

Agenda

Oxford-Ohoka Community Board

Wednesday 4 November 2026

6.30pm

Ohoka Hall
Mill Road
Ohoka

Members:

Sarah Barkle (Chairperson)
Thomas Robson (Deputy Chairperson)
Mark Brown
Tim Fulton
Wayne Godfrey
Ray Harpur
Niki Mealings
Pete Merrifield

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**AGENDA FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD AT
THE OHOKA HALL MILL ROAD, OHOKA, ON WEDNESDAY, 4 NOVEMBER 2026, AT 6.30PM.**

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

BUSINESS

PAGES

1. APOLOGIES

2. PUBLIC FORUM

3. CONFLICTS OF INTEREST

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 2 September 2026

10-17

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 2 September 2026.

4.2. Matters Arising (From Minutes)

5. DEPUTATIONS AND PRESENTATIONS

Nil.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

**7.1. Request for Approval to Consult on Proposed 2026 Speed Limit Changes –
Shane Binder (Senior Transportation Engineer) and Joanne McBride (Roading and
Transport Manager)**

18-42

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 260831259124.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being carried out on the proposed speed limit changes below in Table 1.

Table 1: Proposed speed limits within Oxford-Ohoka Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)
Oxford Road, 185 m west to 185 m east of Tram Road	100	70 RIAWS ¹
Tram Road, 100 m west to 100 m east of Two Chain Road	100	70 RIAWS ¹
Ashworths & Aschens Roads, Dawsons Road to Mill Road	100	60
Butchers Road, entirety	100	80
Christmas Road, entirety	100	80
Jeffs Drain Road, Christmas Road to No. 71	100	80
Jeffs Drain Road, No. 71 to Tram Road	100	80
Moodys Road, entirety	100	80
Raddens Road, entirety	100	80
Mill Road, No. 503 to east of Keetly Place	60	40 variable ²
Whites Road, Mill Road to No. 401	60	40 variable ²
Tram Road, 185 m west to 185 m east of No 10 Road	100	70 RIAWS ¹
Depot Road, 50 km/h zone (30 m west of Woodside Road) to west of the Eyre River bridge	100	70
Burnt Hill Road, 60 km/h zone to South of Eyre River ford	100	60
Powells Road, Weld Street to Sales Road	100	80
Victoria Street / McJarrows Road, 60 km/h zone (400 m east of High Street) to 470 McJarrows Road	100	80
Sales Road, Ashley Gorge Road to Powells Road	100	60
Main Street, Oxford - No. 26 to No. 82	50	40
Ashley Gorge Road, 170 m south to 170 m north of German Road	100	70 RIAWS ¹
South Eyre Road, Tram Road to No. 168 ³	100	80
South Eyre Road, No. 168 to No. 461 ³	100	80
Cust Road, Howsons Road to No. 1902 ³	80	100
Development area: No. 25 Ashley Gorge Rd ⁴	100	60
Note 1: RIAWS - Rural Intersection Active Warning System Note 2: variable speed limit proposed during farmers market operating hours Note 3: adjacent to another Community Board ward Note 4: speed limits in development areas will only change once construction is under way		

- (c) **Notes** that the final consultation material will be approved by the Chief Executive and General Manager Utilities and Rooding.
- (d) **Notes** that consultation is proposed to be carried out in February and March as per the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024.

- (e) **Notes** that the results of the public consultation and the revised speed limit proposals will be presented to the Community Board and then Council for further consideration.
- (f) **Notes** that all submissions on the new proposed speed limits, including those from key stakeholders, will be considered prior to presenting the revised speed limit proposals.
- (g) **Notes** that following consultation, if approved, it is recommended that the full Council hold hearings for any submitters who wish to be heard.

7.2. **Request to Approve Installation of a Mobility Parking Space at 49 Main Street – Nithin Puthupparambil (Transportation Engineer) and Shane Binder (Senior Transportation Engineer)**

43-47

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 260922287248.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the District Planning and Regulatory Committee:

- (b) **Approves** the installation of one new mobility parking space outside Oxford Pharmacy, 49 Main Street, Oxford, operating at all times (24 hours a day, 7 days a week), including the installation of the required signage and road markings.
- (c) **Notes** that the project will be added to the Roading Minor Safety Programme for a future year, which will be brought to the Community Boards for consideration in April 2027, prior to seeking approval of the programme by Council.

7.3. **Swannanoa Cricket Club Changing Facilities Proposal – Ken Howat (Parks and Facilities Team Leader)**

48-53

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 251005188577.
- (b) **Approves** the installation of two 7m x 3m portacoms to be used as temporary changing facilities at Swannanoa Domain, 1310 Tram Road, Lot 2 DP 6359, for Swannanoa Cricket Club.
- (c) **Approves** that the portacoms are reviewed in November 2030 and an updated lease variation request is sent to the Oxford Ohoka Community Board.
- (d) **Approves** that the portacoms are to be removed by April 2031 at the Swannanoa Cricket Clubs expense.
- (e) **Notes** that a longer-term changing room solution should be considered by the Swannanoa Cricket Club prior to the review date of November 2030, noting that containers are relocatable and not a permanent solution for changing facilities.
- (f) **Notes** that the installation of the portacoms is contingent on the Swannanoa Cricket Club obtaining all relevant consents and written permission from the Lessor or Lessor representative and that this report fulfils that obligation.
- (g) **Notes** that the proposed portacoms are exempt from the requirement to obtain a Building Consent under Schedule 1, Clause 43 of the Building Act 2004, subject to compliance with the exemption provisions.

- (h) **Notes** that all costs associated with the supply, installation, operation, maintenance, renewal, removal and restoration, and any future compliance requirements of the proposed changing facilities are the sole responsibility of the Swannanoa Cricket Club, with no ongoing financial obligation to Council.
- (i) **Notes** that any security measures for the portacoms are the responsibility of the Swannanoa Cricket Club and Council takes no responsibility for the portacoms or their contents.

7.4. **Oxford-Ohoka Community Board Meeting Dates from February 2027 to December 2027 – Courtney Fowler-Jenkins (Governance Support Officer)** 54-57

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No.261019336678.
- (b) **Resolves** to hold meetings during 2027 commencing at 6.30pm on Wednesdays, on the following dates at the proposed listed venues:

Date	Venue
2 December 2026	Oxford Town Hall
3 February 2027	West Eyreton Hall
3 March 2027	Ohoka Community Hall
7 April 2027	Ohoka Community Hall
5 May 2027	Oxford Town Hall
2 June 2027	Oxford Town Hall
7 July 2027	Oxford Town Hall
4 August 2027	Mandeville Sports Centre
1 September 2027	Ohoka Community Hall
6 October 2027	West Eyreton Hall
3 November 2027	Ohoka Community Hall
8 December 2026	Oxford Town Hall

- (c) **Notes** that the proposed meetings to be held at the West Eyreton Hall and the Mandeville Sports Centre will be subject to venue availability.

8. CORRESPONDENCE

8.1. **Letter from Hon Chris Bishop regarding the Fast-Track Approvals Process** 58

8.2. **Thank You Card from Big Brothers Big Sisters of North Canterbury** 59-60

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** letter from Hon Chris Bishop regarding the Fast-Track Approvals Process (Trim: 261028347882).
- (b) **Receives** the Thank You Card from Big Brothers Big Sisters of North Canterbury (Trim: 261028347886).

9. CHAIRPERSON'S REPORT

9.1. Chairperson's Report for October 2026

The Chairperson will provide a verbal update.

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

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

10. MATTERS FOR INFORMATION

- 10.1. Woodend-Sefton Community Board Meeting Minutes 14 September 2026.
- 10.2. Rangiora-Ashley Community Board Meeting Minutes 9 September 2026.
- 10.3. Kaipoi-Tuahiwi Community Board Meeting Minutes 21 September 2026.
- 10.4. Approval of Draft North East Waimakariri Urban Plan: Shaping the Future of Woodend, Pegasus and Ravenswood as One Connected Community for Public Consultation – Report to Council Meeting 1 September 2026 – Circulates to all Boards.
- 10.5. Broad Road Request for Private Funding of Seal Extension – Report to Council Meeting 1 September 2026 – Circulates to the Woodend-Sefton Community Board.
- 10.6. Adoption of CCTV and Other Recording Devices Policy – Report to Council Meeting 1 September 2026 – Circulates to all Boards.
- 10.7. Annual Report to the Alcohol Regulatory and Council Meeting 1 September 2026 – Circulates to all Boards.
- 10.8. Method of Voting to be Used for 14 October 2028 Local Authority Elections – Report to Council Meeting 1 September 2026 – Circulates to all Boards.
- 10.9. Health, Safety and Wellbeing Report July 13 2026 to August 17 2026 – Report to Council Meeting 1 September 2026 – Circulates to all Boards.
- 10.10. Northern Pegasus Bay Bylaw update, Implementation Plan progress and results of the Beach User Survey 2026 – Report to Community and Recreation Committee Meeting 15 September 2026 – Circulates to all Boards.
- 10.11. Aquatics August Update – Report to Community and Recreation Committee Meeting 15 September 2026 - Circulates to all Boards.
- 10.12. Libraries Update to September 2026 – Report to Community and Recreation Committee Meeting 15 September 2026 – Circulates to all Boards.
- 10.13. Woodend-Sefton Community Board Meeting Minutes 13 October 2026.
- 10.14. Rangiora-Ashley Community Board Meeting Minutes 21 October 2026.
- 10.15. Kaipoi-Tuahiwi Community Board Meeting Minutes 19 October 2026.
- 10.16. Council Meeting Schedule for 2027 – Report to Council Meeting 6 October 2026 – Circulates to all Boards.
- 10.17. Health, Safety and Wellbeing Report 18 August 2026 to 21 September 2026 – Report to Council Meeting 6 October 2026 – Circulates to all Boards.
- 10.18. Drinking Water Quality and Compliance Annual Report 2025/26 – Report to Utilities and Roding Committee Meeting 13 October 2026 – Circulates to all Boards.
- 10.19. Annual Report on Dog Control 2025/2026 – Report to District Planning and Regulation Committee Meeting 13 October 2026 – Circulates to all Boards.

Public Excluded

10.20. Rangiora High Street Water Main Update – Report to Council Meeting 6 October 2026 **– Circulates to all Boards.**

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items 10.1 to 10.19.
- (b) **Receives** the separately circulated public excluded information in Item 9.20.

Note:

- 1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*
- 2. *Hard copies of the public excluded items were circulated to members separately.*

11. MEMBERS' INFORMATION EXCHANGE

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

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

12. CONSULTATION PROJECTS

12.1. Local Alcohol Policy

<https://letstalk.waimakariri.govt.nz/local-alcohol-policy>

13. BOARD FUNDING UPDATE

13.1. Board Discretionary Grant

Balance as at 27 August 2026: \$7,384.

13.2. General Landscaping Fund

Balance as at 27 August 2026: \$14,800.

14. MEDIA ITEMS

15. QUESTIONS UNDER STANDING ORDERS

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 6.30pm, Wednesday 7 October 2026 at the West Eyreton Hall.

Workshops

- *Revells Road Natural Sanctuary Reserve Management Plan – Bex Dollery (Biodiversity Team Leader) and Kim Nutbrown (Communications and Engagement Lead) 20mins*
- *Review of High Risk Rural Intersections – Shane Binder (Senior Transportation Engineer) 20mins*
- *Members Forum*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE OHOKA HALL MILL ROAD, OHOKA, ON WEDNESDAY, 2 SEPTEMBER 2026, AT 6.30PM.

PRESENT

S Barkle (Chairperson), T Robson (Deputy Chairperson), M Brown, T Fulton, W Godfrey, N Mealings and P Merrifield.

IN ATTENDANCE

C Genet (General Manager Finance and Business Support), C Fowler-Jenkins (Governance Support Officer).

There were two members of the public present.

1. APOLOGIES

Moved: S Barkle

Seconded: T Robson

THAT Oxford-Ohoka Community Board:

- (a) **Receives** and sustains an apology for absence from R Harpur.

CARRIED

2. PUBLIC FORUM

2.1. Bus Parking High Street - Donna and Daryl Hughes

D Hughes advised that she and her husband owned the heritage Category B-listed property at 153 High Street, Oxford. She raised concerns regarding buses being parked behind the Allied self-service service station since March 2026, following the relocation of Transit New Zealand's bus parking operations.

D Hughes reported that up to eight buses were using the site, resulting in increased traffic volumes and safety concerns. She noted that buses were required to reverse across two traffic lanes to access the property and stated that this was occurring without spotters, despite assurances that spotters would be present. Concerns were also expressed that drivers were concentrating on maneuvering vehicles into the parking area rather than monitoring surrounding traffic conditions. In addition, buses were reportedly required to double-park when service station customers were using the fuel pumps.

D Hughes advised that the frequent acceleration and deceleration associated with up to 16 bus movements per day were having an adverse effect on their heritage property, which lacked modern foundations. She further noted that diesel fumes were regularly noticeable within the residence. D Hughes further advised that discussions with Transit New Zealand had indicated that the arrangement was intended to be temporary while an alternative parking site was identified; however, no progress had been made in securing an alternative location. Further concerns were raised that the current parking area was operating without the necessary resource consent, was located within a residential zone, and was recorded by the Council as a potentially contaminated former Hazardous Activities and Industries List (HAIL) site.

T Fulton queried the extent of engagement with the service station owner and sought D Hughes' views on the positioning of the fuel pumps and the practice of reversing buses towards them. D Hughes responded that buses were difficult to maneuver due to significant blind spots and considered that they should not have been reversed in such circumstances. She believed that requiring buses to reverse through the service station forecourt, which also functioned as a pedestrian pathway, created an additional safety risk.

D Hughes further noted that the fuel pumps lacked adequate protection, with only a single bollard located at each end, which did not provide full protection for the pumps. She advised that the property owner leased the site to Allied and appeared unconcerned about the situation, provided the lease continued to generate income.

N Mealings enquired about the number of vehicle movements associated with the buses. D Hughes advised that eight buses were operating from the site, with each bus undertaking at least one return trip in the morning and one return trip in the afternoon. She also noted that additional trips occasionally occurred during weekends and school holiday periods.

Moved: T Robson

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Requests** staff to look into the consent status of the property.

CARRIED

3. CONFLICTS OF INTEREST

Item 7.1 – T Fulton declared a conflict of interest as the Chairperson of the Wolffs Road Footbridge Society Inc.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 5 August 2026

Moved: S Barkle

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 5 August 2026.

CARRIED

4.2. Matters Arising (From Minutes)

There were no matters arising.

5. DEPUTATIONS AND PRESENTATIONS

Nil.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Applications to the Oxford-Ohoka Community Board's 2026/27 Discretionary Grant Fund – T Kunkel (Governance Team Leader)

C Fowler-Jenkins spoke to the report and noted that the Swannanoa Community Hall had requested funding of \$500 towards the creation of a history board to document and display the history of both the Swannanoa community and the Community Hall. She advised that the application indicated that only 20% of beneficiaries would be from the Oxford-Ohoka

Ward. The application, therefore, did not meet the Board's Discretionary Funding Criteria, which limited grant funding to projects primarily located within the Board area or those that directly benefited residents of the ward.

The application from the Wolffs Road Footbridge Society Inc was withdrawn.

Moved: N Mealings

Seconded: S Barkle

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 260820246245.
- (b) **Approves** a grant of \$500 to the Swannanoa Community Hall towards the creation of a history board.
- (c) **Notes** that the application for grant funding from the Wolffs Road Footbridge Society Inc towards its incorporation expenses and logo design was withdrawn by the Chairperson of the Society.

CARRIED

N Mealings supported the motion and disputed the view that the hall primarily benefited users from outside the Oxford-Ohoka Ward, noting that it was a community-owned asset available to all Waimakariri residents. She observed that utilisation of the Swannanoa Community Hall contributed to its financial sustainability and benefitted the wider community. N Mealings considered that, if the estimated proportion of users from outside the ward was correct, this further reinforced the importance of supporting the facility. She also noted that the hall attracted visitors to the Oxford-Ohoka Ward, which could provide benefits for local businesses and organisations. In addition, she advised that the Swannanoa Community Hall and that the organisation had not previously applied to the Board for funding.

S Barkle believed that preserving Swannanoa's history was important and agreed that the Swannanoa Community Hall was a valuable community asset. She commented that the Swannanoa Domain was also well used by the community and considered that promoting and recording the history of the area was worthwhile, particularly as local history could easily be lost or forgotten over time. S Barkle, therefore, supported the motion.

T Fulton commented that his parents had been involved with the Swannanoa Community Hall Committee for many years. He noted that the hall was locally managed and operated for the benefit of the local community. He further observed that the organisation had never previously sought assistance from the Board and advised that he fully supported the motion.

8. **CORRESPONDENCE**

8.1. **Letter to Minister Chris Bishop regarding the Fast Track Process**

Moved: P Merrifield

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the Letter to Minister Chris Bishop regarding the Fast Track Process (Trim: 260825251585).

CARRIED

9. CHAIRPERSON'S REPORT

9.1. Chairperson's Report for August 2026

- Assisted P and N Bodger with planting at the Wards Road walkway. P Bodger had expressed an interest in assisting with planting initiatives at the Mandeville Sports Centre.
- Submitted a nomination for the 2026 Waimakariri Community Service Awards.
- Continued work relating to the Woodstock Quarries Landfill proposal, which had required a significant amount of time during the month. Reviewed the consent conditions and management plans and provided feedback to the relevant parties. Copies of the feedback had been circulated to Board members. It was noted that the suggested amendments would be considered by the parties involved, with further discussions to be held to reach an agreed set of joint conditions for filing with the Court. Should agreement not be reached, the applicant would file its proposed conditions, while parties not in agreement would file their own proposed conditions together with supporting reasons.
- Attended a Council briefing.
- Attended the second and third sessions of Cultural Training. The training focused on fundamental sounds and concepts of Te Reo Māori and included learning about the origins of Māori in the local area.
- Attended the presentation of the Ohoka Development petition to Mayor Dan Gordon and Labour MP D Rosewarne. It was noted that D Rosewarne subsequently presented the matter in Parliament, raising concerns regarding the level of community engagement and the potential impacts of the proposed subdivision, including the view that costs would ultimately fall on ratepayers. It was further noted that the response given was that conditions would require the developer to fund infrastructure. However, concern was expressed that this would not address the longer-term impacts of the development or the additional costs associated with servicing infrastructure in a location removed from existing urban areas. The view was expressed that the proposed Ohoka Development represented urban sprawl rather than a well-functioning urban environment.
- Wrote to the Minister for RMA Reform, the Hon C Bishop, regarding the Fast-track process and concerns about the lack of community engagement. The correspondence referenced the proposed Ohoka Development and the exclusion of relevant groups, including the Community Board and the Ohoka Residents' Association. It was noted that both groups had extensive knowledge of the proposal, had been involved since the first plan change hearing, and should have been included in the current process.

Moved: N Mealings

Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

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

CARRIED

10. MATTERS FOR INFORMATION

- 10.1. Woodend-Sefton Community Board Meeting Minutes 10 August 2026.
- 10.2. Rangiora-Ashley Community Board Meeting Minutes 12 August 2026.
- 10.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 August 2026.
- 10.4. Review of Gambling (Class 4) Venue Policy and Totalisator Agency Board Policy – Draft Policies for Formal Public Consultation – Report to Council Meeting 4 August 2026 – Circulates to all Boards.

- 10.5. Health, Safety and Wellbeing Report June 18 2026 to July 20 2026 – Report to Council Meeting 4 August 2026 – Circulates to all Boards.
- 10.6. Adoption and Submission of North Canterbury Council Head Start Proposal – Report to Council Meeting 5 August 2026 – Circulates to all Boards.
- 10.7. Waimakariri Biodiversity Trust Deliverables for 2025/26 – Report to Utilities and Roding Committee Meeting 11 August 2026 – Circulates to all Boards.
- 10.8. Provision of Natural Burials Through a 24-Month Trial at Cust-West Eyreton Cemetery – Report to Community and Recreation Committee Meeting 18 August 2026 – Circulates to all Boards.

Moved: S Barkle

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items 10.1 to 10.9.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

T Fulton

- Reported on matters relating to Experience Oxford.
- Provided an update on the Oxford Health and Fitness Centre Trust, noting that a Brain Day Quiz fundraiser had been scheduled for 13 September from 3.00 pm to 5.00 pm to support general gym maintenance.
- Advised that a member of the Pearson Park Advisory Group had indicated that the Oxford Farmers' Market would like additional shelters installed along the western hedge. It was noted that representatives of the Farmers' Market had been encouraged to attend the upcoming Pearson Park Advisory Group meeting to discuss the matter.
- Reported that the Oxford Men's Shed was keen to commence work on railway signs for East Oxford and Ohoka.
- Provided an update on drainage matters in the Mandeville and Swannanoa areas, noting that various discussions had been held with Swannanoa residents in the No. 10 Road area regarding drainage works. It was further noted that it was positive to see roadside drainage improvements being undertaken along North Eyre Road between Browns Road and Two Chain Road.
- Reminded members of the Ohoka Stream survey and report concerning the condition of the stream and proposed works.
- Attended the Waimakariri Access Group Annual General Meeting.
- Attended the Youth Future Expo.
- Advised that recent developments relating to Pegasus, together with the Ohoka petition and associated protests, were being closely monitored.

T Robson

- Attended the Oxford Promotions monthly meeting.
- Attended the Oxford Community Trust meeting, where the Trust expressed its appreciation to the Community Board for its grant contribution towards the purchase of a tablet.
- Reported feedback received from a resident regarding tactile paving and footpaths within Oxford. Ongoing concerns were raised about the poor condition of the footpath on Main Street adjacent to Pearson Park, as well as the need for the tactile pavers to be replaced, as they had become significantly worn and were no longer functioning effectively.

N Mealings

- Provided an update on the Solid Waste Portfolio, noting that the Waste Management and Minimisation Plan was out for public consultation. It was noted that one of the matters under consultation was whether there was support for extending the existing kerbside waste collection service to additional areas of Ohoka, Mandeville and Swannanoa. Feedback was also being sought on whether residents would support the introduction of a green bin collection service. Members were advised that further information was available on the Council's Let's Talk webpage.
- Attended the Ohoka Bush monthly working bee, which was held on the first Sunday of each month between 9.00 am and 11.00 am at the Ohoka Domain near the Gatekeeper's Lodge.
- Attended the Mandeville Sports Club Board meeting. It was reported that there had been an attempted break-in at the Waimakariri Dog Training Club shed. The severe frost experienced in August had resulted in a burst water pipe, which highlighted a weakness in resilience rather than water supply. It was further noted that the appointment of a new local caterer was imminent. Ongoing issues were also reported regarding dogs, including owners failing to remove dog waste and allowing dogs into restricted areas.
- Provided an update on the Waimakariri Youth Council, noting that it had successfully held a clean-up day at the Waimakariri River, accessed from Harris Road. A strong turnout had resulted in the collection of two skip bins of rubbish, much of which could have been diverted from landfill. It was also noted that nominations for the Youth Service Awards remained open until 6 September.
- Attended the petition handover relating to the Ohoka Fast-track application. It was noted that the Mayor, S Barkle and several local residents had attended the handover of a petition to local MP Dan Rosewarne, requesting that the proposed Ohoka development be removed from the Fast-track process. While the online petition remained open until the end of the day, it had received more than 3,100 signatures at the time of the handover.
- Attended and assisted with judging performances at the 30th anniversary Ohoka School *Stars in Their Eyes* fundraising event. It was noted that the competition had been closely contested, with only one point separating the performances. The event was considered successful in raising funds for the school.

P Merrifield

- Greypower Meeting, they had a new Chairperson, David Moffit. He was very driven and wanted to up the profile of the group and get more members.

M Brown

- Attended the Oxford Health Advisory Group meeting. It was reported that the Oxford Hospital had a maximum capacity of 10 beds, with patients also being referred from outside the district. At the time of the meeting, eight of the 10 beds were occupied. It was further noted that the community would be provided with an update in November on feedback received regarding the future of the hospital.
- Reported concerns that splitter islands installed within the Board's ward were experiencing ongoing damage.
- Provided an update on the Oxford Medical Centre project, noting that the design phase had been completed and that a project management company had been engaged to undertake the detailed design phase prior to the project being tendered for construction. It was further reported that meetings had been held with neighbouring property owners and that applications for the necessary resource consents had been lodged with the Waimakariri District Council and Environment Canterbury. The facility was expected to be operational by April 2028.

S Barkle asked whether funding had been secured for the construction of the Oxford Medical Centre. M Brown advised that the organisation had sufficient reserves and that two or three banks had expressed interest in providing finance, as they were seeking to expand their health sector lending portfolios. He noted that the project was estimated to cost between \$6.5 million and \$7.5 million. M Brown further advised that the proposed facility had been designed to accommodate future growth and, while it would be larger than current requirements, it was being built with the long-term needs of the community in mind.

12. CONSULTATION PROJECTS

12.1. Draft Community Outcomes 2026

<https://letstalk.waimakariri.govt.nz/draft-community-outcomes>

Consultation closed on Friday 18 September 2026.

12.2. Waimakariri Youth Council Future Voices Survey

<https://letstalk.waimakariri.govt.nz/waimakariri-youth-council-future-voices-survey>

Consultation closed on Friday 25 September 2026.

The Board noted the Consultation Projects.

13. BOARD FUNDING UPDATE

13.1. Board Discretionary Grant

Balance as at 27 August 2026: \$7,384.

13.2. General Landscaping Fund

Balance as at 27 August 2026: \$14,800.

The Board noted the Funding Updates.

14. MEDIA ITEMS

- Youth Service Awards nominations open till Sunday 6 September 2026.
- Waste Minimisation Management Plan consultation.
- Community outcomes consultation.
- Waimakariri Youth Council Future Voices Survey consultation.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

17. NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board was scheduled for 6.30pm, Wednesday 7 October 2026 at the West Eyreton Hall.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 8:38PM.

CONFIRMED

Chairperson

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-24 / 260831259124

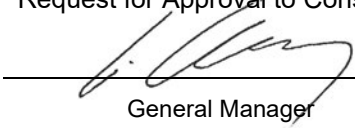
REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

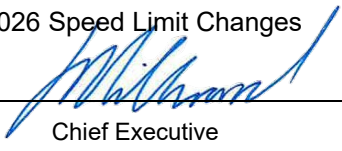
DATE OF MEETING: 4 November 2026

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Joanne McBride, Roding and Transport Manager

SUBJECT: Request for Approval to Consult on Proposed 2026 Speed Limit Changes

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council from the Community Board, to consult on the proposed speed limits listed in summary in Table 1.
- 1.2. In September 2024, the *Land Transport Rule: Setting of Speed Limits 2024* came into effect. This legislation governs the way which a Road Controlling Authority (RCA) proposes, consults on, and approves speed limits on roads under its control.
- 1.3. This report proposes a limited number of high-priority rural roads and urban streets for speed limit consultation in line with the Rule requirements.
- 1.4. The proposed list of changes has been collated from the following sources:
 - 1.4.1. Resident and elected member feedback including service requests, feedback from schools and Police, and community petitions;
 - 1.4.2. Impending and future development areas, where rural speed limits exist and intensified residential development is presently in process or approved under the District Plan, and;
 - 1.4.3. Roads that support broader transport outcomes, e.g., rural intersection safety programme, special event support, and other road safety concerns.
- 1.5. Workshops were held with the Utilities & Roding Committee in April 2026 and the Community Board in June 2026 on potential speed limit change locations. This report includes changes following feedback provided at those meetings.
- 1.6. 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, where they will be able to provide their opinions on the proposed changes.

Attachments:

- i. 2026 Proposed Speed Limit Changes – Oxford-Ohoka Speed Limit Table (TRIM No. 261015333990)
- ii. 2026 Proposed Speed Limit Changes – Communications and Engagement Plan (TRIM No. 260921285842)
- iii. Petition for reduced speed limits, Victoria Street / McJarrows Road / Powells Road (TRIM No. 230420055531)
- iv. 2026 Speed Management– Oxford-Ohoka Ward Speed Limit Maps (TRIM No. 261001296862)

2. **RECOMMENDATION**

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 260831259124.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being carried out on the proposed speed limit changes below in Table 1.

Table 1: Proposed speed limits within Oxford-Ohoka Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)
Oxford Road, 185 m west to 185 m east of Tram Road	100	70 RIAWS ¹
Tram Road, 100 m west to 100 m east of Two Chain Road	100	70 RIAWS ¹
Ashworths & Aschens Roads, Dawsons Road to Mill Road	100	60
Butchers Road, entirety	100	80
Christmas Road, entirety	100	80
Jeffs Drain Road, Christmas Road to No. 71	100	80
Jeffs Drain Road, No. 71 to Tram Road	100	80
Moodys Road, entirety	100	80
Raddens Road, entirety	100	80
Mill Road, No. 503 to east of Keetly Place	60	40 variable ²
Whites Road, Mill Road to No. 401	60	40 variable ²
Tram Road, 185 m west to 185 m east of No 10 Road	100	70 RIAWS ¹
Depot Road, 50 km/h zone (30 m west of Woodside Road) to west of the Eyre River bridge	100	70
Burnt Hill Road, 60 km/h zone to South of Eyre River ford	100	60
Powells Road, Weld Street to Sales Road	100	80
Victoria Street / McJarrows Road, 60 km/h zone (400 m east of High Street) to 470 McJarrows Road	100	80
Sales Road, Ashley Gorge Road to Powells Road	100	60
Main Street, Oxford - No. 26 to No. 82	50	40
Ashley Gorge Road, 170 m south to 170 m north of German Road	100	70 RIAWS ¹
South Eyre Road, Tram Road to No. 168 ³	100	80
South Eyre Road, No. 168 to No. 461 ³	100	80
Cust Road, Howsons Road to No. 1902 ³	80	100
Development area: No. 25 Ashley Gorge Rd ⁴	100	60
Note 1: RIAWS - Rural Intersection Active Warning System Note 2: variable speed limit proposed during farmers market operating hours Note 3: adjacent to another Community Board ward Note 4: speed limits in development areas will only change once construction is under way		

- (c) **Notes** that the final consultation material will be approved by the Chief Executive and General Manager Utilities and Rooding.
- (d) **Notes** that consultation is proposed to be carried out in February and March as per the requirements set out in the *Land Transport Rule: Setting of Speed Limits 2024*.
- (e) **Notes** that the results of the public consultation and the revised speed limit proposals will be presented to the Community Board and then Council for further consideration.
- (f) **Notes** that all submissions on the new proposed speed limits, including those from key stakeholders, will be considered prior to presenting the revised speed limit proposals.
- (g) **Notes** that following consultation, if approved, it is recommended that the full Council hold hearings for any submitters who wish to be heard.

3. **BACKGROUND**

- 3.1. Reductions in speed limits supports the Safe System approach, which recognises that people make mistakes and are vulnerable in a crash. The Safe System approach aims to create a transport system that minimises the risk of death and serious injuries.
- 3.2. The system itself focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These are intended to be improved by driving safer cars, road controlling authorities delivering safety improvements (infrastructure) and removing of roadside hazards, providing education/training and enforcement, and setting safe and appropriate speeds, respectively. As can be seen, reducing speed limits is not the only initiative in this approach; however, it supports a key step in ensuring a safe system is developed.
- 3.3. In September 2024, *the Land Transport Rule: Setting of Speed Limits 2024* came into effect. This legislation governs the way in which a Road Controlling Authority undertakes reviews of, consults on, and adopts speed limits on roads under its control.
- 3.4. The Rule requires the Road Controlling Authority to assess non-speed limit interventions, conduct a safety analysis, and calculate the benefit/cost economics of any speed limit changes. It also requires public consultation to be undertaken for at least six weeks and using reasonable measures to seek feedback from specific road users and organisations likely to be impacted (e.g., freight users, local communities, adjacent businesses and schools).
- 3.5. Speed limit changes that are approved by the Council after considering all submissions will then be submitted to the New Zealand Transport Agency Director of State Highways for final approval, followed by publishing in the National Speed Limit Register.

4. **KEY ISSUES**

- 4.1. The *Land Transport Rule: Setting of Speed Limits 2024* mandated changes to school speed zones by mid-2026. As school speed zone implementation is now complete, staff have revisited speed management on other roads, which had not been considered since 2023 (under the previous Rule).
- 4.2. Staff maintain a list of speed management change requests, collated from a number of sources. The highest priority proposals were selected from the list, source from:
 - 4.2.1. Resident and elected member feedback, including service requests, advice from schools and Police, and community petitions;
 - 4.2.2. Impending and future development areas, where rural speed limits exist and intensified residential development is presently in process or approved under the District Plan; and
 - 4.2.3. Roads that support broader transport outcomes, e.g., Rangiora Airfield operations, rural intersection safety programme, special event support, and other road safety concerns.

- 4.3. Workshops were held with the Utilities & Roading Committee in April 2026 and the Community Board in June 2026 on potential speed limit change locations. This report reflects the following changes based on feedback provided at those meetings:
- 4.3.1. Change of the Cust Road 80 km/h proposal in favour of 60 and 100 km/h zones
 - 4.3.2. Division of South Eyre Road 80 km/h proposal into two segments, Tram Road to Silverstream Reserve and Silverstream Reserve to Harpers Road curve
 - 4.3.3. Extension of Main Street Oxford 40 km/h proposal to No. 82 was discussed with the Board; however, the extension further west to the Challenge service station was not supported by the adjacent land use
 - 4.3.4. Adjustment of Tram Road and Two Chain Road variable rural intersection speed zone limits to integrate with nearby Swannanoa School variable speed zone
 - 4.3.5. Division of Jeffs Drain Road 80 km/h proposal into two segments, Christmas Road to first 90-degree curve, and 90-degree curve to Tram Road
 - 4.3.6. Addition of Mill Road variable 40 km/h speed limit zone to support regular farmers markets at the Ohoka Domain
 - 4.3.7. Addition of the future development area at No. 25 Ashley Gorge Road
- 4.4. Each of the speed limit changes included in this report have been assessed as per the requirements of the Rule, specifically:
- 4.4.1. Consideration against the safety strategic priority of the Government Policy Statement on Land Transport;
 - 4.4.2. Development of a cost benefit disclosure (as per Rule section 3.3) that estimates the safety impacts (e.g., number and severity of historic and projected future crashes), the travel time impacts (e.g., current mean speed, the projected future mean speed, and the resulting travel time changes), and the implementation costs of the proposal; and
 - 4.4.3. Consideration of relevant guidance and statistics held by the New Zealand Transport Agency.
- 4.5. If approved, consultation with the public and key stakeholders is proposed to be undertaken for six weeks across February and March 2027.
- 4.6. Further reasoning for the proposed speed limit on all roads within this review is included in Attachment i.

5. **OPTIONS**

- 5.1. The Oxford-Ohoka Community Board has the following options available to them:
- 5.2. Option 1: Recommend to the Council that consultation is undertaken on all of the roads listed in this report. **This is the recommended option.**
- Option 1 is to recommend to the Council to approve this report and proceed with a public consultation on speed limit changes in Table 1, based on previous community feedback, future development intentions, and best practice in speed management.
- This is the recommended option because it allows members of the public and key stakeholders to provide feedback on the speed limit changes proposed and ensures that Council is meeting the requirements of the *Land Transport Rule: Setting of Speed Limits 2024*.
- 5.3. Option 2: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report
- Option 2 would result in the Oxford-Ohoka Community Board recommending to the Council that the report recommendations be declined and the status quo retained for all existing speed limits in the Board's ward area.

This is not the recommended option because it does not allow the public and key stakeholders to provide feedback on speed limits within the District, and does not address the traffic safety and efficiency effects of existing speed limits.

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

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are likely to be of interest to mana whenua. As such, Council staff are engaging with mana whenua on this matter and have provided information to Whitiara Centre Limited, as key advisors to Te Ngai Tūāhuriri Runanga, to determine whether and/or how they wish to be involved. Council staff will include views, advice and/or contributions from mana whenua in appropriate future documentation where available.

Groups, Organisations and the Wider Community

- 6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report.
- 6.3. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment ii for detail).
- 6.4. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.
- Environment Canterbury
 - Fire and Emergency New Zealand
 - Hato Hone St John
 - Motorcycle Advocacy Group New Zealand
 - New Zealand Heavy Haulage
 - New Zealand Police
 - New Zealand Transport Agency
 - New Zealand Automobile Association
 - New Zealand Trucking Association
 - Road Transport Association
 - Road Transport Forum
 - Students Against Dangerous Driving (SADD)
 - Te Whatu Ora Health New Zealand
 - Waimakariri District schools
 - Youth Council
 - Waimakariri Access Group
- 6.5. The feedback from the engagement with the community and key stakeholders will be consolidated and brought to the Community Board and Council. This will be considered alongside other hearing submissions.

Implications for Community Wellbeing

- 6.6. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Provision of appropriate speed limits helps provide safe access for all road users.

Community Outcomes and Strategic Priorities

- 6.7. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- Social: a place where everyone can have a sense of belonging
 - Council commits to promoting health and wellbeing and minimising the risk of social harm to its communities.

- Environmental: a place that values and restores our environment
 - The natural and built environment in which people live is clean, healthy and safe.

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

- Enhance community wellbeing, safety, inclusivity and connectedness
- Advance an integrated and accessible transport network

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 7.1. There are financial implications of the decisions sought by this report. The proposed consultation will be carried out as part of the routine duties of staff. There are costs associated with advertising and the development of information pamphlets and feedback forms.
- 7.2. There are financial implications in implementing the physical changes to infrastructure for speed limits as proposed (e.g., new signs) if changes were to proceed beyond this consultation. There has been a budget of \$40,000 allocation within the Minor Safety Programme to help cover these costs. The RIAWS sites have funding allowed for within specific project budgets.

Community Resilience and Sustainability

- 7.3. The recommendations in this report have sustainability and climate change impacts.
- 7.4. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 7.5. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

Risk Management

- 7.6. There are risks arising from the adoption of the recommendations in this report.
- 7.7. There is a risk of negative feedback from portions of the community for any changes to speed limits. Undertaking consultation will ensure that community feedback is gathered and considered in the decision-making process.

Health and Safety

- 7.8. There are health and safety risks arising from the adoption of the recommendations in this report. A reduction in speed can reduce the likelihood and severity of a crash.
- 7.9. There are health and safety risks in implementing the new changes as proposed, if changes were to proceed beyond this consultation.

8. CONTEXT

Consistency with Policy

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

Authorising Legislation

- 8.2. The Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2024 outlines the responsibility of the Road Controlling Authority (i.e., Council) in consulting on and proposing new speed limits.

Authorising Delegations

- 8.3. Per Part 3 of the WDC *Delegations Manual*, the Community Board is responsible for considering any matters of interest or concern within its ward area.
- 8.4. The Council are responsible for approving any changes to speed limits.

Locale	Road Change	Start	Finish	Area Change	Distance (Km)	ADT	Posted Speed Limit	Mean Speed	Proposed Speed Limit	Estimated Mean Speed with Proposed Speed Limit	Estimated Impact on Individual Travel Time (minutes.seconds)	Estimated Impact on Collective Travel Time Based on ADT	Driver(s)	Estimated Reduction of Crashes Each Year	Estimated Implementation Cost
Clarkville	South Eyre Rd	Tram Rd	No. 168 (west of Silverstream Reserve entry)		1.48	3169	100	75	80	67	0.08	2893	Community requests	0.1 Serious Injury Crashes 1.3 Minor Injury Crashes 1.3 Non Injury Crashes	\$2,200
Clarkville	South Eyre Rd	No. 168 (west of Silverstream Reserve entry)	N of 90 degree curve (No. 461)		2.8	3169	100	83 - 89	80	75 - 81	0.12	4203	KTCB request	0.4 Minor Injury Crashes 0.9 Non Injury Crashes	\$3,300
Bennetts	Oxford Rd	185 m west of Tram Rd	185 m east of Tram Rd		0.37	4154	100	95	70 variable	84	0.02	841	Rural Intersection Active Warning System (RIAWS)	0.2 Serious Injury Crashes 0.3 Non Injury Crashes	\$100,000
Mandeville	Tram Rd	100 m west of Two Chain Rd	100 m east of Two Chain Rd		0.37	2650	100	96	70 variable	85	0.02	536	Rural Intersection Active Warning System (RIAWS)	0.2 Serious Injury Crashes 0.6 Non Injury Crashes	\$100,000
Mandeville	Ashworths Rd / Aschens Rd	Dawsons Rd	Mill Rd		1.86	62	100	59	60	43	0.42	282	Unsealed road; Community request	0.4 Minor Injury Crashes	\$1,100
Ohoka	Butchers Rd	entirety			1.62	345	100	58	80	50	0.16	597	Community requests / Out of context curves and road environment	0.1 Fatal Crashes	\$1,100
Ohoka	Christmas Rd	entirety			0.2	273	100	47	80	39	0.03	92	Out of context curves and road environment	0	\$1,100
Ohoka	Jeffs Drain Rd	Christmas Rd	S of 90 degree curve		2.0	181	100	64	80	56	0.14	275	Out of context curves and road environment	0.4 Non Injury Crashes	\$1,100
Ohoka	Jeffs Drain Rd	S of 90 degree curve	Tram Rd		0.52	216	100	68	80	60	0.05	125	Out of context curves and road environment	0	\$1,100
Ohoka	Moodys Rd	entirety			1.24	144	100	43	80	35	0.24	368	Out of context curves and road environment	0	\$600
Ohoka	Raddens Rd	entirety			2.42	129	100	64 - 69	80	56 - 61	0.18	253	Out of context curves and road environment	0	\$1,100
Ohoka	Mill Rd	No. 503	East of Keetty Place		0.31	1717	60	68	40 variable	62	0.02	294	On-road activity (pedestrians & parking) for farmers market	0.2 Non Injury Crashes	\$20,000
Ohoka	Whites Rd	Mill Rd	No. 401		0.35	852	60	52	40 variable	46	0.03	290	On-road activity (pedestrians & parking) for farmers market	0	\$10,000
Ohoka	Tram Rd	185 m west of No. 10 Rd	185 m east of No 10 Rd		0.37	3748	100	91	70 variable	79	0.02	863	RIAWS as an alternative to higher cost intersection improvement	0.6 Minor Injury Crashes 1.2 Non Injury Crashes	\$100,000
Oxford	Depot Rd	50 km/h zone	W of Eyre River bridge		1.0	3104	100	80	70	68	0.08	2653	Community / Police requests	0.5 Minor Injury Crashes 1 Non Injury Crashes	\$1,100
Oxford	Burnt Hill Rd	60 km/h zone	S of Eyre River ford		0.66	123	100	31	60	19	0.05	69	Community request	0	\$1,100
Oxford	Powells Rd	Weld St	Sales Rd		1.8	184	100	64	80	56	0.14	286	Community requests	0.2 Non Injury Crashes per year	\$2,200
Oxford	Victoria St / Mcjarrows Rd	60 km/h zone (400 m east of High St)	No. 470		0.77	224	100	60	80	52	0.07	171	Community requests	0.2 Non Injury Crashes per year	\$2,200
Oxford	Sales Rd	Ashley Gorge Rd	Powells Rd		0.89	21	100	44	60	28	0.42	94	Unsealed road; Community requests	0	\$1,100
Oxford	Main St	No. 26	No. 82 (between Bay Rd & Burnt Hill Rd)		0.64	4054	50	50	40	47	0.02	1058	Community / Elected member requests	0.1 Minor Injury Crashes 0.3 Non Injury Crashes	\$9,300
Oxford	Ashley Gorge Rd	170 m south of German Rd	170 m north of German Rd		0.34	735	100	80	70 variable	68	0.03	214	Rural Intersection Active Warning System (RIAWS)	0.3 Non Injury Crashes per year	\$100,000
Oxford				25 Ashley Gorge Road			100	n/a	60				New development (as per PODP)		\$0 (Developer-paid)
Cust	Cust Rd	Howsons Rd	end of 80 km/h zone (No. 1902)		0.3	2869	80	80	100	86	-0.03	-1107	RACB/OOCB request	0	\$1,100

Setting Speed Limits – Communications and Engagement Plan

Version 0.1

1. Project Background

In September 2024, the Land Transport Rule: Setting of Speed Limits 2024 came into effect. The Rule sets out criteria, requirements and procedures to be followed by Road Controlling Authorities when reviewing and setting speed limits for roads within their respective jurisdictions. It also revokes and replaces the Land Transport Rule: Setting of Speed Limits 2022.

Reducing speed limits aligns with the New Zealand Transport Agency | Waka Kotahi Safe System Approach. This approach recognises that people make mistakes and are vulnerable in a crash, with an intention of reducing the price paid for mistakes (i.e., a reduction in deaths and serious injuries). The system itself focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These are intended to be improved by driving safer cars, road controlling authorities developing safety projects and removal of roadside hazards, education/training and enforcement, and setting safe and appropriate speeds, respectively. Reducing speed limits is not the only initiative in this approach; however, it supports a key step in developing a safe system.

The Rule requires Council to assess non-speed limit interventions, conduct a safety analysis, and calculate the benefit/cost economics of any speed limit changes. It also requires a public consultation lasting at least six weeks and using reasonable measures to seek feedback from specific road users and organisations likely to be impacted (e.g., freight users, local communities, adjacent businesses and schools).

Speed limit changes that are approved by the Council after considering all submissions will then be submitted to the New Zealand Transport Agency Director of State Highways for final approval.

Staff maintain a list of speed management change proposals collated from a number of sources. The highest priority proposals were selected from the list, sourced from:

- Resident and elected member feedback, including service requests, advice from schools and Police, and community petitions;
- Impending and future development areas, where rural speed limits exist and intensified residential development is presently in process or approved under the District Plan; and
- Roads that support broader transport outcomes, e.g., rural intersection safety programme, special event support, and other road safety concerns.

Each of the proposed speed limit changes have been assessed as per the requirements of the Rule.

Workshops were held with the Utilities & Roading Committee in April 2026 and the Community Boards in June 2026 on potential speed limit change locations.

➤ Proposed speed limit changes by ward

Rangiora-Ashley Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)

Woodend-Sefton Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)

Rangiora-Ashley Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)

Oxford-Ohoka Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)
Oxford Road, 185 m west of Tram Road to 185 m east of Tram Road	100	70 RIAWS ¹

Tram Road, 100 m west of Two Chain Road to 100 m east of Two Chain Road	100	70 RIAWS ¹
Ashworths Road, Dawsons Road to Mill Road	100	60
Butchers Road, entirety	100	80
Christmas Road, entirety	100	80
Jeffs Drain Road, Christmas Road to 71 Jeffs Drain Road	100	80
Jeffs Drain Road, 71 Jeffs Drain Road to Tram Road	100	80
Moodys Road, entirety	100	80
Raddens Road, entirety	100	80
Mill Road	60	40 variable ²
Tram Road, 185 m west of No. 10 Road to 185 m east of No 10 Road	100	70 RIAWS ¹
Depot Road, 50 km/h zone (30 m west of Woodside Road) to West of Eyre River bridge	100	70
Burnt Hill Road, 60 km/h zone to South of Eyre River ford	100	60
Powells Road, Weld Street to Sales Road	100	80
Victoria Street / Mcjarrows Road, 60 km/h zone (400 m east of High Street) to 470 Mcjarrows Road	100	80
Sales Road, Ashley Gorge Road to Powells Road	100	60
Main Street, 26 Main Street to 82 Main Street (between Bay Road & Burnt Hill Road)	50	40
Ashley Gorge Road, 170 m south of German Road to 170 m north of German Road	100	70 RIAWS ¹
South Eyre Road, Tram Road to Silverstream Reserve entry ³	100	80
South Eyre Road, Silverstream Reserve entry to 461 South Eyre Road ³	100	80
Cust Road, Howsons Road to 1902 Cust Road ³	80	100
Note 1: RIAWS - Rural Intersection Active Warning System Note 2: variable speed limit proposed during farmers market operating hours Note 3: adjacent to another Community Board ward		

Kaiapoi-Tuahiwi Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)

2. Communications Objectives

- Ensure high awareness among residents and key stakeholders about the proposed speed limit changes.
- Encourage feedback from residents and stakeholders.
- Provide clear reasoning and evidence basis behind proposed decisions, particularly about the Safe System Approach.
- Clearly communicate the inherent safety benefits of lower speed limits.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.
- Align with frugality by using in-house channels

3. Communications Approach

IAP2 level: INFORM and CONSULT.

Public Participation Goal: Provide the public with balanced and objective information to assist them in understanding the rationale for proposed speed limit changes, and and provide feedback on how public input influenced the decision.

4. Audience and Stakeholders

Directly affected

- Residents
- Regular commuters/ road users
- Businesses
- Schools and ECE centres
- Bus Operators
- Emergency services

Internal

- Communications & Engagement team
- Customer Services team
- Affected Community Boards
- Mayor and Councillors
- Management Team

Other Stakeholders

- Local media
- Waimakariri Access Group
- Walking Groups
- Cycling Groups
- Horse Riding Groups

5. Key Messages

- Reducing speeds is a key factor in addressing serious injuries and deaths on our roads. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- We're looking at reducing speeds in areas where the community have raised concerns or where they're no longer appropriate because of development or other factors.
- The number of people walking and cycling is increasing across the District. Our goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can get where they need to go safely.
- We want feedback from road users on the proposed changes to help inform our final decisions.

6. Risks and Mitigation

Risk	Mitigation
Backlash from members of the public, particularly on social media, who disagree with the proposed speed limit changes.	Closely monitor social media channels and continue to use key messages. Correct misinformation if and as required. Reiterate that this is the opportunity to give feedback.
Community views are polarised between wanting change, and status quo.	Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.
One proposed change dominates the conversation.	Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.
Consultation fatigue.	Use multiple channels of communication to target key stakeholders.

Risk	Mitigation
Key stakeholders do not receive information, read communication material or engage with the project team.	Use multiple channels of communication to target key stakeholders.
People feel they have not been genuinely engaged.	The final decision, rationale why, and benefits of the changes are explained following the adoption of new speed limits. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.
Media portray the consultation process negatively.	Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national agenda and legislative requirements. Share local stories and experiences that the media can use. Correct misinformation if it arises.
Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision-making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

7. Communication Channels

Product	Notes	Who	When (milestone)	Budgeted Cost
Elected Member Updates	Update to Community Board Members including public content for elected members to share on their channels	Comms	Consultation Launch	In-house
Bang the Table	Consultation page	Comms	Ongoing	In-house
Consultation document	Available at service centres Cust – Drop into service station	Comms	Ongoing	In-house
Key stakeholders email	Targeted invitation to provide feedback	Project team / Comms	Launch	In-house
Social media – targeted	Posts to relevant community groups highlighting key proposed changes and prompting formal feedback	Comms	Launch	In-house
Community Noticeboard	Full notice published in North Canterbury News (Community Noticeboard section) – circulated to all households in the district. Oxford Observer Paper?	Comms	Launch	In-house
Council subscriber email	Targeted alert to subscribers in affected wards	Comms	Launch	In-house
Council website news story / update	Dedicated article featuring spokespeople	Comms	Launch	In-house
Key stakeholders email - reminder	Reminder to submit feedback by the deadline	Project team/ Comms	Two weeks to deadline	In-house
Council subscriber email - reminder	Reminder to submit feedback by the deadline	Comms	Two weeks to deadline	In-house

Victoria Street, McJarrows Road and Powells Road Intersection - Oxford

33

1 February 2023

Road Safety Coordinator
Waimakariri District Council
215 High Street, Rangiora 7400
roading@wmk.govt.nz

We, the residents of McJarrows Road, Powells Road and Victoria Street, Oxford, have great concern regarding the lack of signage and current speed limits of the Victoria Street/McJarrows/Powells Road intersection.

Our key concerns are;

- People frequently drive through the intersection not realising there is a Give Way sign on Powells Road, therefore increasing the risk of an accident occurring.
- The speed at which traffic moves along Powells Road (north and south direction) and McJarrows Road/Victoria Street (east and west direction); the current speed limit is 100 km approaching the intersection.
- The school bus goes through McJarrows Road each day from east/west directions meaning a potential accident from the traffic that fails to give way from the north/south direction on Powells Road.
- The intersection is the main route people travel (when following GPS) from Rangiora or Christchurch when travelling to Ashley Gorge, over the summer holidays the number of people using this road increases.
- Local residents, including families with children regularly use these roads for recreational activities e.g. walking, dog walking, bike riding, horse riding etc.
- Residents are concerned that if the issues with the intersection along with speed limits along McJarrows/Powells Rd and Victoria Street are not addressed, there will be a serious accident/fatality before long. Addressing this for us would mean;
 - a reduction in the speed limit from 100 km to 60km (on the named roads)
 - Stop signs being erected on Powells Road intersection (north and south)
 - Plenty of signage to increase awareness of the upcoming intersection
- 'Vision Zero' is part of the Waimakariri District Council Road Safety action plan, it highlights 7 areas of concern that feature highly in our area. *The first 3 are young drivers, rural road loss of control/head on (including speed) and intersections - rural and urban.* These 3 areas of concern are strongly linked to our concerns above.

We have an interest in signing and supporting this petition because of the concerns outlined above and that our homes are located within close proximity of this intersection that we regularly use in a variety of ways (vehicle, walking, biking, horse riding).

We request the immediate consideration of a reduction in speed on McJarrows Road, Powells Road and Victoria Street from 100km to 60 km along with negotiations with residents to where it might be appropriate along the east side of McJarrows for the speed limit to increase. We also

request that stop signs be placed on Powells Road so that ALL vehicles have to stop and check the way is clear (currently it is a poorly marked Give Way). We believe this (along with a speed reduction) will contribute significantly to reducing the likelihood of an accident/fatality.

The contact person for this petition is:



Objectors (please print clearly)

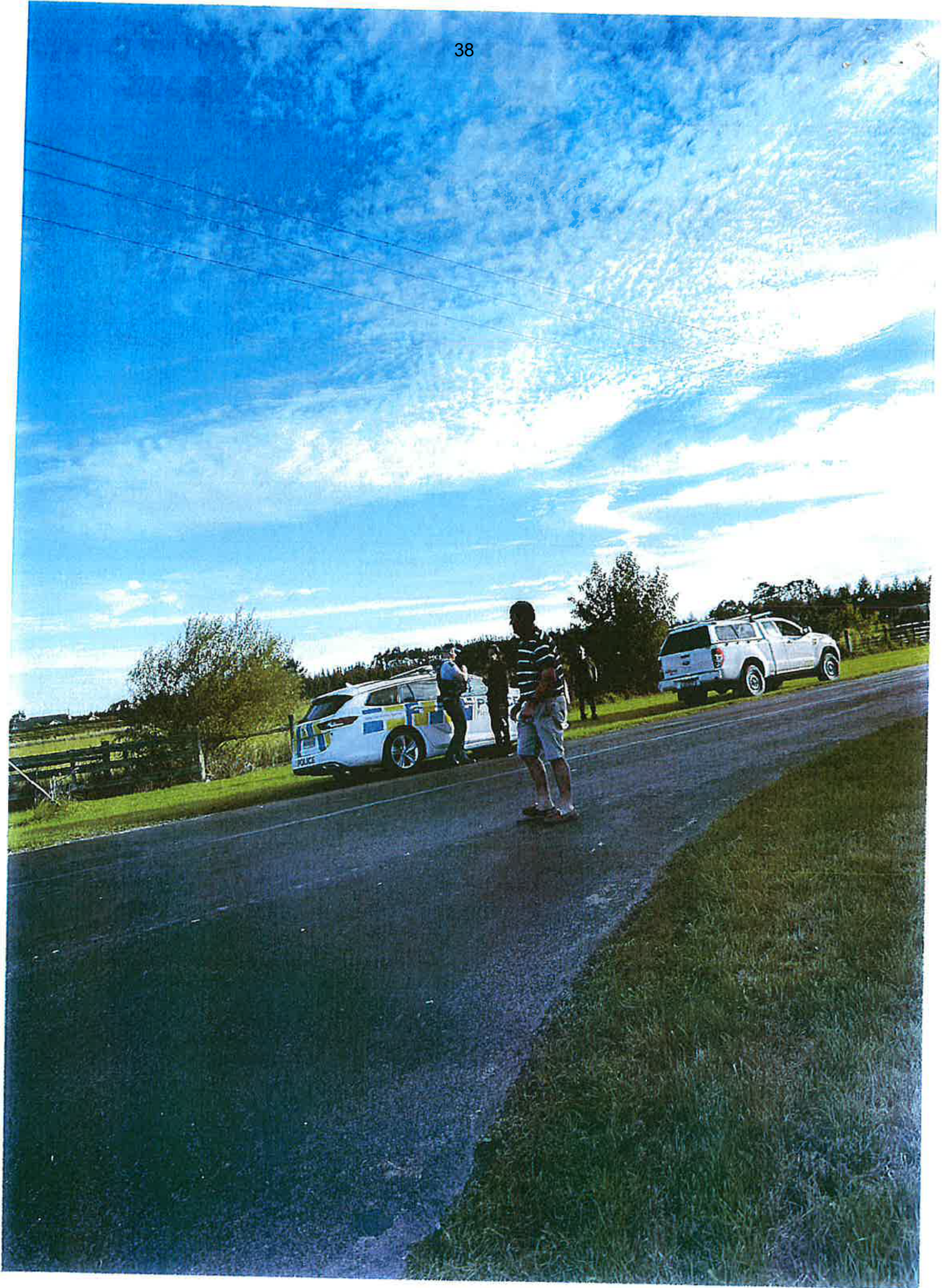
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4	04/02/23	[REDACTED]	[REDACTED] mcJarrons Rd OXFORD	[REDACTED]
5	04/02/23	[REDACTED]	[REDACTED] Powells Road, Oxford	[REDACTED]
6	04/02/2023	[REDACTED]	[REDACTED] Powells Road, Oxford	[REDACTED]
7	04/02/2023	[REDACTED]	[REDACTED] VICTORIA ST, OXFORD	[REDACTED]
8	04/02/2023	[REDACTED]	[REDACTED] Victoria St. Oxford	[REDACTED]
9	04/02/23	[REDACTED]	[REDACTED] Victoria St, Oxford	[REDACTED]
10	19/02/23	[REDACTED]	[REDACTED] mcjarrons Rd	[REDACTED]
12	19.2.23	[REDACTED]	[REDACTED] McJarrons Rd	[REDACTED]
3	19.2.23	[REDACTED]	[REDACTED] McJarrons Rd Oxford	[REDACTED]
4	19/2	[REDACTED]	[REDACTED] McJarrons Rd Oxford	[REDACTED]
5	19/2	[REDACTED]	[REDACTED] McJarrons Rd	[REDACTED]

Oxford.

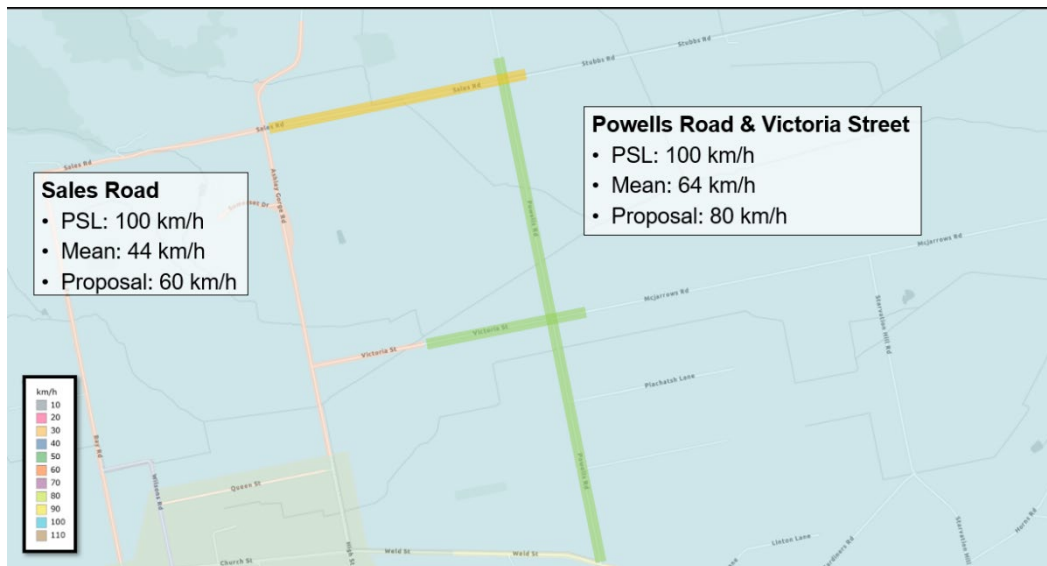
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19/2/23	[REDACTED]	[REDACTED] Victoria St	[REDACTED]
19/2/23	[REDACTED]	[REDACTED] Victoria St	[REDACTED]
19/2/23	[REDACTED]	[REDACTED] Ashley Gorge Road	[REDACTED]
19/2/23	[REDACTED]	[REDACTED] ~~Powell~~ Powells Rd, Oxford	[REDACTED]
19/2/23	[REDACTED]	[REDACTED] Powells Rd, Oxford	[REDACTED]
19-2-23	k [REDACTED]	[REDACTED] Powells Rd, Oxford	[REDACTED]
20-2-23	son [REDACTED]	[REDACTED] Powells Rd	[REDACTED]
20-2-23	[REDACTED]	[REDACTED] Powells Road	[REDACTED]
8-3-23	[REDACTED]	[REDACTED] member of Oxford Volunteer Co	[REDACTED]
8-3-23	[REDACTED]	[REDACTED] Powells road	[REDACTED]
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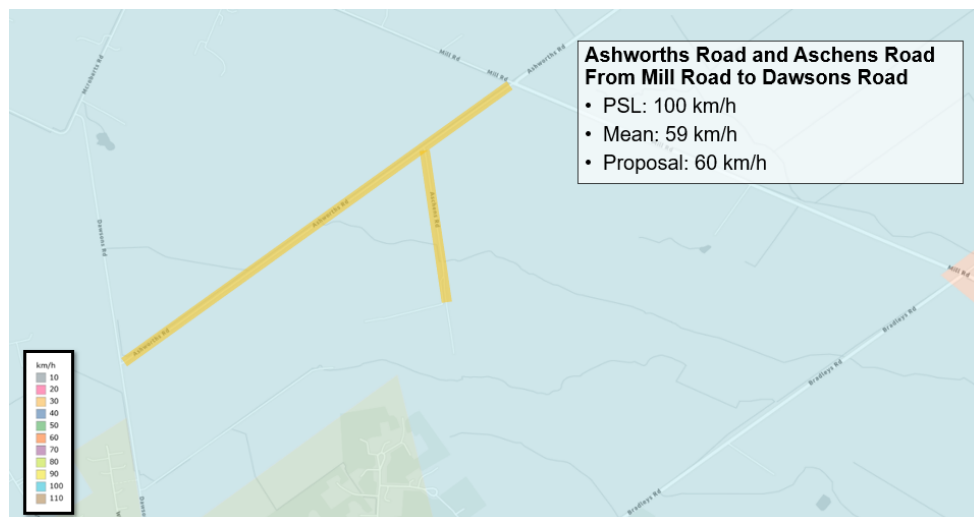
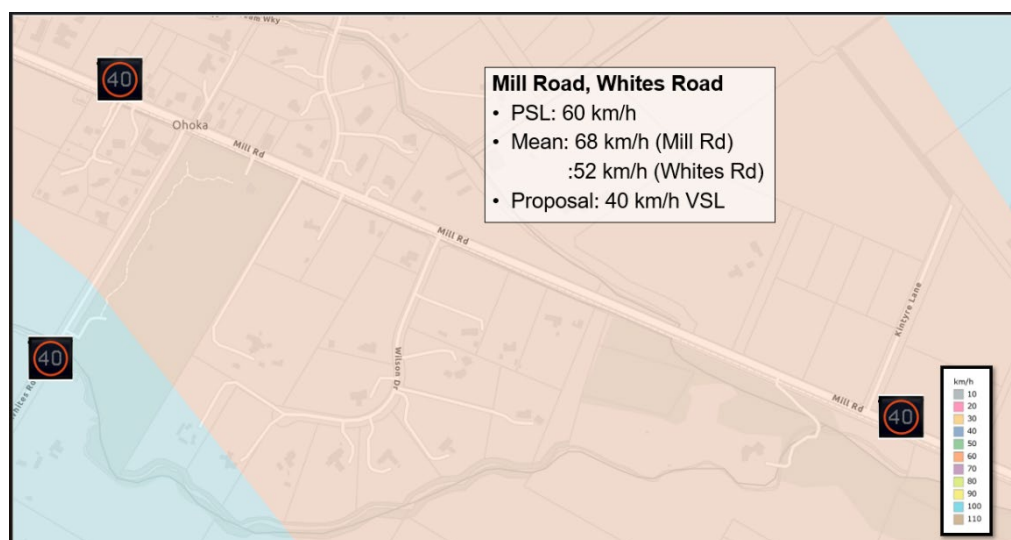
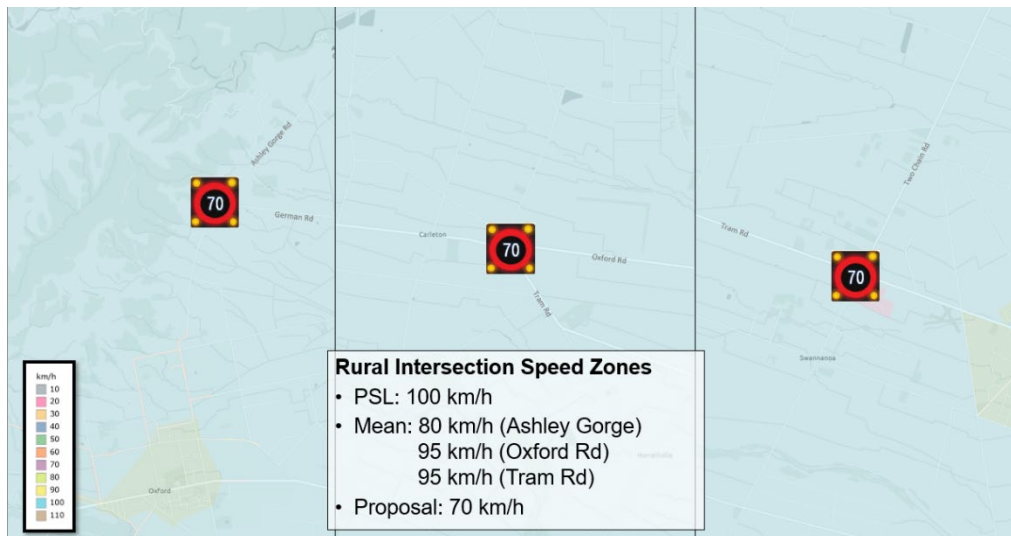


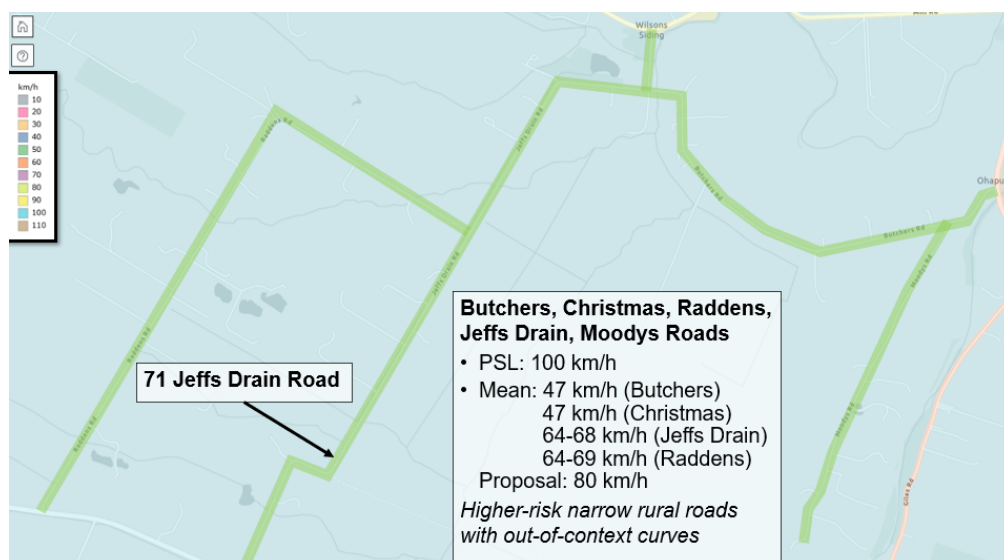
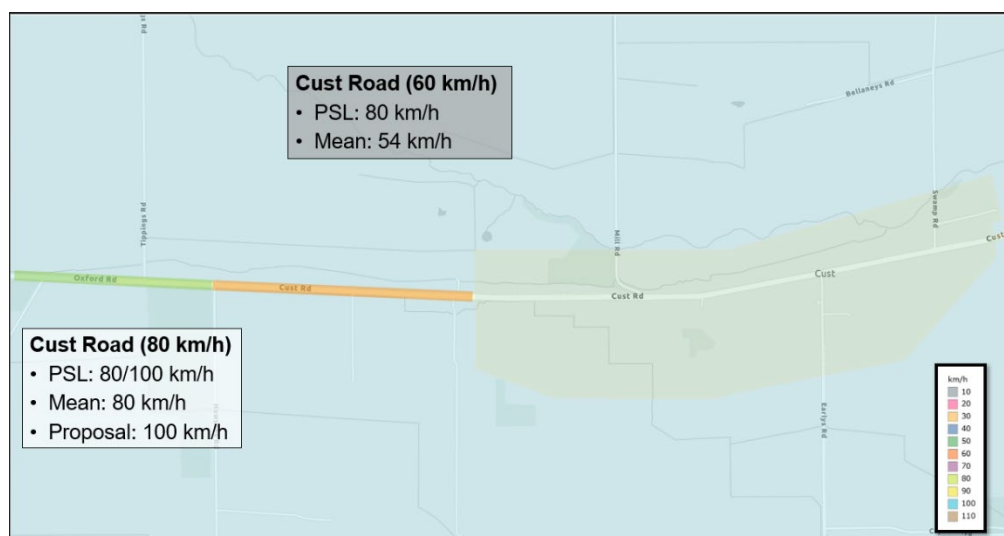
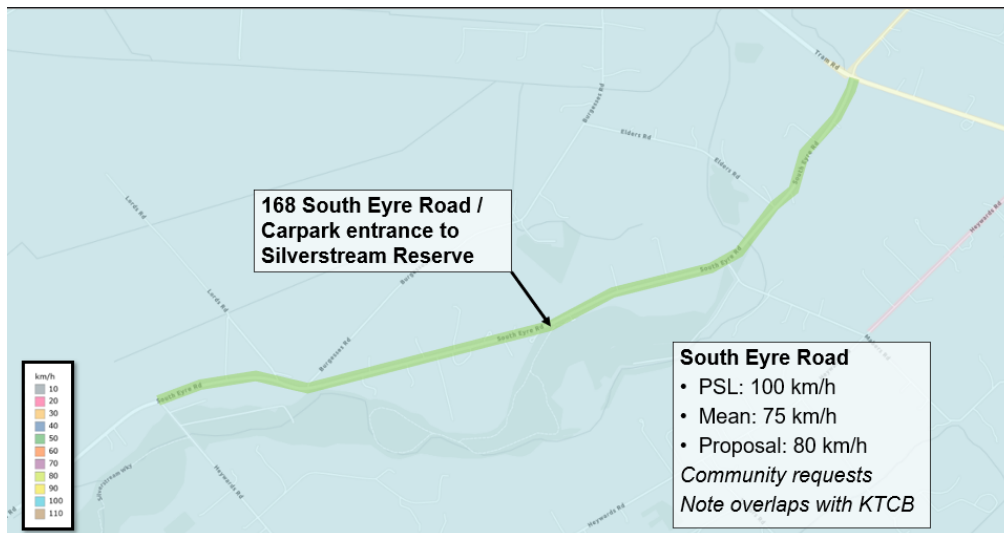


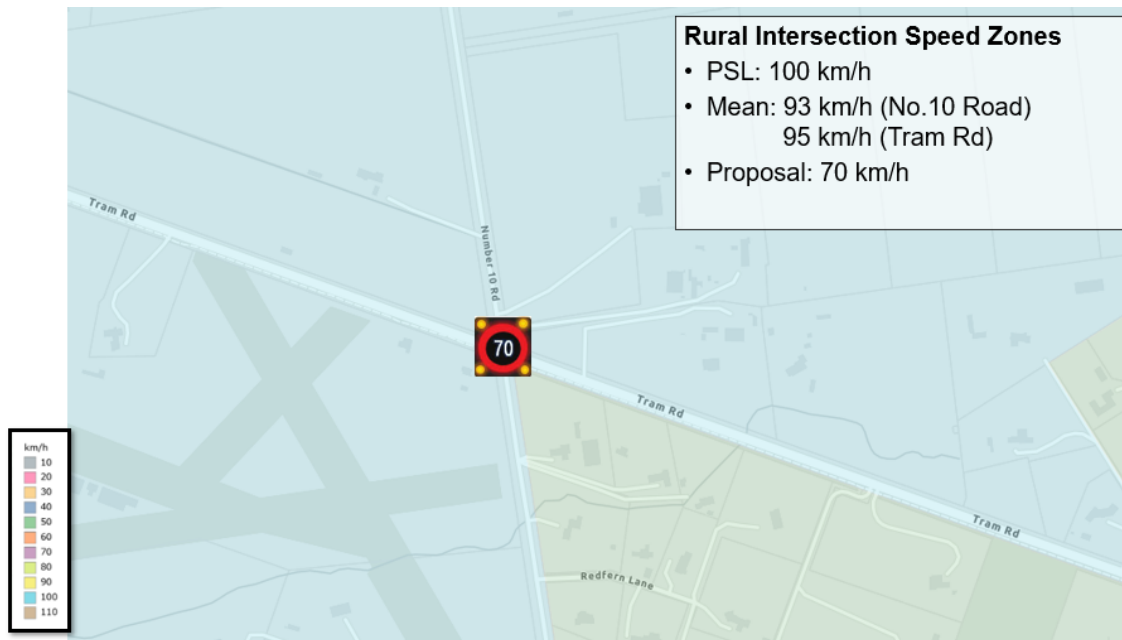


2026 Speed Management Review – Oxford-Ohoka Ward



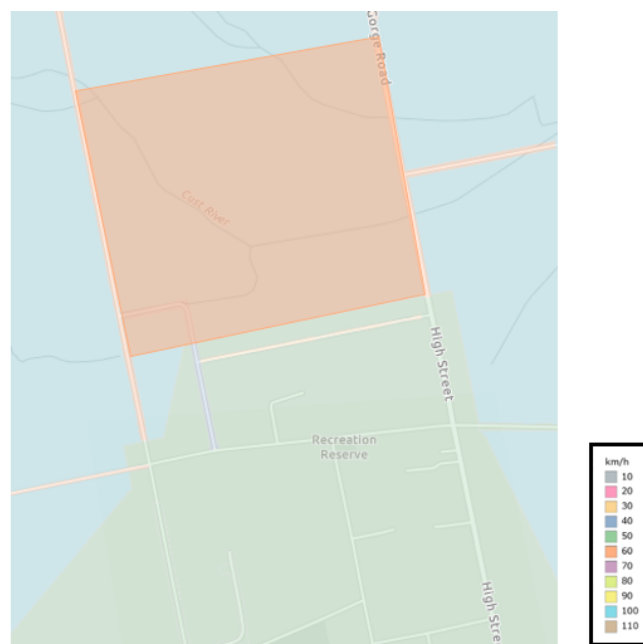






25 Ashley Gorge Road Development

- PSL: 100 km/h
- Proposal: 60 km/h



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09 / 260922287248

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

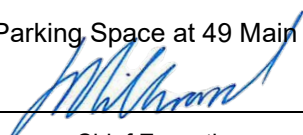
DATE OF MEETING: 4 November 2026

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

SUBJECT: Request to Approve Installation of a Mobility Parking Space at 49 Main Street

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report seeks a recommendation from the Oxford-Ohoka Community Board to programme the installation of a mobility parking space outside the Oxford Pharmacy, 49 Main Street, Oxford.
- 1.2. Staff received two service requests seeking improved parking access for mobility permit holders visiting the Oxford Pharmacy within the Oxford town centre. Staff subsequently reviewed parking conditions outside 49 Main Street and considered the parking arrangements at that location, including the availability of existing mobility parking within the town centre. The assessment identified that a dedicated mobility parking space in this location would improve accessibility for mobility permit holders.
- 1.3. Mobility parking permit holders often need to park in close proximity to their destinations in order to maintain independent access to services within the town centre. The Waimakariri District Council Parking Strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200 m of an accessible route.
- 1.4. The number of mobility permits issued within the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over.
- 1.5. Site observations noted parking demand by general vehicles on more than 50% of observations in the area and identified for the ability to improve access and parking provision for mobility permit holders visiting Oxford Pharmacy and other nearby businesses and services.
- 1.6. The installation of a mobility parking space at this location will improve accessibility within the Oxford town centre and support the mobility and independence of permit holders accessing local businesses and services.
- 1.7. The installation of the mobility carpark will include the requirement for installing a kerb cutdown for wheelchair users and reshaping of the footpath in behind, as well as signs and markings. This work will be added as a project to the Roding Minor Safety Programme for a future year, which will be brought to the Community Boards for consideration in April 2027, prior to seeking approval of the programme by Council.

2. **RECOMMENDATION**

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 260922287248.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the District Planning and Regulatory Committee:

- (b) **Approves** the installation of one new mobility parking space outside Oxford Pharmacy, 49 Main Street, Oxford, operating at all times (24 hours a day, 7 days a week), including the installation of the required signage and road markings.
- (c) **Notes** that the project will be added to the Roding Minor Safety Programme for a future year, which will be brought to the Community Boards for consideration in April 2027, prior to seeking approval of the programme by Council.

3. **BACKGROUND**

- 3.1. Mobility car parks support accessible travel for people with mobility impediments and are regulated under the Land Transport Act 1998, Land Transport (Road User) Rule 2004, and NZTA's Traffic Control Devices Manual.
- 3.2. According to the CCS Disability Action, the number of mobility permits issued within major suburbs of the Waimakariri District has increased steadily over recent years, with long-term permits rising by approximately 25% between 2019 and 2024. This demand is also influenced by the aging population in the Waimakariri District, which has a higher median age than the national average and a growing proportion of residents aged 65 and over, likely increasing demand for accessible transport and parking.
- 3.3. The WDC Parking Strategy prioritizes mobility parking, recognizing its importance in enabling independent access to town centres, medical or health-related facilities, community facilities, and essential services. The strategy aims to ensure that mobility parking spaces are provided in suitable numbers and locations, particularly where off-street parking is unavailable within 200 m of an accessible route. It also specifies that these spaces should be clearly visible, enforceable, and regularly reviewed to accommodate changes in demand, development patterns, and community needs.
- 3.4. Oxford Pharmacy, located at 49 Main Street, is a key health-related service within the Oxford town centre and is regularly visited by mobility permit holders and other members of the community who may benefit from convenient parking access. The nearest existing mobility parking space is located behind the pharmacy, requiring users to travel approximately 40 m to the front door.

4. **KEY ISSUES**

- 4.1. Staff have received two service requests requesting improved mobility parking in close proximity to Oxford Pharmacy at 49 Main Street, Oxford.
- 4.2. Oxford Pharmacy is a key healthcare service within the Oxford town centre and is regularly accessed by mobility permit holders and other users who may have difficulty walking longer distances. Currently, there is no dedicated on-street mobility parking space immediately adjacent to the pharmacy, which can limit convenient and equitable access for people with mobility impairments.
- 4.3. Following receipt of these service requests, staff undertook a review of parking conditions outside Oxford Pharmacy. The assessment considered parking demand, accessibility requirements, and the location of nearby services.

- 4.4. Site observations confirmed regular parking demand within the immediate area and identified an opportunity to improve accessibility for mobility permit holders visiting Oxford Pharmacy and nearby businesses through the provision of a dedicated mobility parking space.



Figure 1: Existing on-street parking outside 49 Main Street



Figure 2: Proposed accessible parking location in front of 49 Main Street

5. **OPTIONS**

- 5.1. The Oxford-Ohoka Community Board has the following options available to them:
- 5.2. Option One: Recommend approval of the New Mobility Carpark

This option would result in the conversion of one existing unrestricted on-street parking space outside Oxford Pharmacy, 49 Main Street, Oxford, into a mobility parking space, along with installation of the required kerb cutdown, signage and road markings associated with the mobility parking space.

This is the recommended option as it will provide convenient and reliable access for mobility permit holders visiting Oxford Pharmacy and nearby businesses, improve accessibility within the town centre, and align with the objectives of the Waimakariri District Council Parking Strategy.

5.3. Option Two: Decline the request and retain the status quo

This option would involve making no changes to existing parking arrangements and accepting that the existing mobility carpark behind the chemist provides adequate access. This is not the recommended option because it perpetuates accessibility challenges and safety concerns for mobility-impaired individuals.

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

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

6.1. The subject matter and/or recommendations contained within this report are likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

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

6.3. The wider community is likely to have an interest in the subject matter of this report. Consultation was undertaken with Oxford Pharmacy, being the business located adjacent to the proposed parking space. Positive feedback was received, with support expressed for the installation of a dedicated mobility parking space to improve accessibility for customers and visitors.

Implications for Community Wellbeing

6.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report. Provision of appropriate parking controls for all road users helps provide safe access for residents and visitors to the district.

6.5. Funding for this work could not be accommodated within the current years Minor Safety Improvements budget, therefore the project will be added into the future programme as part of the next annual review, and will be prioritised against other works across the district through that process. The Draft Roding Minor Safety Programme will be brought to the Community Boards for consideration in April 2027, prior to seeking approval of the programme by Council.

Community Outcomes and Strategic Priorities

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

- Social: A place where everyone can have a sense of belonging
 - Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

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

- Enhance community wellbeing, safety, inclusivity and connectedness
- Advance an integrated and accessible transport network

7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

7.1. There are financial implications for the decisions sought by this report.

7.2. Funding is currently provided within the Annual / Long Term Plan.

7.2.1. There are costs associated with installing the proposed mobility parking space, including the installation of kerb and footpath modifications to provide compliant accessibility access, signage and road markings. The total cost is estimated to be approximately \$4,500.

- 7.2.2. As funding for this work could not be accommodated within the current years Minor Safety Improvements budget, the project will be added into the future programme as part of the next annual review and will be prioritised against other works across the district through that process. The Draft Roding Minor Safety Programme will be brought to the Community Boards for consideration in April 2027, prior to seeking approval of the programme by Council.

Community Resilience and Sustainability

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

Risk Management

- 7.4. There is a risk of negative perception from the broader community due to the removal of one unrestricted general-use parking space to accommodate a mobility parking space. There is also a risk of dissatisfaction from the applicant and mobility parking users due to uncertainty regarding the implementation timeframe, as the project will be subject to future budget prioritisation and funding allocation processes.

Health and Safety

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

The safety and accessibility of all road users are important. The absence of a dedicated mobility parking space directly outside Oxford Pharmacy can make it more difficult for mobility permit holders to access nearby services safely and independently. Providing a dedicated mobility parking space, together with the necessary kerb modifications, will improve accessibility and reduce the distance mobility permit holders are required to travel between their vehicle and destination. This will help reduce potential risks associated with navigating footpaths and accessing services within the town centre.

Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health and Safety Plan and a SiteWise score of 100.

8. CONTEXT

Consistency with Policy

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

Authorising Legislation

- 8.2. Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."
- 8.3. Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road for reserved parking [e.g., for disabled permit holders], which may be time restricted."

Authorising Delegations

- 8.4. As per Section 3 of the Waimakariri District Council's Delegations Manual, the Oxford-Ohoka Community Board has the delegated authority to recommend the establishment of parking restrictions on streets within its ward areas.
- 8.5. The District Planning and Regulation Committee has the delegated authority to approve the establishment of parking restrictions, including mobility parking spaces, and the associated enforcement provisions.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 251005188577

REPORT TO: OXFORD OHOKA COMMUNITY BOARD

DATE OF MEETING: 4 November 2026

AUTHOR(S): Ken Howat, Parks and Facilities Team Leader

SUBJECT: Swannanoa Cricket Club Changing Facilities Proposal

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


General Manager


Chief Executive

1. SUMMARY

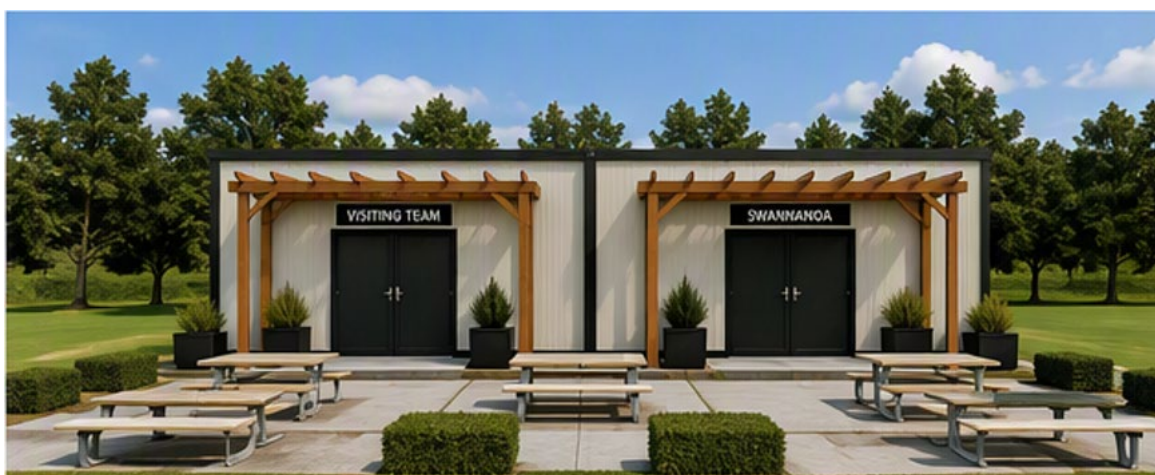
- 1.1. The purpose of this report is to seek approval from the Oxford Ohoka Community Board for the installation of two 7m x 3m prefabricated portacom changing rooms at Swannanoa Domain for the Swannanoa Cricket Club.
- 1.2. The Swannanoa Cricket Club wishes to install two portacom changing rooms adjacent to the existing pavilion and picnic seating area at Swannanoa Domain. The proposal consists of two separate changing rooms, one for the home team and one for visiting teams.
- 1.3. The Club advises that the existing pavilion is the only available changing space and can accommodate only a small number of players. As a result, many players currently change beside their vehicles. The proposed facilities will provide safe, private and fit-for-purpose changing facilities for both home and visiting teams.
- 1.4. The proposed facilities will remain the property of the Swannanoa Cricket Club and will be available for use by other sports users of the Domain. Access to the portacoms will be managed by the Club via a keypad entry system, with bookings and access arrangements coordinated directly through the Club. The Club hosts cricket matches, junior cricket programmes and visiting teams, and the facilities are expected to provide wider community benefit.
- 1.5. The proposed buildings are prefabricated portacom structures and Council staff have confirmed that no Building Consent or Resource Consent is required. The facilities will not be connected to any services and are therefore considered temporary structures.
- 1.6. The portacoms will be externally clad in a durable painted metal cladding system, providing a neat and consistent finish that is appropriate for a public reserve environment. To soften the appearance of the buildings and improve visual amenity, the design incorporates timber pergola features over the entrances and wooden trim finishes, as shown in the concept image. The overall finish is intended to complement the existing reserve setting while maintaining the relocatable nature of the facilities.
- 1.7. The Club has advised that the two portacoms are being gifted to the Club at no cost, with the Club funding all installation and associated works, estimated at approximately \$10,000. This includes the construction of engineer-specified concrete corner pads for securing the portacoms, installation of the timber pergola structure, wooden trim finishes, and all associated site works and ongoing maintenance responsibilities.
- 1.8. While the proposal provides a practical short to medium-term solution to the club's changing room needs, staff consider that the Swannanoa Cricket Club should continue to investigate and plan for a longer-term permanent changing facility that better meets the future needs of the club and users of Swannanoa Domain.

- 1.9. All costs associated with the proposed changing facilities, including installation, insurance, ongoing maintenance, and any future relocation or removal, will be met by the Swannanoa Cricket Club.
- 1.10. A new Deed of Lease is currently being prepared for the Swannanoa Cricket Club which outlines the terms and conditions for use of the land, including provisions for improvements and development and will include the following clause;

“The Lessee shall not make any alteration or addition to the Premises including, without limitation, placing, erecting or constructing any building or structure (including, without limitation, any portable or movable thing including, without limitation, a trailer or vehicle which has the characteristic of or may be used as a building or structure—for example, a portable shed or dwelling or container) without Council’s prior written approval which may be given or withheld at Council’s absolute discretion.”



Existing picnic seating area. The facilities are proposed behind this area, facing the tables



Proposed finished location and layout.

2. **RECOMMENDATION**

THAT the Oxford Ohoka Community Board:

- (a) **Receives** Report No. 251005188577.
- (b) **Approves** the installation of two 7m x 3m portacoms to be used as temporary changing facilities at Swannanoa Domain, 1310 Tram Road, Lot 2 DP 6359, for Swannanoa Cricket Club.

- (c) **Approves** that the portacoms are reviewed in November 2030 and an updated lease variation request is sent to the Oxford Ohoka Community Board.
- (d) **Approves** that the portacoms are to be removed by April 2031 at the Swannanoa Cricket Clubs expense.
- (e) **Notes** that a longer-term changing room solution should be considered by the Swannanoa Cricket Club prior to the review date of November 2030, noting that containers are relocatable and not a permanent solution for changing facilities.
- (f) **Notes** that the installation of the portacoms is contingent on the Swannanoa Cricket Club obtaining all relevant consents and written permission from the Lessor or Lessor representative and that this report fulfils that obligation.
- (g) **Notes** that the proposed portacoms are exempt from the requirement to obtain a Building Consent under Schedule 1, Clause 43 of the Building Act 2004, subject to compliance with the exemption provisions.
- (h) **Notes** that all costs associated with the supply, installation, operation, maintenance, renewal, removal and restoration, and any future compliance requirements of the proposed changing facilities are the sole responsibility of the Swannanoa Cricket Club, with no ongoing financial obligation to Council.
- (i) **Notes** that any security measures for the portacoms are the responsibility of the Swannanoa Cricket Club and Council takes no responsibility for the portacoms or their contents.

3. **BACKGROUND**

- 3.1. Swannanoa Cricket Club was established in 1884 and holds a unique place in North Canterbury's sporting history as one of the region's longest-standing cricket clubs. Originally located on private farmland on No 10 Road, the club permanently relocated to Swannanoa Domain around 1925.
- 3.2. The Club currently fields two adult teams competing in the Saturday afternoon Canterbury Country competitions. The club has a membership base of approximately 70 individuals, which includes active players, life members, patrons, and retired members. In addition to regular competition, the club hosts mid-week fixtures involving national and international veterans' teams and collaborates with Rangiora Cricket Club to support junior women's cricket.
- 3.3. The Club's pavilion was originally the Totalisator Agency Board building located at the former Mandeville race track and was relocated to Swannanoa Domain in 1925. In 2018 the club relocated the pavilion to its current position on the south-eastern side of the oval. The building was fully renovated and extended, including the addition of a veranda.
- 3.4. The pavilion's new location on the south-eastern side of the oval offers improved shelter from the prevailing north-easterly winds, significantly enhancing comfort for players and spectators. To further improve the viewing experience, the Club installed a 4.5m x 13m concrete pad with seating adjacent to the pavilion. This project was fully funded by the club and constructed through volunteer labour, reflecting Swannanoa Cricket Club's ongoing commitment to enhancing the facilities at Swannanoa Domain for the benefit of the wider community.
- 3.5. The Club has made further improvements to the domain's facilities through the construction of training nets and the installation of two match sight screens at either end of the playing pitch. These enhancements, valued at approximately \$12,000, were funded by the club through fundraising and volunteer support. The training nets are regularly used by Rangiora Cricket Club, demonstrating the club's commitment to supporting wider cricket development in the district and fostering collaborative relationships with neighbouring clubs.

4. **KEY ISSUES**

- 4.1. Swannanoa Cricket Club requires dedicated changing facilities to support its growing membership and to provide safe, private, and fit-for-purpose amenities for players, officials, and visiting teams. The need has become increasingly important with the ongoing growth of junior and women's cricket, including girls' cricket programmes played at Swannanoa Domain, as the existing pavilion can accommodate only a limited number of users and many players currently change beside their vehicles.
- 4.2. In 2025 the Club approached Council seeking approval for temporary changing facilities as an interim solution while it worked towards securing funding for a more permanent and durable facility at Swannanoa Domain. At that time, the need for dedicated changing facilities was evident, however the Club was unable to raise sufficient funds to progress the project. Since then, the Club has been gifted two portacom units at no cost, creating an opportunity to address the immediate need for improved changing facilities while continuing to plan for a long-term permanent solution.
- 4.3. The Club currently has a container on site used for equipment storage. Any consideration of additional containers for changing facilities should be managed in conjunction with the existing structure to ensure consistency in design, placement, and overall impact. Approving further containers may set a precedent for similar requests across other reserves, potentially leading to a proliferation of container-based structures. Without appropriate controls, this could compromise the visual amenity and intended recreational use of public reserves. However, as the proposed portacoms are temporary in nature, these concerns and perceptions can be mitigated and managed through clear design standards, time-bound approvals, and ongoing oversight by Council.

5. **OPTIONS**

- 5.1. **Option 1 - Approves the installation of two 7m x 3m portacoms at Swannanoa Domain to be used as temporary changing rooms for Swannanoa Cricket Club.**

The Oxford Ohoka Community Board could approve the request from the Swannanoa Cricket Club to install two 7.0m x 3.0m prefabricated portacom changing rooms at Swannanoa Domain. The facilities would provide dedicated changing spaces for home and visiting teams, improving privacy, comfort and functionality for players while supporting continued participation in sport and recreation. The proposal would also reduce reliance on the pavilion as a changing facility and provide additional infrastructure that can be used by other sports groups and community users of the Domain.

Staff recommend this option.

- 5.2. **Option 2 – Decline the installation of two 7m x 3m portacoms at Swannanoa Domain to be used as temporary changing rooms for Swannanoa Cricket Club.**

The Oxford Ohoka Community Board could decline the request from the Swannanoa Cricket Club to install two 7.0m x 3.0m prefabricated changing rooms at Swannanoa Domain. This would maintain the status quo, with players continuing to rely on the existing pavilion and informal changing arrangements, while foregoing the benefits associated with improved changing facilities for Club and community users of the Domain.

Staff do not recommend this option as it would fail to address an identified deficiency in the provision of changing facilities at Swannanoa Domain and would result in players continuing to rely on the existing pavilion and informal changing arrangements. Declining the proposal would also prevent the Club from making use of the donated portacom facilities, missing an opportunity to provide an immediate, low-cost improvement that supports adult, junior and women's cricket participation. Given the temporary and relocatable nature of the proposed facilities, staff consider the benefits to users and the wider community outweigh the potential concerns associated with additional structures within the reserve.

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

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua, as the proposal relates to the installation of relocatable changing room facilities within an existing developed area of Swannanoa Domain. The proposal does not involve any significant earthworks, disturbance of natural features, impacts on sites of cultural significance, or changes to the use or management of the reserve.

Groups, Organisations and the Wider Community

- 6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. The proposed changing facilities will primarily benefit the Swannanoa Cricket Club, visiting teams, junior cricket participants, and other sporting groups that use Swannanoa Domain.

Implications for Community Wellbeing

- 6.3. There are implications on community wellbeing by the issues and options that are the subject matter of this report. The proposal will improve the quality and functionality of the Domain's sporting infrastructure, provide appropriate changing facilities for users, and support the ongoing recreational use of the reserve by the wider community.

Community Outcomes and Strategic Priorities

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

Environmental:

- i. Our communities are able to access and enjoy natural areas and public spaces.

Social:

- ii. Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.
- iii. People are able to enjoy meaningful relationships with others in their families, whanau, communities, iwi and workplaces.

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

Enhance community wellbeing, safety, inclusivity and connectedness

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

7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

- 7.1. There are no financial implications for the decisions sought by this report. All costs associated with the purchase, transportation, installation, insurance, maintenance, management and any future relocation or removal of the proposed changing facilities will be met by the Swannanoa Cricket Club. The proposal does not require any Council funding and will not impact existing Council budgets.

Community Resilience and Sustainability

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

Risk Management

- 7.3. There are risks arising from the adoption/implementation of the recommendations in this report. Approval of the proposed changing facilities may create expectations for similar requests from other sporting organisations seeking to install temporary structures on Council reserves. However, the proposal can be assessed on its individual merits, taking into account the community benefit provided, the suitability of the location, the temporary and relocatable nature of the buildings, and the requirements of the lease. There is also a risk that the temporary facilities become a long-term solution, which is mitigated by encouraging the Club to investigate permanent changing room facilities as part of its future planning.

Health and Safety

- 7.4. There are health and safety risks arising from the adoption/ implementation of the recommendations in this report. Risks associated with the proposal relate primarily to the transportation, installation, securing and ongoing maintenance of the prefabricated changing rooms. These risks can be appropriately managed by ensuring the buildings are installed by suitably qualified contractors, secured in accordance with the manufacturer's requirements, maintained in a safe condition, and regularly inspected by the Swannanoa Cricket Club. The provision of dedicated changing facilities is also expected to improve the safety, privacy and wellbeing of users compared with existing informal changing arrangements.

8. CONTEXT

Consistency with Policy

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

Authorising Legislation

- 8.2. Reserves Act 1977

Authorising Delegations

- 8.3. The Oxford Ohoka Community Board has delegated authority to approve the recommendations of this report.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-26-10-06 / 261019336678

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 4 November 2026

AUTHOR(S): Courtney Fowler-Jenkins, Governance Support Officer

SUBJECT: Oxford-Ohoka Community Board Meeting Dates from February 2027 to December 2027

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to adopt the Oxford-Ohoka Community Board's (the Board's) schedule of meeting dates for the period from February 2027 to December 2027.
- 1.2. The dates are based on meeting each month on the first Wednesday after the Council meeting. The recommended meeting venues are the Oxford Town Hall (Main Street, Oxford) and the Ohoka Community Hall (Mill Road, Ohoka) being at either end of the ward area; however, this does not preclude the use of other venues within the community if the need arises.

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No.261019336678.
- (b) **Resolves** to hold meetings during 2027 commencing at 6.30pm on Wednesdays, on the following dates at the proposed listed venues:

Date	Venue
2 December 2026	Oxford Town Hall
3 February 2027	West Eyreton Hall
3 March 2027	Ohoka Community Hall
7 April 2027	Ohoka Community Hall
5 May 2027	Oxford Town Hall
2 June 2027	Oxford Town Hall
7 July 2027	Oxford Town Hall
4 August 2027	Mandeville Sports Centre
1 September 2027	Ohoka Community Hall
6 October 2027	West Eyreton Hall
3 November 2027	Ohoka Community Hall
8 December 2026	Oxford Town Hall

- (c) **Notes** that the proposed meetings to be held at the West Eyreton Hall and the Mandeville Sports Centre will be subject to venue availability.

3. BACKGROUND

- 3.1. To support the efficient and effective administration of the Board's business, the Local Government Act 2002 provides for the adoption of a schedule of meetings covering such a period as the Board considers appropriate.
- 3.2. Adoption of the meeting schedule, including any subsequent amendments, constitutes formal notification to Board members of all meetings included within that schedule or amendment.
- 3.3. The adoption of a meeting schedule does not prevent additional meetings, briefings, or workshops from being convened during the year. The Local Government Act 2002 also provides for the calling of extraordinary meetings where required.

4. KEY ISSUES

- 4.1 In previous years, the Board has not held meetings during January, and it is recommended that this practice continue. However, the Board may wish to consider holding a workshop in January 2027 to discuss the development of its Community Plan or any other matters requiring consideration.
- 4.2 Briefings and workshops are generally scheduled to follow Board meetings where practical. Where a substantial amount of time is required for discussion, a separate briefing or workshop may be scheduled at a time agreed upon by members.
- 4.3 The selected venues do not provide online virtual meeting facilities, requiring all staff to attend in person. While the venues met other key selection criteria, the lack of virtual attendance options reduces flexibility for staff who may have preferred or required remote participation. When facilities become available in the future with appropriate technology to enable virtual attendance, staff will have the ability to attend workshops and briefings virtually for evening Community Board meetings.
- 4.4 The proposed meeting schedule has been developed to provide regular opportunities for the Board to consider governance matters, receive updates, and engage in strategic discussions throughout the year.
- 4.5 Previously, concerns have been raised regarding the low number of public attending Board meetings (other than specific deputations). Utilising a venue within the Board's geographical area is conducive to greater accessibility for the public and would allow them to observe democracy and transparency. Therefore, it is recommended that Board meetings be held at the Oxford Town Hall and the Ohoka Community Hall for consistency. Nonetheless, with the Board's agreement, meetings can also be held in other areas of the community, such as West Eyreton and Mandeville, if the agenda includes topical items of interest. The Mandeville Sports Club facilities are not ideally conducive to Board meetings for reasons of privacy and security with availability limited due to high sports team usage. Other venues have previously been considered, such as the Swannanoa Community Hall and Ohoka Pavilion, however are deemed not suitable for reasons of size or furniture requirements.
- 4.6 In the event that there is insufficient business for a scheduled meeting, the Board may instead elect to hold a workshop on matters of current or strategic interest. Following consultation with relevant Council staff, the Chairperson and Chief Executive may determine that a meeting should be cancelled. Meetings may also be cancelled where circumstances such as severe weather events or the absence of a quorum prevent the meeting from proceeding.

5. OPTIONS

- 5.1. To adopt the recommended meeting schedule that is based on previous successful meeting patterns, factoring in elected member availability and public expectations.
- 5.2. The Board has the option to request that staff investigate alternative meeting locations within the Oxford-Ohoka ward.
- 5.3. The Management Team has reviewed this report and supports the recommendations.

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

6.1 Mana Whenua Engagement

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

6.2 Groups, Organisations and the Wider Community

There are no groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. However, the established pattern of Community Board meetings has generally worked well for members, considering other community commitments.

6.3 Implications for Community Wellbeing

6.3.1 The matters considered by the Board have the potential to impact community well-being across a range of areas, including social, cultural, economic, and environmental outcomes. As such, it is important that the community has opportunities to be informed about and observe the Board's decision-making processes.

6.3.2 Establishing and publishing an annual meeting schedule provides the most effective means of ensuring that the wider community is aware of upcoming Board meetings.

6.3.3 In accordance with the Local Government Official Information and Meetings Act 1987 (LGOIMA), all Council, Standing Committee, and Community Board meetings are publicly notified. In addition, the Council promotes meeting dates and agendas through its website and displays them at Council Service Centres via internal information screens to maximise public awareness and accessibility.

6.4 Community Outcomes and Strategic Priorities

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

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

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

7.1 Financial Implications

7.1.1 There are financial implications associated with the decisions sought in this report. However, the cost of servicing Community Boards is accommodated within existing Council Governance Budgets, with funding provided through the Council's Annual and Long Term Plans.

7.1.2 Board meetings are generally held in Council-owned facilities, and accordingly no venue hire costs are incurred.

7.1.3 The remuneration payable to Community Board members for attendance at meetings is provided through an annual remuneration allocation determined by the Remuneration Authority. As a result, the proposed meeting schedule does not give rise to any additional remuneration costs beyond those already provided for within existing budgets.

7.2 Community Resilience and Sustainability

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

7.3 Risk Management

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

7.4 Health and Safety

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

8 CONTEXT

8.1 Consistency with Policy

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

8.2 Authorising Legislation

Local Government Act 2002.

8.3 Authorising Delegations

The Local Government Act 2002 provides for the Board to adopt a schedule of meetings that may cover any period the Board considers appropriate.



Attorney-General
Minister of Housing
Minister for Infrastructure
Minister Responsible for RMA Reform
Minister of Transport
Associate Minister of Finance

MIN-CB-546 / 26-CORM-02617

Sarah Barkle
Chairperson
Oxford-Ohoka Community Board

Dear Sarah,

Thank you for your email of 24 August 2026 on behalf of the Oxford-Ōhoka Community Board proposing that community or residents' groups act as local representatives in the fast-track approvals process.

The Ōhoka Residential Subdivision project is currently before an independent expert panel (the panel) for consideration, so it would be inappropriate for me to comment on the project at this time. I also have no statutory power to affect the outcome of the panel's assessment of the application.

The panel is required to consider the information provided by the applicant and any comments received from parties specified under the Fast-track Approvals Act 2024 (the Act), including local councils, Māori groups and adjacent landowners and occupiers, before determining whether to grant or decline the approvals sought. The panel may also impose conditions if it decides to grant consent.

The panel has discretion to invite parties not specified in the Act, which could include community boards and residents' associations.

It would require a change to the legislation to include a requirement for panels to invite comments from community groups, and no such change is currently proposed. I will pass your message on to officials to consider if the Act is to be amended in future.

Information on the project, and its progress through the fast-track approvals process, is available on the Fast-track website at: <https://www.fasttrack.govt.nz/projects/Ohoka-residential-subdivision>.

Thank you for your correspondence on this important matter.

Yours sincerely,

Hon Chris Bishop
Minister for Infrastructure

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of North Canterbury
Tuakana Teina



BIGGER
TOGETHER



Big Brothers Big Sisters
of North Canterbury
Tuakana Teina

THANK
You!



Dear Board Members,

2026

THANK YOU for supporting the creation of our new mentor recruitment ad. It began screening at the Town Hall Cinema this month and has already generated volunteer enquiries!

Ngā mihi nui from us all at
Big Brothers Big Sisters of North
Canterbury