunders had proved to be the turning point for the Group. She explained that it had been decided to brief all the Community Boards to ensure that elected members understood the work being done by the NCNS. The 'Gets Ready' programme was a database which had been invaluable through the floods.

S Saunders explained that she had been in the role of Manager for three months on a six month contract. She noted that the NCNS had a Memorandum of Understanding with NZ Police and also with Community Patrol New Zealand which allowed the groups to work with the Police in a supporting role. She commented that the NCNS was the umbrella with two offshoot businesses, 'Get Ready' and the core work of neighbours supporting neighbours. The recent flooding events had given the NCNS the opportunity to test the 'Get Ready' database in supporting Civil Defence and the Police during the emergency response phase of the flooding event. She noted that there were currently 3,500 households registered on Gets Ready, which could be broken down into roads, areas and needs. As part of their core role they assisted and encouraged communities to connect and support each other during times of stress or crisis. This required volunteers to become street leaders, whom she hoped to mentor and assist on how best to keep communities connected and to lead during times of emergency by spreading credible information.

A Allen noted that NCNS were working with the Police to assist with family harm incidents as well as keeping residents informed about petty crime. The hope was that, in the future, the first point of contact would be for NCNS support and only if the matter escalated would the Police become involved.

A Thompson noted that it was encouraging to hear that NCNS had some resource. He believed this was a good model and commented that he had seen first-hand the benefit a Street Leader could make in a local community. There were lot of people who would be happy to take on the responsibility if they received a bit of help and guidance.

P Redmond congratulated NCNS on the appointment of their new manager. He noted that last time the group presented to a Community Board the database appeared to be in disarray, and did not link with Community Board areas. A Allen noted that when she took over her current role there had been challenges with confusion in the direction of the NCNS. Most of these issues had now been addressed with the employment of a manager.

M Paterson queried how NCNS managed the information they received to ensure that the correct information was distributed. S Saunders noted the rumours and false information that was circulated on social media and explained that the NCNS would only circulate credible information which was received from a credible source such as Civil Defence.

The Action Chairperson thanked A Allen and S Saunders for their presentation.

A Allen returned to the table at 6.33pm.

6 ADJOURNED BUSINESS

Nil.

7 REPORTS

7.1 Road Naming – BA Freeman Partnership Subdivision – S Morrow (Rates Officer Land Information)

S Morrow took the report as read and noted that the land parcel was part of the site known as 82 Parsonage Road, Woodend which contained about 172 new lots. He raised a concern about the proposed street name 'Thirlwall Green' stating that the term Green usually implied an area of greenspace, usually contained within a cul de sac. Road 4 was a through road which meant that the term Drive, Road or Street would be more appropriate.

J Archer noted that the recommendation in the report stated that the roads to be named were for Stage 4 of Ravenswood development which was incorrect. S Morrow apologised for the error stating the site as being Woodfield Estate in Woodend.

It was noted that it may be prudent to source more names for the pre-approved Woodend-Sefton Roding List as more than half of the names on the list had already been used. After some discussion it was agreed that some prominent groups in the area would be invited to submit names to be added to the current list.

Moved: M Paterson

Seconded: A Allen

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 210603089464.
- (b) **Approves** the following proposed road names for Woodfield Estates as shown as Roads 1 to 6 on plan Trim Ref: 210603089460.
 - 1. McQuillan Avenue
 - 2. Cleaver Street
 - 3. Salkeld Place
 - 4. Thirlwall Street
 - 5. Ligget Place
 - 6. Cutler Street
- (c) **Notes** the Community Board may replace any of the proposed names with a name of its choice.
- (d) **Requests** staff to invite groups within the community and historian J Harris to submit suggestions to be checked and added to the pre-approved road naming list.

CARRIED

8 CORRESPONDENCE

Nil.

9 CHAIRPERSON'S REPORT

9.1 Chairperson's Report for May 2021

Moved: A Allen

Seconded: J Archer

THAT the Woodend-Sefton Community Board:

(a) **Receives** report No.210608091091.

CARRIED

10 MATTERS FOR INFORMATION

- 10.1 Oxford-Ohoka Community Board Meeting Minutes 5 May 2021 (Trim 210505071627)
- 10.2 Rangiora-Ashley Community Board Meeting Minutes 12 May 2021 (Trim 210505071779)
- 10.3 Kaiapoi-Tuahwi Community Board Meeting Minutes 17 May 2021 (Trim 210520080707)
- 10.4 Covid-19 Recovery Programme Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.5 Subdivision Contribution Programme and Budget Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.6 Establishment of a Housing Working Group – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 10.7 Cust Rural Recycling Facility – Report to the Solid and Hazardous Waste Working Party Meeting of 29 March 2021 – Circulates to all Boards.
- 10.8 Aquatic Centres Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.9 Community Greenspace – Staff Submission to the Draft Long Term Plan 2021-31 on Security Cameras – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.10 3 Waters Staff Submission to Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.11 Water Supply Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to All Boards.
- 10.12 Drainage Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.13 Wastewater Staff Submission to Draft Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 10.14 Water and Sanitary Services Assessment – Proposed Water Services Act 202X Amendment to Local Government Act 2002 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 10.15 Ravenswood Park and Ride Land Purchase Staff Submission to Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to the Woodend-Sefton Community Board.
- 10.16 Aquatic Facilities Update – Report to Community and Recreation Committee meeting 18 May 2021 – Circulates to all Boards.
- 10.17 Library Update to 5 March 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.
- 10.18 Library Update to 30 April 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.

Moved: P Redmond

Seconded: M Paterson

THAT the Woodend-Sefton Community Board receives the information in Items 10.1 to 10.18.

CARRIED

11 **MEMBERS' INFORMATION EXCHANGE**

P Redmond

Attended:

- Σ Council Meeting at Ruataniwha Kaiapoi Civic Centre.
- Σ 3 Waters Reform Informal Discussion.
- Σ Council Briefing at Kaiapoi on District Plan Review.
- Σ Long Term Plan Submissions at Kaiapoi.
- Σ Kaiapoi Promotions Association Mix and Mingle – Paper Plus Kaiapoi.
- Σ Long Term Plan Submissions – Rangiora.
- Σ Long Term Plan Submissions – Oxford.
- Σ Honda Forest Planting – Kaiapoi.
- Σ Social/Affordable Housing Working Group – First Meeting.
- Σ Woodend-Sefton Community Board Meeting.
- Σ Zone 5 Meeting with Sam Broughton.
- Σ Council Briefing – Update on Fireworks Remit.
- Σ Big Brothers Big Sisters Breakfast.
- Σ Tsunami Presentation at Pegasus, Kaiapoi and Waikuku – S Powell MC'd at Pegasus and Waikuku. P Redmond chaired at Kaiapoi, the rest had been cancelled due to the recent flooding event he noted that the main point of the events was 'know your zone' which was quite important, the meetings were very well attended.
- Σ Kaiapoi-Tuahwi Community Board Meeting.
- Σ Audit and Risk Committee Meeting.
- Σ Mainpower Stadium Site Visit.
- Σ Community and Recreation Committee Meeting – Chaired.
- Σ Utilities and Roding Committee Meeting.
- Σ Tsunami Presentation at Kaiapoi – MC.
- Σ Citizenship Ceremony at Rangiora Town Hall.
- Σ Community Meeting with Police – Woodend.
- Σ Ravenswood Plan Change Hearing at Kaiapoi – quite interesting, there was evidence before the commissioners about the effects of shopping that the Ravenswood commercial area whether it would take business and customers away from Rangiora or Kaiapoi and where they would come from. The commissioners were quite forthright and one spent about an hour drilling down on those effects.
- Σ Greater Christchurch Partnership Briefing at Woodend.
- Σ Long Term plan Deliberations.
- Σ Pegasus Residents Association AGM.
- Σ North Canterbury Sport and Recreation Trust Meeting.
- Σ Canterbury Museum - Exhibition Graham Bennett sculptures from museum's collection.
- Σ Climate Change Launch at Christchurch Art Gallery – called 'it's time Canterbury' a number of Local Authorities were getting together and trying to promote a climate change conversation.
- Σ Council Meeting.
- Σ Council Briefing.
- Σ Waimakariri Health Advisory group Meeting – Update on CDHB Meeting.
- Σ Rural Provincial Meeting – Wellington, found it quite beneficial had the Minister for the Environment David Parker, talked about the RMA reform and what was happening, there was a lot of discussion on the 3 Waters Reform.
- Σ Kiln Street Residents Meeting – Flooding.

- Σ Canterbury Heritage Awards at Christs College.

A Allen
NCNS

- Σ NCNS/GETS READY's invaluable importance was highlighted with their response and gratitude from the community. Providing factual information and direction. Civil Defence reached out on multi occasions for assistance. This Thursday the Mayor, Civil Defence, Senior Police and selected members of the NCNS would conduct a debrief on communications post the flooding, to learn and grow our relationships even further for the wellbeing of our community.
- Σ Rangiora-Ashley and Oxford-Ohoka Community Boards – Sarah Saunders and A Allen attended the Board meetings to introduce S Saunders to members and share successes as well as the need for further funding and support to maintain our strong move forward.
- Σ RATA Funding – completed with a select committee, application for wages to retain S Saunders as the manager and recruit integral co-ordinator missing in the Hurunui.

Pegasus Residents Group

- Σ Underwhelmed was the feeling of the Committee in reference to Chris Simpsons address at the AGM about Pegasus Lake. A call from accountability and a solid timeline was needed. The Pegasus Group Chairperson had forged a good working relationship with the Templeton Group, and endeavoured with the support of Woodend-Sefton Community Board and ECAN, that they could achieve transparency with a firm timeline for accountability.
- Σ Discussions of potential fundraising methods were ongoing.
- Σ Community Events were firm in the calendar and would be communicated to the Board.

Woodend Sefton Community Group

- Σ Attended a Council led meeting at Woodend to discuss crime with stakeholders. It was very productive. Full compliments to Tessa Sturley for her speech. It was truly from the heart and not Power Point driven. It showed authenticity and real empathy and will.

12 CONSULTATION PROJECTS

Nil.

13 BOARD FUNDING UPDATE

13.1 Board Discretionary Grant

Balance as at 31 May 2021: \$2,293.

13.2 General Landscaping Fund

Balance as at 31 January 2020: \$13,327

Amount allocated to date: \$ 9,727

Balance as at 31 May 2021 \$3,600

The Board noted the funding update.

14 MEDIA ITEMS

North Canterbury Neighbourhood Support.

15 QUESTIONS UNDER STANDING ORDERS

Nil.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 6pm, Monday 12 July 2021 at the Woodend Community Centre, School Road, Woodend.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 7.15pm.

CONFIRMED

Chairperson

Date

Workshop
(7.16pm – 8pm)

Σ *Training – Decision Making – K Rabe (Governance Advisor)*

MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN MEETING ROOM 1 (UPSTAIRS), RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY 21 JUNE 2021 AT 5PM.

PRESENT

J Watson (Acting Chairperson), N Atkinson, A Blackie, B Cairns, J Meyer and M Pinkham

IN ATTENDANCE

Mayor D Gordon, S Stewart (Kaiapoi-Woodend Ward Councillor), P Redmond (Kaiapoi-Woodend Ward Councillor), C Brown (Manager Community and Recreation), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer)

Nine members of the public attended the meeting.

1 APOLOGIES

Moved: J Watson

Seconded: A Blackie

That an apology for absence be received and sustained for C Greengrass.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 17 May 2021

Moved: J Watson

Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 17 May 2021, as a true and accurate record.

CARRIED

3.2 Matters Arising

Nil.

4 DEPUTATIONS AND PRESENTATIONS

B Cairns left the table at 5.04pm to participate in the deputation by North Canterbury Neighborhood Support.

4.1 North Canterbury Neighbourhood Support (NCNS)

B Cairns updated the Board on the work being done by the NCNS which encompassed the Waimakariri, Hurunui and Kaikoura districts. There had been a change of staff within NCNS which had been challenging to overcome however, the employment of Sarah Saunders had proved to be the turning point for the Group. He advised that the NCNS had decided to brief all the Community Boards to ensure that elected members understood the work being done by the NCNS. He

commented that the NCNS was an umbrella organisation for two offshoot businesses, 'Gets Ready' and Neighbours Supporting Neighbours. He noted that there were currently 3,500 households registered on Gets Ready, which could be broken down into roads, areas and needs. As part of their core role the NCNS assisted and encouraged communities to connect and support each other during times of stress or crisis. He highlighted the difference that the NCNS and the street leaders had made in the Beachgrove Subdivision.

S Saunders explained that she had been in the role of Manager for three months as part of a six month contract. Encouraged communities to connect required volunteers to become street leaders, whom she hoped to mentor and assist on how best to lead during times of emergency. She explained that the NCNS had a Memorandum of Understanding with NZ Police and also with Community Patrol New Zealand which allowed the groups to work with the Police in a supporting role. The NCNS was working with the Police to assist with family harm incidents as well as keeping residents informed about petty crime. The hope was that, in the future, the first point of contact would be for NCNS support and only if the matter escalated would the Police become involved.

In conclusion, B Cairns noted that the recent flooding events had given the NCNS the opportunity to test the 'Gets Ready' database in supporting Civil Defence and the Police during the emergency response phase of the flooding event.

J Watson thanked the NCNS for the work that they had been doing in the community.

B Cairns returned to the table at 6.14pm.

4.2 **Proposed WHoW Aqua Play Proposal Update - Tony Joseph and Jason Mill**

J Mill spoke to the Board and provided an updated layout of the transitional Aqua Play Park that WHoW was proposing at Courtney Lake in Kaiapoi. WHoW was currently working through the design and colour scheme of the proposed play park. WHoW had secured pontoons which could be used for the Aquaplay development. These privately owned pontoons used to be located on the Kaiapoi River prior to Council redeveloping the Kaiapoi Marine Precinct. He noted that WHoW had carried out the required water quality and depth testing. WHoW had been working with Environment Canterbury's (ECan) Lakes Team on the water quality testing. WHoW was also being assisted by an ecologist, who was an Inanga and avian expert, to ensure that the play park did not disturb the wildlife.

J Mill explained that ECan required WHoW to conduct 45 water quality tests, and they were currently a quarter of the way through that testing. He noted that since the recent flooding event WHoW had carried out daily tests, and they were pleased that the water quality levels did not reach critical levels. J Mill also provided the Board with an update on the proposed WHoW Aquatic Sports Park, noting that they had completed their full feasibility study and the data was currently being collated by their experts and was looking positive.

J Watson asked if the Aqua Play Park was only going to be erected during the summer. J Mill explained that it was proposed to operate the park from the end of October through to the end of March. Once Aquatic Sports Park was completed the play park would be relocated to the sports park.

B Cairns enquired how many people the proposed play park would be bringing into Kaiapoi. J Mill noted that they would be limiting the car movement to 250 cars per day, however, around 7,500 people were expected to visit the play park over a five months period.

Furthermore, B Cairns questioned if there would be a café at the proposed play park. J Mill advised that there would be a point of sale container that would also have coffee for sale, however, people would be encourage to park and rather spend money in Kaiapoi.

In response to a question by Councillor Blackie, J Mill confirmed that they would be talking to the iwi within the next few weeks, however, WHow did have a preliminary meeting with the Upuku of Tuahiwi Runanga, Te Maire Tau, who seemed to be supportive.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Naming of New Reserves in the Regeneration Area – D Roxborough (Implementation project Manager – District Regeneration)**

C Brown spoke to the report and noted that discussions on the proposed names for the new reserve had been going on for four years. Extensive consultation was undertaken with mana whenua on the proposed reserve names and all views were reflected in the proposed names. Staff recently met with, Te Maire Tau, and he endorsed the names that were being proposed in the report.

B Cairns requested staff to provide the Board with the meanings of the proposed names. C Brown explained that the proposed names may not have meaning, as they may be proper nouns. However, staff would source the information and report back to the Board.

Moved: A Blackie Seconded: B Cairns

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 210610092935.
- (b) **Approves** the name 'Kāikanui Walkway' for the future recreation and ecological linkage between Dawson Douglas Place and Wyber Place and Courtenay esplanade in Kaiapoi South.
- (c) **Approves** the name 'Te Kōau' for the sport and recreation reserve in Kaiapoi West.
- (d) **Approves** the name 'Te Korotuaheka Wetland' for the stormwater management area within the Honda forest.
- (e) **Approves** the name 'Huria Reserve' for the Heritage & Mahinga Kai area in Kaiapoi South.
- (f) **Approves** the extension of the existing name 'Gray Crescent Reserve' to cover the new recreation and ecological linkage areas between Gray Crescent and Feldwick Drive, and Bracebridge Street and Feldwick Drive in Kaiapoi East, noting that this will be managed as one park.
- (g) **Notes** that the Reserves Act classification, and park category for the Heritage and Mahinga Kai Area (in Kaiapoi South) will be determined as part of the development of this area in partnership with Te Ngāi Tūāhuriri Rūnanga.

- (h) **Notes** that decisions around naming The Pines Beach Entrance Reserve will be discussed further with Mahaanui Kurataiao Ltd and may need to be deferred until such time as *Te Kōhaka o Tūhaitara* Trust have made plans for their land block opposite.
- (i) **Circulates** this report to Council, and to the Mahi Tahī Joint Development Committee.
- (j) **Circulates** this report to the Community Boards.

CARRIED

Councillor Blackie noted that the names have previously been workshopped with the Regeneration Steering Group in 2017 and have been ratified by the Mahi Tahī Joint Development Committee in April 2021.

6.2 **Application to the Kaiapoi-Tuahiwi Community Board's Discretionary grant Fund 2020/21 – T Kunkel (Governance Team Leader)**

T Kunkel took the report as read.

Moved: J Watson

Seconded: N Atkinson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210608091115.
- (b) **Approves** a grant of \$500 to the Kaiapoi Branch North Canterbury Pony Club towards the cost of sending two coaches to the New Zealand Pony Club Association National Conference.
- (c) **Notes** that the unallocated grant funding will be carried over and added to the 2021/22 Discretionary Grant Budget for distribution by the Board.

CARRIED

6.3 **Change to the Appointments of the Board Representatives – T Kunkel (Governance Team Leader)**

T Kunkel noted that C Greengrass was on leave for a few months and staff wanted to ensure that the Darnley Club had an interim Board representative. Staff had been advised by the Club that they did not currently need a Board representative to attend their Board meetings, however, staff believed that it would be good practice to have a Board member assigned to the Club to whom they could reach out to if they had any questions.

T Kunkel further advised that the Board previously appointed Board member J Watson to the Sustainability Strategy Steering Group. However, due to other commitments she would not be able to fulfil her liaison roles and the Board was therefore requested to appoint another representative.

Moved: N Atkinson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210608091245.

- (b) **Approves** the appointment of Board Member J Meyer as the Board's interim representative and liaison person, to the Darnley Club.
- (c) **Revokes** the appointment of J Watson as the Board's representative and liaison person to the Sustainability Strategy Steering Group.
- (d) **Approves** the appointment of Board Member B Cairns as the Board's representative and liaison person, to the Sustainability Strategy Steering Group.

CARRIED

6.4 **Report back on the attendance to the 2021 Local Government New Zealand's Community Board Conference – T Kunkel (Governance Team Leader)**

T Kunkel took the report as read.

J Meyer thanked the Board for giving him the opportunity to attend the Conference in Core. He advised that it was clear at the Conference that local government was currently under pressure due to the proposed Three Waters Reform and other local government reviews. The concerns about the general uncertainty were strongly visible even at Community Board level, especially with regard to the role of Community Boards in keeping communities informed about the proposed changes.

Moved: J Meyer

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 210608091039.
- (b) **Notes** that the cost of the Board representative's attendance of the Community Boards' Conference came in \$355 under budget.

CARRIED

7 **CORRESPONDENCE**

Moved: N Atkinson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the letter regarding naming of Reserves and Streets in Silverstream. (Trim. 210603089405)

CARRIED

8 **CHAIRPERSON'S REPORT**

8.1 **Chairpersons Report for May/June 2021**

- Σ Pegasus Bay By-Law Advisory Group meeting.
- Σ Safer Communities Workshop.
- Σ Pines Beach Kairaki Residents meeting.
- Σ Kaiapoi Signage Project - Met with Kevin Dwyer to get some forward movement on this project after a lengthy delay. Panels being priced and locations finalized.

- Σ All Together Kaiapoi daffodil planting - Met with Delta to locate sites for daffodils. On south riverbank east of bridge and at site of All Together Kaiapoi sign on Main North Road.
- Σ University of Canterbury Political Science students visit - Spoke about local government and Community Board.
- Σ Waimakariri District Council briefing on rain event.
- Σ Daffodil planting - Using KYDZ group to help fill holes, dug by Delta, with bulbs.
- Σ Kaiapoi Signage - Steering group meeting.
- Σ Kiln place meeting.
- Σ Kaiapoi Community Garden – Annual General Meeting and Committee meeting.

Moved: J Watson

Seconded: N Atkinson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal report from the Kaiapoi-Tuahiwi Community Board Chairperson for May/June 2021.

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 5 May 2021 (Trim 210505071627)
- 9.2 Woodend-Sefton Community Board Meeting Minutes 10 May 2021 (Trim 210511074805)
- 9.3 Rangiora-Ashley Community Board Meeting Minutes 12 May 2021 (Trim 210505071779)
- 9.4 Covid-19 Recovery Programme Update – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 9.5 Rangiora and Kaiapoi Park and Ride Budgets – Report to Council Meeting 4 May 2021 – Circulates to the Kaiapoi-Tuahiwi Community Board and Rangiora-Ashley Community Board.
- 9.6 Subdivision Contribution Programme and Budget Update – Report to Council Meeting 4 2021 – Circulates to all Boards.
- 9.7 Establishment of a Housing Working Group – Report to Council Meeting 4 May 2021 – Circulates to all Boards.
- 9.8 Cust Rural Recycling Facility – Report to the Solid and Hazardous Waste Working Party Meeting of 29 March 2021 – Circulates to all Boards.
- 9.9 Aquatic Centres Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 9.10 Community Greenspace – Staff Submission to the Draft Long Term Plan 2021-31 on Security Cameras – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 9.11 Kaiapoi River Marine Precinct – Swimming Facility budget Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.12 Three Waters Staff Submission to Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.
- 9.13 Water Supply Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 9.14 Drainage Staff Submission to Draft Long Term Plan 2021-31 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 9.15 Wastewater Staff Submission to Draft Long Term Plan 2021-31 – Report to Council Meeting 25 May 2021 – Circulates to all Boards.

- 9.16 Water and Sanitary Services Assessment – Proposed Water Services Act 202X Amendment to Local Government Act 2002 – Report to Council meeting 25 May 2021 – Circulates to all Boards.
- 9.17 Aquatic Facilities Update – Report to Community and Recreation Committee meeting 18 May 2021 – Circulates to all Boards.
- 9.18 Library Update to 5 March 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.
- 9.19 Library Update to 30 April 2021 – Report to Community and Recreation Committee Meeting 18 May 2021 – Circulates to all Boards.

Public Excluded Reports

- 9.20 Report to Council Meeting 4 May 2021 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.21 Report to Council Meeting 4 May 2021 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.22 Report to Council 1 June 2021 – Circulates to all Boards.

Moved: J Meyer

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the information in Items 9.1 to 9.22.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

S Stewart

- Σ Interviewed eight potential trustees for the new Waimakariri Biodiversity Trust and the Chairperson of the Working Group would be sending out invitations to all of them to join.
- Σ ECan had received the Commissioner's decision on plan Change 7 and they were now getting legal advice on how many Councillors would have a conflict of interest in voting on the decision.
- Σ Flooding event – ECan's Weed Removal Programme in the Ashley River had been damaged by the flood event in May 2021, they would now have to redo some of the Programme. ECan was also working on temporary short term improvements on the Okuku River. Across Canterbury there were three hundred and fifty properties affected by the flood, thirty of them badly, a third had a serious impact on their livelihood or homes and the rest in twelve months would be ok.
- Σ Arohatia Te Awa was now likely to become the umbrella project for both ECan and Waimakariri River Biodiversity Recreational initiative, so ECan was coming into the Arohatia Te Awa fold.

P Redmond

- Σ Tsunami Information Evenings – chaired the Kaiapoi evening. The main takeaway from the evening was know your zone and then you would know how to respond.
- Σ Attended the Rural and Provincial meeting in Wellington - found it quite beneficial had the Minister for the Environment David Parker, talked about the RMA reform and what was happening, there was a lot of discussion on the Three Waters Reform.
- Σ Three Waters Reform – heard from the steering group that Local Government New Zealand had and it would be fair to say that they all seemed to support the Department of Internal Affairs proposal. His impression was that the majority of the meeting did not support the proposals. There was an interesting session on water

reforms from Victoria and Tasmania and he learned that it would be mandatory to have water meter monitoring when the reforms came in.

M Pinkham

- Σ Attended Community Wellbeing North Canterbury Meetings – Moving their premises from High Street to King Street.
- Σ Kaiapoi Promotions Association holding an Ethel and Bethel bingo night.
- Σ Briefing with Don Young on the walking and Cycling track at the last Board meeting and went and had a look at the Lower Camside route which was suggested and thought that it would be an excellent location.

J Meyer

- Σ Waimakariri Access Group – created a brochure for businesses.

B Cairns

- Σ All Together Kaiapoi Meeting – Planning for upcoming events and beautification of Kaiapoi. I.e. Daffodil sales and plants.
- Σ North Canterbury Neighborhood Support:
 - Committee Meeting and further meeting with Civil Defence, Police and Mayor regarding a debrief of the flooding event.
 - Funding application meeting.
- Σ Attended Beachgrove street leaders meeting and meal.
- Σ Food Forest:
 - Annual General Meeting.
 - Groups still visiting the food forest, from all over Canterbury, mainly Christchurch.
 - Donated strawberry plants to Kaiapoi North School and St Patricks School.
 - An original walnut tree that had died has fallen over as a result of the flooding.
 - Currently have ten groups the trust was working with to create Food Forests at preschools, schools and in communities. Geographically from Hanmer Springs, Ashburton, Christchurch, Tuahiwi etcetera.
- Σ Enterprise North Canterbury event planning workshop – presenters from wellbeing and ChristchurchNZ shared their knowledge about running successful events.
- Σ Volunteer Day at the libraries – Well run event with lots of interest.
- Σ Le Soleil – Restaurant now open.
- Σ Kaiapoi Museum Annual General Meeting – Really interesting talk and images of Kaiapoi history.
- Σ Oxford-Ohoka Community Board Meeting – Supporting North Canterbury Neighborhood Support team and observing.
- Σ Food Secure North Canterbury – Attended two meetings, developing processes.
- Σ Sustainability Strategy Steering Group Meeting.
- Σ Te Kohaka Tuhaitara Trust – discussed how they can share some resources.
- Σ Kaiapoi Flyer – After discussions with business owners, a 'Kaiapoi Flyer' had been created which features a map of the main Kaiapoi businesses. Initially this was created to support out of town visitors to discover what Kaiapoi had to offer. However the flyer become more popular than first thought.

N Atkinson

- Σ Three Waters
- Councillors attended a meeting with the Minister for Local Government, Nanaia Mahuta, and it was rather interesting that many of the Councillors questions were not answered. Concerns were expressed around the employment of local contractors and if the conglomerate was intending to employ local contractors who lived locally.
 - It was very clear from the lack of commitment by the Minister that the option to not be part of the reform may no longer be on the table. According to the Minister, only the cabinet could give an answer on compulsory.
 - Concerns were also raised about the financial figures that the Department of Internal Affairs were basing their assumptions on.

11 CONSULTATION PROJECTS

Nil.

12 REGENERATION PROJECTS**12.1 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:

<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>

The Board noted the Kaiapoi Town Centre projects.

13 BOARD FUNDING UPDATE**3.1 Board Discretionary Grant**

Balance as at 31 May 2021: \$1,120.

3.2 General Landscaping Budget

Balance as at 31 May 2021: \$31,380.

The Board noted the funding update.

14 MEDIA ITEMS

Nil.

15 QUESTIONS UNDER STANDING ORDERS

Board member Martin Pinkham raised the following questions regarding the List of pre-approved Kaiapoi Road names under section 20.4 of the Standing Orders.

Question 1 When will the staff come back to the Kaiapoi-Tuahiwi Community Board (the Board) with a summary of any requests for names to be added to the pre-approved list of road names?

Response 1 Once a naming request is received, the name is checked and verified by the Council's Land and Information Officer, before it is included in a report and submitted to the Board for approval to be included in the list

of pre-approved Kaiapoi Road Names. Requests to be added to the list are dealt with as and when they are received.

Question 2 Has the Kaiapoi District Historical Society been approached to provide further names for inclusion on the pre-approved list of road names?

Response 2 The Council has not contacted the Kaiapoi Historical Society regarding potential new road names, as the process is usually public driven. However, the Board's request has been noted and the Kaiapoi District Historical Society will be asked for possible names to be included in the list.

Question 3 How often will the pre-approved road names list be updated in future?

Response 3 As and when the Council receive new names they are vetted and submitted to the Board for approval to be added to the pre-approved list. The list is therefore updated regularly. The Pre-approved list of road names for Kaiapoi as at 15 March 2021 is attached.

It should be noted that the list of pre-approved Kaiapoi Road Names needed to be updated to again include the names from the Regeneration area in Kaiapoi as these are no longer being used.

Board member Martin Pinkham raised the following questions regarding Stage 7 Silverstream Subdivision application under section 20.4 of the Standing Orders.

Question 1 At the last KTCB meeting, a deputation of residents explained their concerns regarding the Stage 7 Silverstream Subdivision application.

Response 1 The application was notified to seven properties that adjoin Stage 7 of Silverstream. Seven submissions were received. At least one of the submitters currently wants to be heard at a hearing and setting up this hearing will be the next processing stage in the application.

The Council understand that the applicant is currently meeting with submitters to discuss their submission points.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 19 July 2021 at 5pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 5.58pm.

CONFIRMED

Chairperson

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RGN-03 / 210610092935

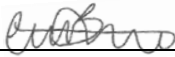
REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD


DATE OF MEETING: 21 June 2021

AUTHOR(S): Duncan Roxborough – Implementation Project Manager, District Regeneration

SUBJECT: Naming of new reserves in the Regeneration areas

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek final approval of the proposed names for the new reserves created through the development of the regeneration areas in Kaiapoi. The names have previously been workshopped with the Regeneration Steering Group in 2017 and have been ratified by the Mahi Tahī committee in April 2021.

Attachments:

Attachment i. Map of proposed new reserves names (210610093064).

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board

- (a) **Receives** Report No. 210610092935.
- (b) **Approves** the name 'Kāikanui Walkway' for the future recreation and ecological linkage between Dawson Douglas Place and Wyber Place and Courtenay esplanade in Kaiapoi South.
- (c) **Approves** the name 'Te Kōau' for the sport and recreation reserve in Kaiapoi West.
- (d) **Approves** the name 'Te Korotuaheka Wetland' for the stormwater management area within the Honda forest.
- (e) **Approves** the name 'Huria Reserve' for the Heritage & Mahinga Kai area in Kaiapoi South.
- (f) **Approves** the extension of the existing name 'Gray Crescent Reserve' to cover the new recreation and ecological linkage areas between Gray Crescent and Feldwick Drive, and Bracebridge Street and Feldwick Drive in Kaiapoi East, noting that this will be managed as one park.
- (g) **Notes** that the Reserves Act classification, and park category for the Heritage and Mahinga Kai Area (in Kaiapoi South) will be determined as part of the development of this area in partnership with Te Ngāi Tūāhuriri Rūnanga.
- (h) **Notes** that decisions around naming The Pines Beach Entrance Reserve will be discussed further with Mahaanui Kurataiao Ltd and may need to be deferred until such time as Te Kōhaka o Tūhaitara Trust have made plans for their land block opposite.

- (i) **Circulates** this report to Council, and to the Mahi Tahī joint working committee.
- (j) **Circulates** this report to All Boards.

3. **BACKGROUND**

3.1. **General Background**

- 3.1.1. There are a number of new green spaces included in the Waimakariri Residential Red Zone Recovery Plan (Recovery Plan). Many of these developments have now been completed, with other open spaces developments underway or soon to commence.
- 3.1.2. Following the divestments from Crown to Council in 2018; the open spaces are now in Council ownership.
- 3.1.3. The Recovery Plan, and subsequent Implementation Framework, assigns a number of implementation actions to Council in respect of green space as follows:
 - Declare green space land vested in Council as reserve;
 - Prepare and consult on reserve management plans, master plans and concept plans (as appropriate) for the new green spaces; and
 - Implement any master plans and concept plans.
- 3.1.4. The Waimakariri District Plan review is currently underway. The plan review sets out proposed new zoning for the open space areas discussed in this report. This is a separate (but related) matter to the reserve classification, park category, and reserve naming. The majority of the spaces discussed in this report will likely end up with a new 'special purpose' zoning in the draft plan.

3.2. **Declaring land as reserve**

- 3.2.1. The Recovery Plan states, "*In the short term, the Crown divests the majority of the land to the Council and the Council will declare the land as reserve*".
- 3.2.2. It will be Council's responsibility to declare land as reserve in accordance with Section 14 of the Reserves Act 1977. The Act sets out the process for this as follows:

- Step 1 - Council approves intent to declare land vested in it as reserve (via a resolution).
- Step 2 - Public notification of Council's intention to declare land as reserve, including calling for objections in writing. A one month notification period is specified.
- Step 3 - Should objections be received these will need to be considered (for example at a hearing).
- Step 4 - The Council issues a resolution declaring land vested in it to be reserve. A copy of the resolution is sent to the Commissioner for forwarding to the Minister, together with any objections and Council comments on these.
- Step 5 - The Minister will consider the resolution and any objections and cause the resolution to be gazetted or refused. Once gazetted the land is declared reserve.

- 3.2.3. Once declared as reserve these areas will be managed via reserve management plans.
- 3.2.4. None of the regeneration areas open spaces have yet been declared or vested as formal reserve under the Reserves Act. This process will progressively be undertaken by the Greenspace team, along with development of the associated Reserve Management Plans. Confirmation of the reserve names will allow these names to be utilised during the reserves declaration process.
- 3.2.5. The former Kirk Street reserve status has already been uplifted during the land divestment process.

3.3. Reserve classification

- 3.3.1. Under Section 16 of the Reserves Act all reserves shall be assigned an appropriate class depending on the primary purpose of the reserve. This class can be assigned at the time the land is declared as reserve.
- 3.3.2. Appropriate reserves classifications were confirmed previously by the Regeneration Steering Group in September 2017 (report Trim: 170329030600). For the new reserves included in the Recovery Plan it was recommended that two reserve classifications be used; Recreation Reserve and Local Purpose Reserve. These classifications are consistent with similar reserves in the district.

Table 1: Confirmed reserve classifications for the reserves in the Recovery Plan

REGENERATION AREA	RESERVE AREA	CONFIRMED CLASSIFICATION
Kaiapoi West	Sport and recreation reserve	Recreation reserve
Kaiapoi South	Heritage and Mahinga Kai Area	To be confirmed in partnership with Te Ngāi Tūāhuriri Rūnanga
	Recreation and ecological linkage	Recreation reserve
Kaiapoi East	Sport and recreation reserve	Recreation reserve
	Recreation and ecological linkage	Recreation reserve
	Neighbourhood Park	Recreation reserve
	Stormwater management areas	Local purpose reserve - Drainage
	Memorial Gardens (ash interment cemetery)	Local purpose reserve - Cemetery
The Pines Beach	Recreation and ecological linkage	Recreation reserve
Kairaki	Recreation and ecological linkage	Recreation reserve

3.4. Reserve Naming process

- 3.4.1. Policy S-CP 4405 concerns the naming of parks and reserves. The policy states that parks and reserves are named to *“reflect the identity of the local area and is one way of providing recognition for an individual, family, hapu, iwi or organisation with strong historical links or outstanding contribution to the District or New Zealand”*. The policy notes that the primary purpose of naming parks and reserves is to *“uniquely identify them within the District to assist site identification for visitors and emergency services”*.
- 3.4.2. The Council has delegated the power to name parks and reserves to the Community Boards. The Kaiapoi-Tuahiwi Community Board has established the Kaiapoi-Tuahiwi Road and Reserves Naming Committee to consider and approve names for roads and reserves in their ward.
- 3.4.3. In accordance with Policy S-CP 4405 the Naming Committee shall take a number of factors into consideration when approving names for parks and reserves. Those of relevance are as follows:
- 4.3 As well as street names and local area names, urban neighbourhood reserves with community catchments could be named after local historical names, Maori names of local significance and names of local residents who have achieved prominence in their chosen fields.
 - 4.4 Sport and recreation reserves could be named as in 4.3 with the addition of prominent local and/or New Zealand sports persons.
 - 4.5 Recreation and ecological linkages could be named in the first instance after any significant physical feature on or close to the reserve. Where this is not appropriate these types of reserves could be named as in 4.3.
 - 4.8 The name is not in use for another reserve in the District.
- 3.4.4. Suggestions for park and reserve names come before the Naming Committee in a number of ways. Where the park or reserve is part of a new development, the developer may suggest names for consideration. The Community Board may also suggest names on behalf of the community, or the Rūnanga may suggest names for consideration.

4. ISSUES AND OPTIONS

4.1. Park Categories

- 4.1.1. Reserves in the district are categorised into difference park categories or types for management purposes. It is important to note that the park category is different from the reserve classification. The reserve classification relates to the classes specified in the Reserves Act (see previous section). The classes relate to the primary purpose of their reserve and are a very high level definition. This high level definition means the classes have limited application for the detailed planning and management of reserves.
- 4.1.2. To assist with the day-to-day management, use and development of reserves Council further defines reserves in to a series of park categories (or types). These categories relate to the primary purpose of the reserve and provide guidance on the appropriate level of service, as contained within the Green Space Activity Management Plan.
- 4.1.3. In the Recovery Plan two park types are identified. In Kaiapoi West and Kaiapoi East there is new sport and recreation reserve. In Kaiapoi South, Kaiapoi East, The Pines Beach and Kairaki there are new recreation and ecological linkage reserves.

- 4.1.4. As part of implementing the Recovery Plan it is also suggested that the proposed reserve between Blackwell Crescent and Bracebridge Street, and adjacent to Gray Crescent Reserve, be classified as neighbourhood park instead of recreation and ecological linkage, as was shown in the Recovery Plan. A neighbourhood park category is considered to be appropriate as the proposed reserve and Gray Crescent Reserve will be managed together and will appear as a single green space to users.
- 4.1.5. Once the green spaces in the Recovery Plan are gazetted as reserves they can then be assigned a park category and managed via the relevant reserve management plan. There is an existing Sport and Recreation Reserves Management Plan, and Neighbourhood Reserves Management Plan, which will be amended to include the new reserves. The new reserves will be added to the current management plan via a Council resolution. There is currently no reserve management plan for recreation and ecological linkage reserves or cultural heritage parks. These will be prepared in the future in accordance with Section 41 of the Reserves Act 1977 and will cover all relevant reserves in the district (including those identified in the Recovery Plan).
- 4.1.6. The Recovery Plan requires Council to prepare a reserve management plan for the Heritage and Mahinga Kai Area. A park category for the Heritage and Mahinga Kai Area has not been identified. It is considered that this would be determined in partnership with the Rūnanga when working on the governance, development and management arrangements for this area.

4.2. **Heritage and Mahinga Kai Area**

- 4.2.1. The governance, development and management of the Heritage and Mahinga Kai Area in Kaiapoi South will be agreed in partnership with Te Ngāi Tūāhuriri Rūnanga. It is considered that the identification of a reserve classification for this area would be more appropriately determined through this partnership with the Rūnanga.

4.3. **Reserve Naming**

- 4.3.1. Aside from Norman Kirk Park which has already been named by KTCB; none of the other regeneration areas open spaces have yet been named.
- 4.3.2. Under the Recovery Plan there are potentially seven other new reserves that still require naming (refer Attachment i) and Table 2. A KTCB decision is currently sought on five of these, as highlighted in the table:

Table 2: Summary of Existing & Proposed Reserve Names

Previous ref	Area	Name / Proposed name	Status
(Reserve A)	The sport and recreation reserve and the adjacent recreation and ecological linkage reserve in Kaiapoi East (includes BMX, Dog Park).	Norman Kirk Park	Name already confirmed
(Reserve B)	The recreation and ecological linkage between Oram Place and Cass Street in Kaiapoi East (where the food forest is proposed).	Kaiapoi Food Forest	Name already confirmed
Reserve C	The recreation and ecological linkage areas between Gray Crescent and Feldwick Drive, and Bracebridge Street and Feldwick Drive in Kaiapoi East.	Gray Crescent Reserve (extension of existing reserve area)	Needing KTCB approval
Reserve D	The recreation and ecological linkage between Feldwick Drive and Feldwick Drain in Kaiapoi East.	Burgess Walkway (proposed by MKT and ratified by Mahi Tahī)	On hold (NOTE: this walkway/linkage development is currently on hold pending Shovel-ready and WHoW projects progression.
Reserve E	The recreation and ecological linkage between Dawson Douglas Place and Wyber Place and Courtenay esplanade.	Kāikanui Walkway	Needing KTCB approval
Reserve F	The sport and recreation reserve in Kaiapoi West.	Te Kōau (a change proposed by Te Maire Tau at Mahi Tahī meeting April 2021)	Needing KTCB approval
Reserve G	The recreation and ecological linkage on Dunns Avenue at the entrance to The Pines Beach.	(tbc) Pending – yet to consult with MKT	On hold – approval to be sought in future
Reserve H	The stormwater management area within the Honda Forest	Te Korotuaheka Wetland	Needing KTCB approval
Reserve I	The Heritage & Mahinga Kai area in Kaiapoi south	Huria Reserve	Needing KTCB approval

4.3.3. There may also be names needed in future associated with the new spaces created during the Kaiapoi Stormwater and Flood improvements (Shovel-ready) programme. These are not covered in this report.

4.3.4. Staff will consult further with MKT regarding the possible need for a name for The Pines Beach Entrance Reserve, which was recently constructed. Decisions regarding this reserve may need to be deferred until Te Kōhaka o Tūhaitara Trust have progressed further with their proposed developments on the opposite side of Dunns Ave.

4.3.5. Some new reserves/open space areas will be managed with existing reserves where they are contiguous or adjacent as follows:

- Manage the new neighbourhood park area, between Bracebridge Street and Gray Crescent Reserve (in Kaiapoi East), with the adjacent Gray Crescent Reserve.
- Manage the new recreation and ecological linkage, near Kairaki, with the Kairaki Beach Car Park Reserve (noting the yacht club have a lease with WDC over this freehold land).

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.1.2. Extensive consultation was undertaken with mana whenua on reserve naming via the Regeneration Steering group, initial engagement with Mahaanui Kurataiao Ltd, and the Mahi Tahi joint working committee; ad these views are reflected in the current and porposed reserve names identified within this report.

5.2. Groups and Organisations

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

5.3. Wider Community

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

5.3.2. Community views were sought on the Preliminary Draft Recovery Plan and Draft Recovery Plan. Both documents showed the proposed new green spaces and their primary purpose (e.g. sport and recreation reserve or recreation and ecological linkage) but did not request comment or feedback on reserve names or reserve classifications and park categories.

5.3.3. The views of the wider community have not been specifically sought on the current or proposed reserve names; rather, these have been identified by the Kaiapoi Tuahiwi Community Board and the former Regeneration Steering Group on behalf of the community.

5.3.4. For the reserve classifications (under the Reserves Act 1977), community views will be sought when Council declares the land as reserve in accordance with Section 14 of the Act. This process requires public notification of Councils intent to declare land as reserve.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are not financial implications of the decisions sought by this report.
- 6.1.2. The cost of the reserve naming process will be covered by existing Regeneration budgets.

6.2. **Sustainability and Climate Change Impacts**

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

6.3. **Risk Management**

- 6.3.1. There are not major risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. There does remain a minor risk that the community may consider that the level of consultation with the wider community was insufficient.

Health and Safety

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

- 7.2.1. This project gives effect to the implementation of the Waimakariri Residential Red Zone Recovery Plan, which was prepared in accordance with the Greater Christchurch Regeneration Act 2016.
- 7.2.2. The Reserves Act 1977 is relevant in this matter.

7.3. **Consistency with Community Outcomes**

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report:
 - The distinctive character of our towns, villages and rural areas is maintained.
 - There are wide ranging opportunities for people to contribute to the decision making by local, regional and national organisations that affects our district.

7.4. **Authorising Delegations**

- 7.4.1. The Council has delegated the power to name parks and reserves to the Community Boards. The Kaiapoi-Tuahiwi Community Board has established the Kaiapoi-Tuahiwi Road and Reserves Naming Committee to consider and approve names for roads and reserves in their ward.



NEW RESERVES TO BE NAMED

KAIAPOI WEST

TE KŌAU RESERVE

- Applies to the new reserve bounded by Hilton Street, Rich Street and Raven Quay.

KAIAPOI EAST

NORMAN KIRK PARK

- Applies to the new large reserve (north and south of Cass Street).
- Recognises Norman Kirk who was Mayor of Kaiapoi from 1953-1957 and the New Zealand Prime Minister from 1972-1974.

TE KOROTUAHEKA WETLAND

- Applies to the proposed stormwater management area (wetland) between Charles Street and Cass Street (within Norman Kirk Reserve).
- Thought to be the name of the river frontage at Kaiapoi.
- Honours the notion of a river frontage area within Kaiapoi, and a northerly portion of the Cam River/Ruataniwha.
- Feldwick stormwater management area (wetland) - still requires a name.

KAIAPOI SOUTH

KĀIKANUI WALKWAY

- Applies to the reserve linking Dawson Douglas Place with Wyber Place, and the reserve linking Courtenay Drive with the Courtenay Drive Esplanade Reserve.
- References the Kāikanui Stream which comes from the north side and runs into the Cam/Ruataniwha near the old freezing works.
- Honours the history of the original Native Reserve and the wider area, and its associated history including the trail links to Te Tai Poutini (West Coast); Tainui's ferry and the beginnings of the Kaiapoi township.
- Spatially the walkway links Kaiapoi South residents with the existing walkway along Courtenay Stream to the east, and along Kāikanui Stream to the west.

HURIA RESERVE

- Applies to the Heritage and Mahinga Kai Area.
- Recognises the Huria whānau who fished the local rivers (including the Cam and Waimakariri) and have a long whānau history in the area.
- Recognises the loss of land which was taken from the whānau to allow for the existing motorway to be built.



ISSUE	AMENDMENT	APPD.	DATE	SURVEYED	NAME	DATE	ORIGIN OF LEVELS	SCALES
A	PRELIMINARY DRAFT			DESIGNED				PLAN Not to scale
B	PRELIMINARY DRAFT			DESIGNED	M FLANAGAN	3/10/18		DETAILS
C	PRELIMINARY DRAFT		3/10/18	DRAWN	M FLANAGAN	3/10/18	ORIGIN OF COORDINATES	LONG SECT hor.
D	PRELIMINARY DRAFT		21/6/19	CHECKED			NZTM	LONG SECT vert.
E	PROPOSAL TO KTCB		9/6/21	RECOMMENDED				REFERENCE FB: LB:

PROJECT TITLE
KAIAPOI REGENERATION AREAS

SHEET TITLE
PROPOSED RESERVE NAMES

PROJECT No.	
FILE No.	RGN-03
SHEET No.	SHEET 1 OF 1
PLAN No.	0004
ISSUE	A B C D E F

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO: GOV-18 / 210630105916
REPORT TO: Council
DATE OF MEETING: 6 July 2021
FROM: Dan Gordon, Mayor
SUBJECT: Mayor's Diary Wednesday 26 May – Tuesday 29 June 2021

1. SUMMARY

Attend regular meetings with the Chief Executive, Management Team and staff.

Wednesday 26 May	Meetings: Waitaha Primary Health Board Finance and Risk Committee; with a local developer Attended: Rangiora Promotions' Last Wednesday Club
Thursday 27 May	Interview: David Hill, North Canterbury News Meetings: Canterbury Mayoral Forum with Minister Woods (Minister of Housing) and Minister Wood (Minister of Transport); Greater Christchurch Partnership Sub-Group with Minister Wood; local business owner, with Chief Executive Jim Harland; Regional Transport Committee Attended: Mayoral Forum working dinner
Friday 28 May	Meetings: Canterbury Mayoral Forum; Civil Defence Emergency Management Group Joint Committee Attended: Opening of Te Rau Hao (technology centre) at Kaiapoi Borough School; Regional/Mayoral Forum campaign launch of "What Climate Change Means for our Region"
Saturday 29 May	Attended: Funeral service for Irving Rutherford
Sunday 30 May	Speech: at Salvation Army service Attended: Emergency Operations Centre, established to respond to the flooding event

Monday 31 May	<p>State of Emergency declared for the Canterbury Civil Defence Emergency Management Group area.</p> <p>Interviews: various, re impact of the flooding</p> <p>Attended: Emergency Operations Centre visit by Minister Kris Faafoi; Briefings to Matt Doocey MP; and all Elected Members (via Zoom)</p>
Tuesday 1 June	<p>Interviews: On Compass FM and various radio stations</p> <p>Recorded: Video for Rangiora High School students</p> <p>Meetings: Pre-Council, and Council; Webinar on 3-Waters</p> <p>Attended: Emergency Operations Centre</p> <p>Visited: Waikuku Beach Motor Camp to view impact of flooding</p>
Wednesday 2 June	<p>Interviews: various, re flooding impact and response</p> <p>Attended: Emergency Operations Centre Controller's Briefing</p> <p>Travelled: by Air Force helicopter to view the impact of flooding and meet with affected residents</p> <p>Meeting: Ashley-Rakahuri / Rangiora Reach Working Group</p>
Thursday 3 June	<p>State of Emergency extended for a period of seven days for the areas of the Waimakariri District Council.</p> <p>Interviews: various, re flooding impact and response</p> <p>Attended: Emergency Operations Centre Controller's Briefings (morning and evening); Canterbury Civil Defence Group Joint Committee briefing</p> <p>Meetings: Stadium Project Steering Group; Southbrook Road Improvement Working Group; with resident seeking support</p> <p>Hosted: Citizenship Ceremony</p>
Friday 4 June	<p>Interviews: various, re flooding impact and response; Q&A with University of Canterbury journalism students</p> <p>Attended: Emergency Operations Centre Controller's Briefings (morning and evening); Social Services Wellbeing Retreat</p> <p>Meetings: Climate Change Steering Group; with resident to discuss the impact of the flooding</p>
Saturday 5 June	<p>Speech: Oxford Anglican Church breakfast</p> <p>Visited: Flood-affected properties</p>

	<p>Attended: Emergency Operations Centre; Queen's Birthday Artillery Salute in Dudley Park</p>
Sunday 6 June	<p>Attended: Emergency Operations Centre and daily briefing Visited: Flood-affected properties</p>
Monday 7 June	<p>Attended: Emergency Operations Centre and daily briefing</p>
Tuesday 8 June	<p>Interview: Compass FM Meetings: Management Team; Council Briefings; with residents re Silverstream Stage 7</p>
Wednesday 9 June	<p>Meetings: Regional Manager, Ministry of Social Development re support for flood-affected residents; President of Pegasus Residents' Group; with staff member from University of Canterbury's Professional and Community Engagement Office; Principal of Te Matauru Primary, with Council's Roading Manager; Emergency Management Controller Travelled: to Wellington for Local Government NZ Rural and Provincial meeting, with Chief Executive and Councillor Redmond</p>
Thursday 10 June	<p>Meetings: in Wellington: Local Government NZ Rural and Provincial; with Acting Minister of Emergency Management, Hon. Kris Faafoi; Meetings: in Waimakariri: with residents of Inglis/Riverside Roads re their flood-affected properties; with Tuahiwi residents re District Plan Review provisions for MR873 Signed: the Notice of Local Transition Period extending the Emergency Management response until 8 July 2021.</p>
Friday 11 June	<p>Meetings: with the Editor of North Canterbury News; residents of Kiln Place, Kaiapoi re on-going flooding issues; phone call with National Claims Manager IAG Insurance Attended: Compass FM 10th birthday celebrations; launch of Kiwi Farmers</p>
Sunday 13 June	<p>Meeting: Waimakariri Arts Trust Attended: Waimakariri Arts Council opening of "Uncovering Hidden Talent" at Chamber Gallery</p>

Monday 14 June	<p>Meetings: with business representative re property matter; representatives of Fertiliser New Zealand; Housing Working Group</p> <p>Judged: Rotary Speech Competition</p>
Tuesday 15 June	<p>Interview: Compass FM</p> <p>Attended: Opening session of He Whenua Taurikura hui – Countering Terrorism and Violent Extremism, and evening dinner</p> <p>Meetings: with the Labour Party Māori Caucus and representatives of Ngāi Tahu, at Tuahiwi Marae; Local Government NZ Zone 5/6 meeting with Minister Mahuta re 3 Waters</p>
Wednesday 16 June	<p>Meetings: Roothing and Transport Portfolio Holders, with staff; update on flood recovery; with OnGrade re resident's concerns; Environment Canterbury Chair, Chief Executive and Councillors and Basil Chamberlain re flood recovery</p>
Thursday 17 June	<p>Meetings: with residents re subdivision plans, with Councillor Mealings; Neighbourhood Support and Emergency Management staff re flood response; CDHB Rural Nursing Manager and Chair of Friends of Oxford Hospital; owner of Oxford Fresh Choice; public meeting on Health Services in Waimakariri</p>
Friday 18 June	<p>Meetings: Greater Christchurch Partnership Committee Sub-Group, and Committee</p> <p>Discussed: transport issues in the District while on a bus tour of Waimakariri with Council's Chief Executive and staff and representatives of Waka Kotahi/NZTA</p> <p>Participated in The Charles Upham <i>Big Splash</i> fundraiser for the Rangiora Stroke Club</p>
Saturday 19 June	<p>Attended: the Canterbury Astronomical Society's mid-Winter Star Party and BBQ</p>
Sunday 20 June	<p>Attended: the final event of the Rangiora Tennis Club, to mark its closing; Oxford Lions' Changeover dinner</p>
Monday 21 June	<p>Meetings: Chief Executive of Enterprise North Canterbury; Pre-Council; Kaiapoi-Tuahiwi Community Board</p>

	Presented: Rangiora Rotary's Young Totara Awards
Tuesday 22 June	Interview: Compass FM Meetings: Residents re Cust Community Pool; Community and Recreation Committee; Council, to adopt the Long Term Plan; with Councillors, Chief Executive and staff re Marine Precinct Boardwalk
Wednesday 23 June	Meetings: with Councillor Redmond and residents re proposed road closure; Rangiora Lionesses re opportunities to support; Local Government NZ 3-Waters; representatives of Oxford Rugby Club; Kaiapoi Promotions' Association AGM Conducted: Community Drop-in Session at Oxford
Thursday 24 June	Travelled to Ashburton with Council's Chief Executive and Recovery Manager for discussion on flooding recovery with Prime Minister Ardern, MPs and Mayors; toured a flood-affected farm Meeting: Local Government NZ update on 3-Waters (via Zoom)
Friday 25 June	Meeting: Greater Christchurch Partnership – Partner Councils; with student re possible internship Attended: <i>Tirama Mai</i> – Matariki event at Christchurch Town Hall
Saturday 26 June	Attended: and spoke at Pegasus Parkruns' 250 th celebration; Waimak United Football Club's penultimate game of the season
Sunday 27 June	Attended: Cust Volunteer Fire Brigade's Pancake Breakfast
Monday 28 June	Presented: Oral submission on Fluoridation of Drinking Water to the Parliamentary Health Committee (via Zoom) Meetings: with residents re subdivision plans; Passchendaale Advisory Group; Rangiora Rotary changeover night Attended: Funeral service for Keith Bush
Tuesday 29 June	Interview: Compass FM Meetings: with residents re: 1) Community Board matter; 2) road safety 3) development contributions; 4) issues with neighbour; Webinar re 3-Waters

	<p>Hosted: Chair of Environment Canterbury, their Elected Members and staff on a bus tour of flood-affected areas in the District, along with Deputy Mayor Atkinson, Council's Chief Executive and staff.</p> <p>Attended: A service to mark the 150th anniversary of the Ashley Community Church</p>
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THAT the Council:

- a) **Receives** report N°. 210630105916



Dan Gordon
MAYOR