



WAIMAKARIRI
DISTRICT COUNCIL

Council

Agenda

Tuesday 7 December 2021

1pm

*Council Chamber
215 High Street
Rangiora*

Members:

Mayor Dan Gordon (Chair)

Cr Neville Atkinson

Cr Kirstyn Barnett

Cr Al Blackie

Cr Robbie Brine

Cr Wendy Doody

Cr Niki Mealings

Cr Philip Redmond

Cr Sandra Stewart

Cr Joan Ward

Cr Paul Williams

The Mayor and Councillors

WAIMAKARIRI DISTRICT COUNCIL

A meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in the **COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA** on **TUESDAY 7 DECEMBER 2021** commencing at **1pm.**

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

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

3. **ACKNOWLEDGEMENTS**

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of a meeting of the Waimakariri District Council held on 2 November 2021**

18 - 30

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of a meeting of the Waimakariri District Council held on 2 November 2021.

4.2. **Minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

31 - 32

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021.

MATTERS ARISING

4.3. **Minutes of the public excluded meeting of the Waimakariri District Council held on 2 November 2021**

4.4. **Minutes of the public excluded extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

(Refer to public excluded agenda)

5. **DEPUTATIONS AND PRESENTATIONS**

5.1. **Greg Inwood**

G Inwood will speak to the Council regarding development contributions in a Woodend Beach Road development.

6. **ADJOURNED BUSINESS**

6.1. **Waka Kotahi Low Cost Risk Programme Funding Endorsement 2021-24 NLTP – Joanne McBride (Roading and Transport Manager) and Gerard Cleary (Manager Utilities and Roading)**

33 - 44

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211021170637;
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021-24 NLTP period, to cover a shortfall in funding in the Low Cost Low Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process;
- (c) **Notes** that the Minor Safety Programme includes a number of small safety projects which provide a high value to the community at a relatively low cost:
 - Minor Safety – Small walking & cycling initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects will be progressed to design stage only with the Council share of funding already allocated:
 - Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Oxford Rd / Charles Upham Dr Roundabout
 - Walking & Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements
- (e) **Notes** that the following projects will not be progressed and Council share of funding will be reallocated to the Minor Safety Programme:
 - North Eyre Rd / No. 10 Rd Intersection - Safety Improvements
 - Plasketts Rd / Johns Rd Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects will be delayed and not progressed unless further funding can be secured:

- South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs
- (g) **Notes** that the New Footpath programme is able to continue as planned, as Council budgets had assumed funding would not be received from Waka Kotahi;
- (h) **Notes** that there is also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.

6.2. **NLTP 2021-24 Maintenance, Operations and Renewals Budget Update – Joanne McBride (Roading and Transport Manager) and Gerard Cleary (Manager Utilities and Roading)**

45 - 52

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211020170095;
- (b) **Approves** allocation of additional budget of **\$637,392** to cover the shortfall in funding in the area of Maintenance, Operations and Renewals for the 2021-24 NLTP, subject to consultation through the Annual Plan process;
- (c) **Approves** the existing Levels of Service being maintained this financial year;
- (d) **Notes** that consultation on Levels of Service will be undertaken as part of the upcoming Annual Plan process;
- (e) **Notes** that the Council share (49%) of the difference in funding has already been allowed for within the Long Term Plan budgets and therefore the additional budget required is to cover the 51% which has not been endorsed by Waka Kotahi as part of the 2021-24 National Land Transport Programme;
- (f) **Notes** that the rating impact would be in the 2023/24 year and would result in a 0.15% increase to the General Rate;
- (g) **Notes** that the staff are continuing to work with Waka Kotahi to see if any other funding streams may be available. Any further developments will be reported to Council.

7. SHOVEL READY PROJECTS

7.1. Kaiapoi Stormwater and Flooding Improvements Funding of McIntosh Drain Pumping Station – Rob Kerr (Delivery Manager – Shovel Ready Programme)

53 - 60

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211123187654
- (b) **Approves** funding for McIntosh Drain Pumping Station and associated on-costs is included in the Draft Annual Plan FY22/23 for consultation.
- (c) **Notes** that this is likely to propose a combination of rates and growth funding
- (d) **Approves** the following changes in scope of the Kaiapoi Stormwater and Flood Improvements Project:
 - I. Exclude works to Dudley and Feldwick Pumping Stations; and
 - II. Include works to create a permeant secure access to the Parnhams Drain Pumping Station
- (e) **Approves** exchanging the timing of Beach Road Pumping Station with McIntosh Pumping Station (and associated works) should land access at 213 Beach Road not be able to be secured by 30 January 2021, and instead consulting on Beach Road Pumping Station (and associated works) in the FY2022/23 Annual Plan.
- (f) **Circulates** this report to the Kaiapoi Tuahiwi Community Board for their information.

Refer also to Public Excluded agenda item 19.4 Kaiapoi Stormwater and Flood Improvements – property options.

8. REPORTS

8.1. Adoption of the Annual Report for the year ended 30 June 2021 – Jeff Millward (Manager Finance and Business Support)

61 - 68

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211104177600.
- (b) **Adopts** the Annual Report for the year ended 30 June 2021 (TRIM 210623101441);
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2021 (TRIM 211020169521);
- (d) **Notes** the Net Surplus before taxation of \$31.8m is \$13.2m greater than budget, and primarily relates to a \$9.4m accounting adjustment for interest rate swaps held under Council's treasury policy, \$6.6m unbudgeted contributions for Shovel ready/Stimulus projects, \$3.1m

less in Development contributions and \$5.9 greater than budget for Vested assets transferred from developers;

- (e) **Receives and notes** the Auditor's opinion for the Annual Report and Annual Report Summary will be incorporated into the reports;
- (f) **Authorises** the Manager Finance and Business Support, in conjunction with the Chief Executive to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

8.2. **Submission to MBIE on Three Waters Economic Regulator – Gerard Cleary (Manager Utilities and Roading) and Libica Hurley (Project Planning and Quality Team Leader)**

69 - 189

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211125189225
- (b) **Approves** the submission to the Ministry of Business, Innovation and Employment on Economic regulation and Consumer Protection for Three Waters Services in New Zealand.
- (c) **Delegates** authority to Chief Executive and the Mayor to make changes to the submission before it is submitted to MBIE by 20 December 2021.
- (d) **Notes** that MBIE intends to upload all submissions received to their website at www.mbie.govt.nz.

8.3. **Dixons Road Cemetery Land Acquisition – Chris Brown (Manager Community and Recreation)**

190 - 215

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. TRIM 211125189273.
- (b) **Notes** That staff have received Resource Consent from Environment Canterbury to develop a cemetery at Dixons Road, Loburn.
- (c) **Delegates** to the Chief Executive and the Manager Community and Recreation authority to acquire approximately 12 hectares of the property referred to as at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341, under the Public Works Act 1981, subject to the following terms:
 - i. The land would be vested to Council at no cost. However Council would be responsible for both legal and survey costs associated with the land transfer. These are estimated to be between \$5000 – 10,000.
 - ii. Council continue to refine the current concept plan (attachment iii) for the cemetery in agreement with Kyleston Farms Limited.
 - iii. A section of land (approximately half a hectare in size) will be set aside in the concept plan specifically for the Robertson family (See *Concept Plan, attachment iii*).

- iv. The land is not to be used by the general public until the Rangiora Cemetery is full, unless for the Robertson family burials as mentioned above. An area within the Concept Plan is designated for a pet cemetery which may be used earlier than this time. Appropriate investigation into the vegetated upper slopes of the site would be carried out prior to use.
 - v. A management committee be set up for the land which has at least two members of the Robertson family and two Council representatives.
 - vi. Time frames for the vesting of the land to be agreed between the Council and Kyleston Farms Limited representatives.
 - vii. While the land would be vested as a Council asset it would be leased at a peppercorn rental, on a five year term, back to Kyleston Farms Limited until such time as it is required for public use.
 - viii. That the vesting of the land be used to offset any future reserve development contributions which would apply to development of the wider Kyleston Farms area.
- (d) **Notes** that staff will be applying for funding through the next Long Term Plan process for the establishment of screen planting along the Western boundary if the acquisition of the land is approved.

8.4. **Adoption of The Dangerous, Affected and Insanitary Buildings Policy 2021 Recommendation of the Hearing Panel – Gina Maxwell (Policy Technician) on behalf of the Hearing Panel: Councillors: P Redmond (Chair), K Barnett and W Doody**

216 - 229

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211102175823
- (b) **Revokes** The Dangerous and Insanitary Buildings Policy 2016
- (c) **Adopts** The Dangerous, Affected and Insanitary Buildings Policy 2021 to come into effect on 7th December 2021.

8.5. **District Parking Strategy for Adoption – Vanessa Thompson (Business & Centres Advisor)**

230 - 279

RECOMMENDATION

THAT the Council:

- (a) **Receives** report no. 211111181162;
- (b) **Notes** the final District Parking Strategy at attachment (i) that is presented for adoption;
- (c) **Notes** the consultation feedback summarised at attachment (ii) with staff comments and the full Bang the Table Engagement Report at (iii);

- (d) **Notes** the District Parking Strategy reflects feedback (where appropriate and practicable) from the Community Boards as well as Ableys Transportation Consultants;
- (e) **Notes** the proposed timing in February 2022 for the removal of the minimum parking standards from the Operative District Plan, and that the adoption of the final District Parking Strategy in December 2021 provides direction for staff as to how the Council will manage public parking requirements in the future, while evidencing Council's response to perceived current and future parking issues in the absence of minimum parking requirements in the Proposed District Plan;
- (f) **Notes** that disability parking provision will be further addressed as part of the Accessibility Strategy Review in mid 2022;
- (g) **Notes** a report on proposed carparking provision in Rangiora will be presented to the Council's Draft Annual Plan 2022/23 meeting in early February 2022;
- (h) **Approves** the final District Parking Strategy (attachment i) for adoption.

8.6. **Non-Financial Performance Measures 1st Quarter Results as at 30 September 2021 – Helene Street (Corporate Planner)**

280 - 316

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211103176702
- (b) **Notes** 70% of performance measures were achieved, 22% were not achieved and 8% are not yet due.
- (c) **Notes** 7 of the 24 measures that did not meet target were within 5% of being achieved.
- (d) **Notes** all measures have been reviewed and incorporated in the 2021-2031 LTP.

8.7. **Conflict of Interests Register – Sarah Nichols (Governance Manager)**

317 - 328

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211123186993.
- (b) **Reviews** the Register of Interests content, recording any amendments.
- (c) **Notes** a Register of Interests will be republished in the February 2022 agenda and notes the Register of Interests is listed on the Council website.
- (d) **Notes** amendments can be made at any time by notification to the Governance Manager.
- (e) **Notes** the Register will be next reviewed in when legislation changes occur or June 2022 (whichever is soonest).

8.8. **Elected Member Expense Policy Update – Sarah Nichols (Governance Manager)**

329 - 340

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211126189433.
- (b) **Approves** the minor amendments to the Elected Member Expenses Policy to 30 June 2022 (Trim 211202192566).
- (c) **Circulates** a copy of this report and the approved Expenses Policy to all Community Boards for their reference.

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

9.1. **Recommendations for Speed Limit Changes Throughout the Oxford-Ohoka Ward Area – Joanne McBride (Roading and Transport Manager) and Allie Mace-Cochrane (Graduate Engineer)**

(refer to attached copy of report no. 211013165407 to the Oxford-Ohoka Community Board meeting of 3 November 2021)

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RECOMMENDATION

THAT The Council

- (a) **Receives** Report No. 211013165407;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2;

Table 1. Proposed Speed Limits on Ohoka Roads.

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

Mill Road , east of Threlkelds Road to Ohoka Road.	100	80
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Table 2. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilson's Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road.	50	40
<i>Noting that budget to support a 40 km/h speed limit will be considered as part of the next Annual Plan.</i>		

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered;
- (e) **Notes** that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented;
- (f) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);

- (g) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

9.2. **Recommendations for Speed Limit Changes Throughout the Woodend-Sefton Ward Area – Joanne McBride (Roading and Transport Manager) and Allie Mace-Cochrane (Graduate Engineer)**

(refer to attached copy of report no. 211026171647 to the Woodend-Sefton Community Board meeting of 8 November 2021)

435 - 528

RECOMMENDATION

THAT The Council

- (a) **Receives** Report No. 211026171647;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Woodend Roads.

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

Table 2. Proposed Speed Limits on Waikuku Roads.

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

Table 3. Proposed Speed Limits on Sefton Roads.

Location	Current (km/h)	Proposed (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;

- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

9.3. **Recommendations for Speed Limit Changes Throughout the Rangiora-Ashley Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(refer to attached copy of report no. 211026171648 to the Rangiora-Ashley Community Board meeting of 10 November 2021). **NOTE:** The addition of O'Rourke's Road in recommendation (b) Table 2, as recommended by staff to the Community Board.

529 - 625

RECOMMENDATION

THAT The Council

- (a) **Receives** Report No. 211026171648;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 13. Proposed Speed Limits on Cust Roads.

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

Table 2. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Fernside Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Fernside Road , Flaxton Road to Lineside Road.	100	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80
Johns Road , current 70 km/h zone.	70	50

Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
O’Roarkes Road Johns Road to Swannanoa Road.	100	80
Oxford Road , current 70 km/h zone.	70	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

- 9.4. **Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**
(refer to attached copy of report no. 211101174883 to the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021.

626 - 721

RECOMMENDATION

THAT The Council

- (a) **Receives** Report No. 211101174883;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80

Table2. Proposed Speed Limits on Tuahiwi Roads.

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

Table3. Proposed Speed Limits on Kaiapoi Roads.

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

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

10. **WELLBEING, HEALTH AND SAFETY**

10.1. **Wellbeing, Health and Safety Report November 2021 – J Harland (Chief Executive)**

722 - 731

RECOMMENDATION

THAT the Council:

- (a) **Receives and Notes** Report No. EXC-34-20/211126189282
- (b) **Notes** that there were no notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

11. **COMMITTEE MINUTES FOR INFORMATION**

11.1. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 27 September 2021

732 – 734

11.2. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 29 November 2021

735 - 736

11.3. Minutes of a meeting of the Community and Recreation Committee of 19 October 2021

737 - 746

11.4. Minutes of a meeting of the Audit and Risk Committee of 16 November 2021

747 - 755

11.5. Minutes of a meeting of the Utilities and Roading Committee of 16 November 2021

756 - 765

RECOMMENDATION

THAT Items 11.1 and 11.4 be received information.

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

12.1. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 3 November 2021

766 - 776

12.2. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 8 November 2021

777 - 783

12.3. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 10 November 2021 784 - 795

12.4. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021 796 - 810

RECOMMENDATION

THAT Items 12.1– 12.4 be received for information.

13. **CORRESPONDENCE**

Nil.

14. **MAYOR'S DIARY**

14.1. Mayor's Diary 27 October – 30 November 2021 811 - 815

RECOMMENDATION

THAT the Council:

(a) **Receives** report no 211201192049

15. **COUNCIL PORTFOLIO UPDATES**

15.1. Iwi Relationships – Mayor Dan Gordon

15.2. Greater Christchurch Partnership Update – Mayor Dan Gordon

15.3. Canterbury Water Management Strategy – Councillor Sandra Stewart

15.4. International Relationships – Deputy Mayor Neville Atkinson

15.5. Regeneration (Kaiapoi) – Councillor Al Blackie

15.6. Climate Change and Sustainability – Councillor Niki Mealings

15.7. Business, Promotion and Town Centres – Councillor Joan Ward

16. **QUESTIONS**

(under Standing Orders)

17. **URGENT GENERAL BUSINESS**

(under Standing Orders)

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

Section 48, Local Government Official Information and Meetings Act 1987.

RECOMMENDATION

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

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
18.1	Minutes of public excluded portion of Council meeting of 2 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.2	Minutes of public excluded portion of Council meeting of 9 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
18.3	Report of D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)	Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and contract award.	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.4	Report of Kerr (Delivery Manager Shovel Ready Programme)	Kaiapoi Stormwater and Flood Improvements – property options	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.5	Report of R Hawthorne (Property Manager)	Acquisition and disposal of Rangiora Property	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	LGOIMA Part 1, Section 7
18.1 – 18.5	Protection of privacy of natural persons; To carry out commercial activities without prejudice; Maintain legal professional privilege; Enable Council to continue with (commercial) negotiation without prejudice or disadvantage Prevent the disclose of information for improper gain or advantage	Section 7 2(a) Section 7 2(b)ii Section 7 (g) Section 7 2(i) Section 7 (j)

CLOSED MEETING

See Public Excluded Agenda.

OPEN MEETING

19. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will occur on Tuesday 1 February 2022, Waimakariri District Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 2 NOVEMBER 2021, COMMENCING AT 1PM

PRESENT

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

IN ATTENDANCE

J Harland (Chief Executive), K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager), C Brown (Manager Community and Recreation), S Nichols (Governance Manager), K LaValley (Project Development Manager), R Hawthorne (Property Manager), and A Smith (Governance Coordinator).

1. **APOLOGIES**

Moved Mayor Gordon Seconded Councillor Ward

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

CARRIED

2. **CONFLICTS OF INTEREST**

There were no conflicts of interest recorded.

3. **ACKNOWLEDGEMENTS**

There were no acknowledgements.

4. **CONFIRMATION OF MINUTES**

4.1. **Minutes of meetings of the Waimakariri District Council held on 5 October 2021**

Moved Councillor Atkinson Seconded Councillor Mealings

THAT the Council:

Confirms, as a true and correct record, the circulated Minutes of a meeting of the Waimakariri District Council held on 5 October 2021.

CARRIED

MATTERS ARISING

There were no matters arising.

4.2. **Minutes of the public excluded meeting of the Waimakariri District Council held on 5 October 2021**

(Refer to public excluded agenda)

5. **DEPUTATIONS AND PRESENTATIONS**

There were no deputations or presentations.

6. **ADJOURNED BUSINESS**

Nil.

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

Refer Public Excluded Agenda Item 19.3.

8. **REPORTS**

8.1. **Waka Kotahi Low Cost Risk Programme Funding Endorsement 2021-24 NLTP – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

J McBride presented this report providing an update to the Council on the 2021-2024 National Land Transport Programme (NLTP) with regard to the Low Cost Low Risk (LCLR) Programme and funding endorsed by Waka Kotahi. The Council's bid to Waka Kotahi had not been fully endorsed, with only \$6.2million of projects being approved, which was \$6.6million less than the project funding sought. After taking into account the Council's share in these projects, there was a funding shortfall of \$3.3million. At this point it was planned to proceed with some projects and continue to advocate to Waka Kotahi for additional funding for other projects. There was also a top up of the 50% endorsement which allows the Council to select one or two small projects to progress and staff had suggested the Tuahiwi footpath and the Townsend Road culvert extension project. It was also proposed to continue with the design stages of some projects, as there may be other opportunities to apply for further funding that may become available.

Following questions from members, the meeting adjourned at 1.21pm to allow the Mayor to seek advice from staff on this matter and the meeting reconvened at 1.36pm.

Mayor Gordon sought the approval of the Councillors for Item 8.1 and Item 8.2 to lay on the table to allow for a workshop to be held in November.

Moved: Councillor Atkinson

Seconded: Councillor Williams

That the Council lay items 8.1 and 8.2 on the table, to allow time to consider matters in a Council workshop and the reports to return to the December 2021 Council meeting.

CARRIED

8.2. **NLTP 2021-24 Maintenance, Operations and Renewals Budget Update – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

Refer to recommendation under Item 8.1 above. This matter lay on the table to allow time for the Council to consider this matter in a workshop, before the report returns to the Council at its December meeting.

8.3. **Predicted Budget Carry-overs for 2021/22 Capital Works – G Cleary (Manager Utilities and Roading)**

K Simpson and K LaValley presented this report, advising that it was predicted that a number of 3Waters and Solid Waste projects would not be fully delivered in the 2021/22 financial year, therefore signalling a budget carryover. These projects were set out in recommendation (b) of the report. K Simpson advised that staff resources were no longer available to work on these projects. There was also a number of Drainage and Solid Waste capital works projects which would be progressed this financial year, however they were unlikely to be completed and would therefore also be carryovers to the 2022/23 financial year (as listed in recommendation (c)).

Since the adoption of the 2021/31 Long Term Plan and the budget for capital works projects to be carried out in the 2021/22 year, there had been a number of matters that had affected this programme, including a loss of a number of key Project Delivery Unit staff. Other factors that impacted on the delivery of these projects was the flooding events in May and June, Covid restrictions, and limited availability of consultants to assist the Council, due to the amount of work currently in the market-place. To assist Council staff, a number of projects had been put out to tender and awarded as separate Reticulation Professional Services contracts. This included design work and construction monitoring for three projects. Although it is the intention to still deliver some of the projects, it would be dependent on successful staff recruitment which is currently underway.

As part of the Annual Plan commentaries, staff would be covering this as part of the 2022/23 Capital Works Programme to ensure that they were in a position to deliver on next year's Capital Works Programme.

Councillor Williams enquired about the Septage Disposal Facility. K Simpson advised that it was anticipated that the facility would provide income to the Council, after the initial seven year cost recovery period. It was anticipated that progress would be made in securing the unit in this financial year, however there would not be sufficient time for the installation of the unit in this financial year. K Simpson noted that staff had been investigating at other Septage Disposal Facilities around the country and there was no other installations in New Zealand of the staffs preferred device. Staff were undertaking due diligence to ensure that the device being committed to was the best solution.

Moved: Councillor Redmond Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Report No. 211019169106.
- (b) **Acknowledges** that budget carry-overs are now predicted for the following Drainage and Wastewater capital works projects from the 2021/22 financial year to the 2022/23 financial year:
 - i. Ashley St Pipe Upgrades
 - ii. School Road Drainage Upgrade
 - iii. Box Drain Improvements
 - iv. Wastewater Septage Facility
- (c) **Acknowledges** that budget carry-overs are at risk of occurring for the following Drainage and Solid Waste capital works projects from the 2021/22 financial year to the 2022/23 financial year
 - i. Southbrook Pond C Access
 - ii. Beswick Stormwater Pump Station Modifications
 - iii. Cones Road Drain Upgrade
 - iv. Southbrook RRP Disposal Pit Upgrade
 - v. Southbrook RRP Minor Improvements
 - vi. Oxford Transfer Station Pit Wall alterations.
- (d) Requests that staff fully inform the Council of the implication on this decision as part of the Annual Plan deliberations, including ensuring that future capital works programmes can be delivered.
- (e) Notes that if the situation for a particular project changes such that it can be fully or partially delivered in 2021/22, that this will be updated through to the Council as part of the quarterly capital works progress reporting.
- (f) Notes that some project Drainage and Wastewater work is planned to be procured externally by consultants in order to deliver as much of the capital works programme as possible.

CARRIED

Councillor Redmond supported this motion, noting that it was disappointing that some projects had to be carried over. It was acknowledged that this was possibly as a result of resourcing issues and appreciated the pressure that staff were under to complete projects.

8.4. **Representation Review Arrangements – S Nichols (Governance Manager)**

S Nichols presented this report for the Council to consider the final proposal for the representation arrangements affecting the October 2022 Local Body Election. Two minor administration changes to the recommendations were highlighted. One reflected the only change to the current representation, which changed the Rangiora-Ashley Ward Subdivisions, to be six members from the Rangiora Subdivision and two members from the Ashley Subdivision (this is currently five members from the Rangiora Subdivision and three from the Ashley Subdivision). This change reflected the fair representation of the population across the Rangiora-Ashley Ward.

Following this meeting, an advertisement would be placed in the local paper and The Press notifying the public of the Council's decision. The changes were open for appeal for a month, and any appeals would be submitted to the Local Government Commission. Any appeals would be heard by the Commission prior to 10 April 2022, which would finalise arrangements for the Local Government elections held in October 2022.

There were no questions.

Moved: Mayor Gordon

Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 211022170978.
- (b) **Notes** Local Electoral Act 2001, Section 19K(1) whereby every resolution specified must include or be accompanied by a description of each proposed ward, constituency, community or subdivision, and its proposed boundaries, so as to make each proposed ward, constituency, community or subdivision readily identifiable to the public AND Section 19K(2). If any resolution under Sections 19H and 19J proposes any change to the basis of election, membership, or ward, constituency, community or subdivision boundaries which applied at the last triennial general election of members of the territorial authority or community board, that resolution must include an explanation of the reasons for the proposed change.
- (c) **Resolves** that in accordance with section 19H of the Local Electoral Act 2001, Waimakariri District is divided into three (3) wards for the purposes of the 2022 triennial local government election with the boundaries being:

i. Kaiapoi-Woodend Ward

To the district's northern boundary the Kaiapoi-Woodend Ward follows the Rangiora Leithfield Road, to Bairds Road, Upper Sefton Road, Beatties Road, Lower Sefton Road and between MB 2440301 and 2440302 to the Ashley River/Rakahuri. To the south of the Ashley River/Rakahuri the Kaiapoi-Woodend Ward follows Smarts Road, Rangiora Woodend Road, the boundary between Lot 2 DP80275 and Lot 2 DP306045 to Northbrook Road, Boys Road to the Cam River. It then follows the Cam River to Youngs Road, Lineside Road to Fernside Road, and along Flaxton Road, Skewbridge Road, Island Road, (incorporating MB2454800), Butchers Road, part MB2456302 along the Kaiapoi River and Gardiners Road (part MB2456302) to Burgess Road, South Eyre Road and Harpers Road to the Waimakariri River.

ii. Rangiora-Ashley Ward

From the south of the Ashley River/Rakahuri in the west along Bowicks Road, Ashley Road, Summerhill Road, Reids Road, Tippings Road, Howsons Road, Springbank Road, Tallotts Road, Oxford Road, Boundary Road, the Main Drain, Flaxton Road, Fernside Road, Lineside Road and Youngs Road. Follow the Cam River to Boys Road then Northbrook Road and along the boundary between Lot 2 DP80275 and Lot 2 DP306045 to Rangiora Woodend Road, and along Rangiora Woodend Road to Smarts Road to the Ashley River/Rakahuri. North of the Ashley River/Rakahuri in the west the Rangiora-Ashley Ward commences on the northern boundary at the Okuku River; thence across Mt Thomas to the Garry River at the boundary of mesh block 2438500 and to the confluence of the Ashley River/Rakahuri and the Garry River. The eastern boundary to the north of the Ashley River/Rakahuri follows between MB 2440301 and 2440302 to the Lower Sefton Road, Beatties Road, Upper Sefton Road, Bairds Road and Rangiora Leithfield Road to the district boundary.

iii. Oxford-Ohoka Ward

North of the Ashley River/Rakahuri in the east the Oxford-Ohoka Ward commences on the northern boundary at the Okuku River; thence across Mt Thomas to the Garry River at the boundary of mesh block 2438500 and to the confluence of the Ashley River/Rakahuri and the Garry River. In the south-east from the Waimakariri River the Oxford-Ohoka Ward follows Harpers Road, Burgess Road to Gardiners Road, part MB2456302 along the Kaiapoi River, Butchers Road, Island Road, Skewbridge Road, the Main Drain, Boundary Road, Oxford Road, Tallotts Road, Springbank Road, Howsons Road, Tippings Road, Reids Road, Summerhill Road, Ashley Road and Bowicks Road to the Ashley River/Rakahuri. From this point to the confluence with the Garry River the Ashley River/Rakahuri forms the boundary between the Oxford-Ohoka Ward and the Rangiora-Ashley Ward. The Waimakariri River provides the southern boundary for the Oxford-Ohoka Ward and the District Boundary the western and northwestern boundary of this ward.

- (d) **Retains** in accordance with section 19H(d) of the Local Electoral Act 2001, three (3) ward names of:
- i. Kaiapoi-Woodend Ward (eastern area) as delineated on LGC-059-2016-W2 Map.
 - ii. Rangiora-Ashley Ward (central area) as delineated on LGC-059-2016-W3 Map.
 - iii. Oxford-Ohoka Ward (western area) as delineated on LGC-059-2016-W4 Map.
- (e) **Retains** the Council comprising of ten (10) Councillors, elected from three (3) wards and one Mayor elected at large for the triennial local government elections to be held on 8 October 2022 being the following:
- i. The Mayor shall be elected by the electors of the Waimakariri District.
 - ii. Four Councillors shall be elected by the electors of the Kaiapoi-Woodend Ward.
 - iii. Four Councillors shall be elected by the electors of Rangiora-Ashley Ward.

- iv. Two Councillors shall be elected by the electors of the Oxford-Ohoka Ward.
- (f) **Retains** four Community Boards to be:
- i. Rangiora-Ashley Community Board located in the Rangiora-Ashley Ward.
 - ii. Oxford-Ohoka Community Board located in the Oxford-Ohoka Ward.
 - iii. Kaiapoi-Tuahiw Community Board located in the southern area of the Kaiapoi-Woodend Ward.
 - iv. Woodend-Sefton Community Board located in the northern area of the Kaiapoi-Woodend Ward.
- (g) **Retains** subdivisions of the Rangiora-Ashley and Oxford-Ohoka wards being:
- i. Rangiora-Ashley Ward subdivision boundary being the north side of the Ashley River to the ward boundaries then south on Lehmans Road, Fernside Road to the junction of Flaxton Road with Rangiora being the urban development strategy boundary as named:
 - a. Rangiora subdivision for the urban area of Rangiora of the Rangiora-Ashley ward subdivision boundary (as delineated on LGC-059-2016-1 Map).
 - b. Ashley subdivision for the rural area of the Rangiora-Ashley ward subdivision boundary (as delineated on LGC-059-2016-S-2 Map).
 - ii. Oxford Subdivision to the west of the subdivision line and Ohoka-Swannanoa Subdivision to the east of the subdivision line in Oxford-Ohoka Ward north to south from the Rangiora-Ashley ward boundary; Earlys Road and Downs Road to the Waimakariri River as named:
 - a. Oxford subdivision for the area north of the Oxford-Ohoka ward subdivision boundary (as delineated on LGC-059-2016-S3 Map).
 - b. Ohoka-Swannanoa subdivision for the area south of the Oxford-Ohoka ward subdivision boundary (as delineated on LGC-059-2016-S4 Map).
- (h) **Retains** the areas of community for the Kaiapoi-Woodend Ward area for the purposes of community board membership at the following road boundaries,
- i. Kaiapoi-Woodend Ward subdivision boundary being east to west; Rangiora-Woodend Road, Main North Road (SH1), Fullers Road, Jeffs Road, Lees Road to the coast.
 - a. Woodend-Sefton Community Board area of community to the north of the Rangiora-Woodend Road, Main North Road (SH1), Fullers Road, Jeffs Road, Lees Road to the coast (as delineated on LGC-059-2016-Com1 Map).
 - b. Kaiapoi-Tuahiw Community Board area of community to the south of the Rangiora-Woodend Road, Main North Road (SH1), Fullers Road, Jeffs Road, Lees Road to the coast (as delineated on LGC-059-2016-Com2 Map).

- (i) **Retains** the membership of the community board for each community as follows:
- i. The Kaiapoi-Tuahivi Community Board comprises of five elected members and two members of the Council representing the Kaiapoi-Woodend Ward and appointed to the community board by the Council;
 - ii. The Woodend-Sefton Community Board comprises of five elected members and two members of the Council representing the Kaiapoi-Woodend Ward and appointed to the community board by the Council.
 - iii. The Oxford-Ohoka Community Board comprises of six elected members (being three from the Oxford Subdivision and three members from the Ohoka-Swannanoa Subdivision) and two members of the Council representing the Oxford-Ohoka Ward and appointed to the community board by the Council.
- (j) **Resolves** that the Rangiora-Ashley Community Board comprises of eight elected members (being six members from the Rangiora Subdivision and two members from the Ashley Subdivision) and four members of the Council representing the Rangiora-Ashley Ward and appointed to the community board by the Council; for reasons of fair representation across the Rangiora-Ashley Ward.
- (k) **Notes** the objection and appeal process open to submitters through the Local Government Commission as stipulated in the Local Electoral Act 2001 section 19O and 19P. The Objection period will occur from 8 November to 8 December 2021.
- (l) **Circulates** a copy of this report and subsequent resolutions to all four Community Boards.

CARRIED

Mayor Gordon commended on the work undertaken with this review and commended the work of staff and members of the working party in this process.

Councillor Barnett acknowledged that although the urban population of the district was growing, it was still important that the Community Board members were aware of the needs of the rural residents.

8.5. Deed of Amendment and Restatement of Te Kohaka O Tuhaitara Trust – S Markham (Manager Strategic Projects)

The report was taken as read and there were no questions.

Moved: Councillor Blackie

Seconded: Councillor Williams

THAT the Council:

- (a) **Receives** Report No. 211013165821.
- (b) **Adopts** the Deed of Amendment and Restatement of Te Kōhaka o Tūhaitara Trust Deed dated 19 November 2020. (211013165830).
- (c) **Notes** three WDC sealed/signed copies of the Deed for Te Rūnanga o Ngāi Tahu and Te Kōhaka o Tūhaitara Trustees to sign will be made available.

CARRIED

Councillor Blackie stated that this was a procedural matter as the amendment had already been approved by the Council and the Runanga. This would allow Te Kōhaka o Tūhaitara Trust to investigate the financial advantages of the land that it owns.

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

Nil.

10. **WELLBEING, HEALTH AND SAFETY**

10.1. **Wellbeing, Health and Safety Report October 2021 – J Harland (Chief Executive)**

J Harland presented the report, noting the key point being that there were no notifiable incidences during this period.

Councillor Williams enquired if incidents involving Council contractors would be reported on in future. Reference was made to a recent accident involving a Sicon truck. J Harland advised that it is intended to bring this information to Council in future and staff are working on a system to provide this information.

Moved: Councillor Williams

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** Report No. EXC-34-20/211022170884.
- (b) **Notes that** there were no notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

CARRIED

11. **COMMITTEE MINUTES FOR INFORMATION**

11.1. **Minutes of a meeting of the Utilities and Roading Committee of 21 September 2021**

11.2. **Minutes of a meeting of the District Planning and Regulation Committee of 19 October 2021**

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT Items 11.1 and 11.2 be received information.

CARRIED

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

12.1. **Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 6 October 2021**

12.2. **Minutes of a meeting of the Woodend-Sefton Community Board meeting of 11 October 2021**

12.3. **Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 13 October 2021**

12.4. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 18 October 2021

Moved: Councillor Mealings

Seconded: Councillor Ward

THAT Items 12.1– 12.4 be received for information.

CARRIED

13. **CORRESPONDENCE**

Nil.

14. **MAYOR'S DIARY**

14.1. **Mayor's Diary 29 September – 26 October 2021**

Moved: Councillor Atkinson

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report no 211027172485.

CARRIED

15. **COUNCIL PORTFOLIO UPDATES**

15.1. **Iwi Relationships – Mayor Dan Gordon**

A Mahi Tahi Committee workshop had been recently held, where the main item discussed was the Three Waters Reform.

15.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**

A workshop had recently been held at Lincoln which all members were invited to attend. This workshop considered spatial planning and draft of maps indicating where development should go. There will be an opportunity for members to input into this, as work continues over the next 12 months. The Greater Christchurch 20/50 document is currently being finalised. The last meeting of the Partnership was the agreement on the Urban Growth Partnership which will bring in two Cabinet Ministers (Local Government and Housing) to the process and they are anticipated to join the next meeting. There is a workshop next week to discuss the implications of the National Policy Statement on Urban Growth.

15.3. **Canterbury Water Management Strategy – Councillor Sandra Stewart**

Plan Change 7 will be considered at an extraordinary meeting of Environment Canterbury on 17 November. This has significance for the farming community in Waimakariri.

Councillor Stewart noted disappointed that this Council did not submit on the National Wetlands on the definition and provisions for Ministry for the Environment, which is part of the clarification from NPS Fresh Water from 2020. Environment Canterbury and Ngai Tahu had both submitted. This aspect is of major significance to protecting the wetlands in this district. Mayor Gordon commented that the Council should submit on such matters and the Chief Executive will follow up with staff.

Councillor Stewart tabled a copy of the Ashley River/Rakahuri current and planned projects (including a Rangiora Reach Master Plan) which was presented at last night's Zone Committee meeting by Ecan staff and endorsed concerns of fellow Zone Committee members as they had not seen this before.

Councillor Stewart recently attended the Ashley/Rakakuri Rating District meeting as the Council representative where there was discussion related to the May/June flooding event and concerns raised regarding the current capacity of the stop banks. Ecan staff are undertaking a review on what the level of risk is that the community is willing to work with in a flood event. Councillor Stewart said it is important that this Council is involved in these discussions. Mayor Gordon advised that he and J Harland have had initial conversation regarding this issue with Ecan, and there will be a briefing to Council in the near future.

15.4. **International Relationships – Deputy Mayor Neville Atkinson**

Councillor Atkinson had nothing new to report.

15.5. **Regeneration (Kaiapoi) – Councillor Al Blackie**

Councillor Blackie advised there has been four applicants who have approached the Council to discuss purchasing land in the Regeneration area and staff are working through this currently. The WOW Aqua Park on Courtney Lake is progressing and it is aimed to have this open on 25 November. The resource consents have been granted by both Ecan and WDC and the licence to occupy is being finalised by Council staff.

15.6. **Climate Change and Sustainability – Councillor Niki Mealings**

The Annual Report 2021 on the Organisational Sustainability Plan Implementation will be presented to the Audit and Risk Committee meeting in November. The Regional Climate Change Risk Assessment document is currently being finalised. Progressing some work on some climate change scenarios in the district and establishing a district level emission climate profile.

15.7. **Business, Promotion and Town Centres – Councillor Joan Ward**

The Covid pandemic has had a major impact on events that were planned for the next few months in the district and many events have been cancelled, including both the Rangiora and Kaiapoi Christmas Santa Parades. Members noted disappointment with this advice.

The six month E-Scooter trial has commenced in the district and will go until the end of April 2022, when this will come back to the Council for further consideration.

EV charging stations are up and running in both Kaiapoi and Rangiora town Centres. Planning for the implementation of the charging stations in Oxford and Woodend is well underway and should occur in the coming two months.

The NZ Motor Home Association has been granted resource consent for the proposed Caravan Park in the east Kaiapoi regeneration area. Covid lock downs has impacted on the timeframe of this project but it is planned to have contractors onsite prior to Christmas and will be ready to receive guests by the end of March. The site will be able to have up to 150 caravans/mobile homes at any one time.

Councillor Ward advised that staff will update the Council on the Kaiapoi South Mixed Use Business Area project with a report coming back to Council in August/September 2022. A public communications plan is being worked on with a proposal ready next week.

staff are continuing to prepare information for the upcoming Annual Plan in relation to the Rangiora Town Centre Parking.

An update will be provided at the upcoming November Council Briefing regarding the BNZ High Street, Rangiora site.

Local Economic Development Strategy Review is coming up and budget funding of \$50,000 has been set aside in this financial year for briefing and scope of this review.

16. **QUESTIONS**

(under Standing Orders)

There were no questions.

17. **URGENT GENERAL BUSINESS**

(under Standing Orders)

There was no urgent general business.

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

Section 48, Local Government Official Information and Meetings Act 1987.

Moved Councillor Atkinson

Seconded Councillor Ward

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

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
18.1	Minutes of public excluded portion of Council meeting of 5 October 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
18.2	Report of G MacLeod (Community Greenspace Manager)	Cust Anglican Cemetery	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.3	Report of R Kerr (Delivery Manager)	Kaiapoi Stormwater and Flooding Improvements	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.4	Report of R Hawthorne (Property Manager)	Land Purchase Durham Street	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.5	Report of R Hawthorne (Property Manager)	Satellite Office Accommodation Planning	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.6	Report of J Harland (Chief Executive)	Appointment of Trustees to Board of Enterprise North Canterbury	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	LGOIMA Part 1, Section 7
18.1 – 18.6	Protection of privacy of natural persons; To carry out commercial activities without prejudice; Maintain legal professional privilege; Enable Council to continue with (commercial) negotiation without prejudice or disadvantage Prevent the disclose of information for improper gain or advantage	Section 7 2(a) Section 7 2(b)ii Section 7 (g) Section 7 2(i) Section 7 (j)

CARRIED

CLOSED MEETING

The public excluded portion of the meeting occurred from 2.16pm until 3.13pm.

Resolution to resume in Open Meeting

Moved Councillor Blackie Councillor Redmond

THAT the Council

18.1 Confirmation of the Minutes of the Public Excluded portion of the Council meeting of Tuesday 5 October 2021

Resolves that the minutes remain public excluded.

18.2 Cust Anglican Cemetery –G MacLeod (Community Greenspace Manager)

Resolves that the report and recommendation be made public once the Agreement for Sale and Purchase of Property has been signed by all parties.

18.3 Kaiapoi Stormwater and Flooding Improvements – R Kerr (Delivery Manager)

Resolves that the report, discussion and resolutions remain public excluded to allow Council to carry out commercial activities without prejudice until all purchase agreements are finalised.

**18.4 Land Purchase, Rangiora – R Hawthorne (Property Manager)
S Hart (Business and Centres Manager)**

Resolves that the report and discussion remain public excluded to enable the Council to conduct commercial activities and for the protection of privacy of natural persons and the resolutions be made public once the purchase of the land has been concluded.

18.5 Satellite Office Accommodation Planning – R Hawthorne (Property Manager)

Resolves that the report remain public excluded for the protection of privacy of natural persons and for the Council to carry out commercial activities without prejudice, resolutions (a), (b), (f), (g), be made public and resolutions (c), (d), and (e) to remain public excluded until lease negotiations have been concluded.

18.6 **Appointment of Trustees to the Board of Enterprise North Canterbury – J Harland (Chief Executive)**

Resolves that the report and resolutions be made public, once the Board appointments have been confirmed, including by Hurunui District Council and the people involved have been advised of the Councils decisions. The appointments will apply from the date of the next Board meeting on 24 November 2021.

CARRIED

OPEN MEETING

18.5 **Satellite Office Accommodation Planning – R Hawthorne (Property Manager)**

THAT the Council

- (a) **Receives** report No. 210920151268
- (b) **Notes** that the refurbishment of the Rangiora Service Centre building is now practically complete and that all parts of the building are now fully occupied and operational.
- (f) **Agrees** to a detailed investigation into the cost and benefits of retaining the portacabins in their current location for ongoing community and Council uses, selling or relocation.
- (g) Instructs staff to prepare a proposal on the future use of the portacabins including the process for engaging with stakeholders and interested parties.

CARRIED

19. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will occur on Tuesday 7 December, Waimakariri District Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

There being no further business, the meeting closed at 3.13pm.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

MINUTES OF AN EXTRAORDINARY MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 9 NOVEMBER 2021 COMMENCING AT 8.45AM

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, W Doody, N Mealings (from 8.50am), P Redmond, S Stewart, J Ward and P Williams.

IN ATTENDANCE

J Harland (Chief Executive) and S Nichols (Governance Manager).

1. APOLOGIES

Moved: Councillor Blackie Seconded: Councillor Doody

Apologies for absence were received and sustained from Councillors Barnett and Brine.

An apology for lateness was received and sustained from Councillor Mealings.

CARRIED

2. CONFLICTS OF INTEREST

Nil.

3. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Councillor Williams Seconded: Councillor Blackie

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

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

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1	Report of J Harland (Chief Executive)	Three Waters Reform	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
3.1	Maintain legal professional privilege.	7(2)(g)

CARRIED

CLOSED MEETING

The Public Excluded Portion of the meeting occurred between 8.46am and 8.59am.

Resolution to resume open meeting**3.1 Three Waters Reform – J Harland (Chief Executive)**

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Council:

- (a) **Resolves** that the report and discussion remain public excluded under the Local Government Official Information and Meetings Act 1987 s7(2)(g), noting the withholding of the information is necessary to maintain legal professional privilege until after any court proceedings are lodged and with appropriate redactions.

CARRIED

OPEN MEETING**4. NEXT MEETING**

The next scheduled ordinary meeting of the Council will commence at 1pm on Tuesday 7 December 2021 in the Council Chamber, 215 High Street, Rangiora.

There being no further business, the meeting closed at 9am.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-11, RDG-29 / 211021170332


REPORT TO: COUNCIL

DATE OF MEETING: 2 November 2021 (adjourned to 7 December meeting)


AUTHOR(S): Joanne McBride, Roothing and Transport Manager
Gerard Cleary, Manager Utilities & Roothing

SUBJECT: Waka Kotahi Low Cost Low Risk Programme Funding Endorsement 2021-24 NLTP

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to update Council on the 2021-24 National Land Transport Programme (NLTP) specifically in regard to the Low Cost Low Risk (LCLR) Programme and funding endorsed by Waka Kotahi.
- 1.2. The Low Cost Low Risk funding category is for activities or projects where improvements are need to ensure that the Transport network can operate safely and efficiently, and includes the following activity classes:
 - Road to Zero
 - Walking & Cycling Improvements
 - Local Road Improvements
 - State Highway Improvements
 - Public Transport Services
 - Public Transport Infrastructure
- 1.3. The Low Cost Low Risk work category provides for the construction / implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million. The implementation cost cap limit is inclusive of all costs such as professional services, administration and related overheads, property and construction/implementation costs
- 1.4. Waimakariri District Council submitted a funding bid of \$13.2 million to Waka Kotahi for the 2021-24 NLTP.
- 1.5. Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period, which is below the Council allocated budget, leaving a gap in funding of \$6.6 million for the period.
- 1.6. For this funding gap, the WDC share at 49% has already been budgeted for meaning the shortfall amount to be funded would be the 51% requested from Waka Kotahi which equates to **\$3,366,000** over the three year period.
- 1.7. Consideration has been given to the option of reducing capital project spending to balance the shortfall and it is recommended a multi-layered approach be taken to progressing these projects.
- 1.8. This approach would include work continue on the design of a number of declined projects utilising Council allocated share of funding where possible, so that if funding does become

available over the next two years, then Council will be well positioned to seek this funding from Waka Kotahi and progress projects quickly.

- 1.9. It is noted that the allocation from Waka Kotahi does include a “top up” to reach 50% of the WDC funding bid application. This means there is approximately \$960,000 of approved funding which can be assigned to a project(s) which are of a high priority to Council, subject to being within the correct activity class and gaining Waka Kotahi approval.
- 1.10. It is recommended that Council give consideration to progressing the Tuahiwi Footpath and Townsend Rd Culvert Extension projects, subject to Waka Kotahi approval.

Attachments:

- i. Waimakariri District Council - 2021-24 NLTP Funding Decision from Waka Kotahi (TRIM No. 211020169759)
- ii. Low Cost Low Risk Projects Options Outline for Council Report November 2021 (TRIM No. 211021170332)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211021170332;
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021-24 NLTP period, to cover a shortfall in funding in the Low Cost Low Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process;
- (c) **Notes** that the Minor Safety Programme includes a number of small safety projects which provide a high value to the community at a relatively low cost:
 - Minor Safety – Small walking & cycling initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects will be progressed to design stage only with the Council share of funding already allocated:
 - Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Oxford Rd / Charles Upham Dr Roundabout
 - Walking & Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements
- (e) **Notes** that the following projects will not be progressed and Council share of funding will be reallocated to the Minor Safety Programme:
 - North Eyre Rd / No. 10 Rd Intersection - Safety Improvements
 - Plasketts Rd / Johns Rd Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects will be delayed and not progressed unless further funding can be secured:
 - South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs

- (g) **Notes** that the New Footpath programme is able to continue as planned, as Council budgets had assumed funding would not be received from Waka Kotahi;
- (h) **Notes** that there is also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.

3. **BACKGROUND**

- 3.1. Low Cost Low Risk funding category provides for the construction / implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million.
- 3.2. The \$2 million implementation approved cost limit is inclusive of all costs such as professional services, administration and related overheads, property and construction/implementation costs
- 3.3. Waka Kotahi expects low cost, low risk programmes to be firmly linked to activity management planning documents (e.g. activity management plans (AMPs), road safety action plans (RSAPs) and regional land transport plans (RLTPs)) as well as long term plans (LTPs).
- 3.4. Key principles for low cost, low risk programmes include:
- 3.4.1. The activities in these programmes will be optimised by following a straightforward process to reflect the government's priorities. Investment partners can apply their own assessment framework during their programme prioritisation, but there is a clear expectation they will assess an individual project's alignment with the appropriate activity class results alignment criteria.
- 3.4.2. Walking and cycling activities that form part of an investment partner's low cost, low risk programme will be cross-checked for alignment with activities in the walking and cycling activity class.
- 3.4.3. It is particularly important to have flexibility to adjust the programme over the three year NLTP period, particularly where parts of the programme are not well developed at the time the NLTP is adopted.
- 3.4.4. Projects within a low cost, low risk programme will not need to calculate a benefit-cost ratio. RCA's will need to identify the principal benefit the project is seeking to achieve.
- 3.5. As part of the 2021-24 NLTP funding bid, Waimakariri District Council requested funding of \$13.2 million for Low Cost Low Risk activities. This included a number of safety improvements, intersection upgrades, cycling improvements and infrastructure upgrades.
- 3.6. Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period which is below the Council allocated budget, leaving a funding gap of \$6.6 million for the NLTP period. While Council share is available the Waka Kotahi share has not been approved.
- 3.7. The Low Cost Low Risk Programme put forward went through a vigorous process to consider the impacts of Covid and what was a high priority for Council, and as such funding requests have been kept to a minimum to maintain a safe network and continuing to slowly build on the Districts walking & cycling network. The Long Term Plan (LTP) has been adopted based on these funding assumptions.
- 3.8. Activities which have been approved by Waka Kotahi include:
- Skew Bridge Active Warning Signs
 - Island Rd / Tram Rd Active Warning Signs
 - Flaxton Rd / Fernside Rd Speed Management

- Swannanoa Rd / Johns Rd Intersection
- Bradleys Rd / Tram Rd / McHughs Rd roundabout (design only)
- Skewbridge Rd / Mulcocks Rd Right Turn Bay
- River Road Upgrade in conjunction with Park & Ride
- Mulcocks & Fernside Rail Crossing Investigation
- Wrights Rd / Iain North Rd Intersection Improvements
- Southbrook Rd / Coronation St / Torlesse St

3.9. Activities which have not been approved include:

- Minor Safety Programme
- Fernside / Todds Rd Intersection Improvement
- Tram Rd / South Eyre / Giles Rd Active Warning Signs
- Tram Rd / Two Chain Rd Active Warning Signs
- Townsend Rd Culvert Extension
- Tram Rd / Earlys Rd Active Warning Signs
- Oxford Rd / Charles Upham Dr roundabout
- Plasketts Rd / Johns Rd Intersection Improvement
- Rangiora Woodend Rd Safety Improvements
- Oxford Rd / Tram Rd Active Warning Signs
- Walking & Cycling Implementation
- Tuahiwi Footpath
- Lees Valley Willow Walls
- Island Rd / Ohoka Rd Roundabout

3.10. Councils that did not receive approval for 50% of our LCLR bid projects. Waka Kotahi have advised that where Councils did not reach the 50% approval level, the Low Cost Low Risk area has been 'topped up' to reach this 50% funding. This is an approach Waka Kotahi has taken across the country.

3.11. Council received a 'top up' of approximately \$960,000 in the Low Cost Low Risk area under two separate activities:

- Low Cost Low Risk: Road to Zero Activity - \$480,000
- Low Cost Low Risk: Local Road Improvements Activity - \$482,000

This means this funding can be allocated to projects which were declined within the specific Low Cost Low Risk activity area, however this is subject to Waka Kotahi approval of the specific projects put forward for inclusion.

3.12. This means there is an opportunity to seek approval for a project(s) to be included which have not been approved to date.

4. ISSUES AND OPTIONS

4.1. Consideration has been given to the options for progressing the capital projects as approved in the Long Term Plan. The following options are available to Council:

4.2. **Option One – Fund the shortfall up to the full LTP Programme of works**

This options would see Council fully fund the shortfall over the three year period between the budgets approved in the LTP and the Waka Kotahi endorsed funding.

Waka Kotahi has endorsed funding to the value of \$6.6 million for the three year period which is below the Council allocated budget. This results in a funding difference of \$6.6 million for the period (51% Waka Kotahi and 49% WDC).

Of this funding shortfall, the WDC share at 49% has already been budgeted in the LTP meaning the amount to be funded would be the 51% requested but not approved by Waka Kotahi. This 51% equates to \$3.366 million over the three year period.

The shortfall of \$3.366 million could be loan funded over a 25 year period from 2022/23 with an increase to the Roding rate of 0.5 to 0.6% over the years from 2022/23 to 2024/25.

The rating impact to the general rate results in an increase of between 0.1% and 0.11% over the years from 2022/23 to 2024/25.

This is not the recommended option as there is a reasonable likelihood that further funding may become available through this NLTP from Waka Kotahi. If this does not eventuate that further consideration can be given as part of a future Annual Plan process on allocating funding.

4.3. **Option Two – Advance key projects and continue to seek additional funding**

This options would take a strategic approach to the delivery of projects based on Council priorities and benefit to the Community. Projects which are already approved would continue as planned and the following approach would be undertaken with projects which have been declined:

- The following projects which have not been funded would be taken through design stage which the budgeted Council share of funding and be ready for progressing should funding become available:
 - Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Oxford Rd / Charles Upham Dr Roundabout
 - Walking & Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements

- The Minor Safety Programme is very important to continue as it delivers a large number of small safety projects which provide a high value to the community at a relatively low cost.
 - Minor Safety – Small walking & cycling initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades

This option would allow for this programme to continue to be fully delivered as planned in year one, with additional funding being required in years two and three to fully fund this programme.

- The following projects being a lower priority would not be progressed and Council share of funding reallocated to the Minor Safety Programme:
 - North Eyre Rd / No. 10 Rd Intersection - Safety Improvements
 - Plasketts Rd / Johns Rd Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses

- The following projects would be delayed and not progressed unless further funding was secured from Waka Kotahi:
 - South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs

Option Two is the recommended option as it allows Council to continue its higher priority projects and to be positioned such that should funding become available then Council would be able to respond quickly.

The rating impact of funding the shortfall in the Minor Safety Programme of **\$445,650** over years two and three of the 2021-24 NLTP period is a 0.2% increase to the general rate in the 2023/24 and 2024/25 years and an increase to the Roding rate of 0.1% over the same period as outlined under item 6.1.

- 4.4. It is noted that staff are continuing to work with our Waka Kotahi Investment Adviser to see whether additional information can be provided to progress any further projects. This process will continue in the short term and should any additional funding be secured then this would be reported to Council.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Reduced investment in safety and infrastructure projects will mean that known safety issues may not be addressed or there may be delays which can create safety risks for pedestrians, cyclists and road users.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to have any specific interest in the subject matter of this report, specifically the Tuahiwi Footpath project which has been requested for a number of years.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report however no specific consultation has been undertaken to date.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Should projects be delayed then this could cause negative feedback from the Community.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report.

Option Two as recommended would see Council fund a shortfall to allow the Minor Safety Programme portion of the Low Cost Low Risk Programme continue in Years Two and Three of the NLTP. This will result in additional budget of **\$445,650** needing to be allocated over years two and three of the NLTP period.

This would result in an increase to the general rate in 2023/24 and 2024/25 of 0.02% and an increase to the Roothing rate of 0.1% in the same years and as outlined in the tables below. For the general rate this equates to a rating increase of \$0.68 per rate payer in 2023/24 year and \$1.36 per rate payer in the 2024/25 year.

Average District Rate % Increase	2021/22 (Year 1 NLTP)	2022/23 (Year 2 NLTP)	2023/24 (Year 3 NLTP)	2024/25 (Next NLTP)
Per LTP	4.31%	4.17%	4.18%	4.17%
With unsubsidised Minor Safety Programme 2021-24 impact	4.31%	4.17%	4.20%	4.19%
Increase	0%	0%	0.02%	0.02%

Roothing Rate % Increase	2021/22 (Year 1 NLTP)	2022/23 (Year 2 NLTP)	2023/24 (Year 3 NLTP)	2024/25 (Next NLTP)
Per LTP	4.3%	6.0%	3.7%	3.9%
With unsubsidised Minor Safety Programme 2021-24 impact	4.3%	6.0%	3.8%	4.0%
Increase	0%	0%	0.1%	0.1%

It is noted that staff are continuing to work with Waka Kotahi Investment Advisors to explore other options for additional funding. There is also a reasonable possibility that funding may become available during the three year period and it is therefore recommended that Council continue with design work where possible ensure it is in a strong position to progress projects at short notice should this funding become available.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Deteriorating assets affect vehicle efficiency and this can increase carbon emissions. Also reducing levels of service on assets such as footpaths and cycle ways can result in less utilisation of these facilities.

6.3 **Risk Management**

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

The primary risk to be considered is the risk of increasing safety issues on the network should assets deteriorate below current levels of service. This could result in negative community feedback.

6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report, as decreased investment in network improvements could result in increasing safety issues on the network.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Not applicable.

7.3. **Consistency with Community Outcomes**

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

Transport is accessible, convenient, reliable and sustainable

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

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

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District's wellbeing.
- Opportunities for collaboration and partnerships are actively pursued.

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

7.4. **Authorising Delegations**

This matter is for consideration by Council as it has financial implications.

Appendix: Approved investment for 2021-24 NLTP – Waimakariri District Council

Continuous programme allocation

Revised allocations for your continuous programmes are outlined below.

Activity class	2021-24 programme with indicative funding approval (Gross \$)	2021-24 programme with funding approval (Gross \$)
Local roads maintenance	\$34,611,000	\$35,537,000
Road safety promotion	\$615,000	\$615,000

Low cost low risk programme allocation

The approved funding level for the low cost low risk programme was set following the Waka Kotahi moderation process and discussions with your staff since the start of the 2021-24 NLTP development. The level of investment represents an affordable programme that could practically be co-funded and delivered over the 2021-24 NLTP period.

Approved low cost low risk allocations by activity class are outlined below.

Activity class	2021-24 programme with funding approval (Gross \$)
Local roads improvements	\$3,332,000
Public transport infrastructure	\$400,000
Public transport services	\$281,000
Road to zero	\$2,604,000
Walking and cycling improvements	\$50,000




While all care has been taken to ensure all the figures are correct, with the tight timeframes there may be some minor errors or omissions in the detail provided here.

For conditions relating to this funding, please see [National Land Transport Fund investment claims and obligations policy](#).

Low cost / low risk improvements 2021-24											
Activity name	Activity class	Intervention type	Requested Funding for NLP 2021-24	WDC Share 49%	Waka Kotahi Requested Share 51%	NZTA status	NZTA comment	PROPOSED TO PROGRESS	SAVINGS	EXTRA COST TO FULLY FUND	Comments
Approved Projects											
Skew Bridge Active Warning Signage	Road to Zero	Activated Warning Signs	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (Skewbridge_325_m1)	\$ 330,000	\$ -	\$ -	Planned for 2021/22
Flaxton Rd / Fernside Rd Speed Management	Road to Zero	Speed Management	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period	\$ 330,000	\$ -	\$ -	Planned for 2022/23
Swannanoa Rd / Johns Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_8652)	\$ 165,000	\$ -	\$ -	Options to reallocate funding with Waka Kotahi approval. Safety improvements carried out here last year. Continue to monitor.
Minor Improvements Programme - Speed Management	Road to Zero	Speed Management	\$ 255,000	\$ 124,950	\$ 130,050	Approved	VERY HIGH Speed limit changes reduce operating speed in corridor by >10 km/h	\$ 255,000	\$ -	\$ -	Funding for speed limit changes implementation across 3 years.
Bradleys Rd / McHughes Rd / Tram Rd Intersection - Rural Roundabout - Design	Road to Zero	Intersection improvements	\$ 200,000	\$ 98,000	\$ 102,000	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_6238)	\$ 200,000	\$ -	\$ -	Design phase only in 2023/24
Tram Rd Speed Management - SH1 to Two Chain Rd	Road to Zero	Speed Management	\$ 330,000	\$ 161,700	\$ 168,300	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_61672)	\$ 330,000	\$ -	\$ -	No WDC budget allocation. Discuss with Council.
Skewbridge Rd / Mulcocks Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 514,000	\$ 251,860	\$ 262,140	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period (simple_7857)	\$ 514,000	\$ -	\$ -	Design & construction of a right turn bay at Mulcocks Rd.
GCP TDM Programme	Public transport services	Other, as agreed with NZTA	\$ 281,000	\$ 137,690	\$ 143,310	Approved	High >3 and up to 6% change in share of private passenger vehicle-based trips to other modes*	\$ 281,000	\$ -	\$ -	Greater Christchurch commitment. PT Futures TDM not included. Discussed with Waka Kotahi staff and funding is being allocated.
River Rd Upgrade in conjunction with Park & Ride	Public transport infrastructure	pedestrian and cycle access to public transport facilities - new / improved	\$ 400,000	\$ 196,000	\$ 204,000	Approved	HIGH >3 and up to 6% change in share of private passenger vehicle-based trips to other modes* (PT Futures)	\$ 400,000	\$ -	\$ -	Construction planned for 2023/24
Southbrook Rd / Torlesse St / Coronation St Intersection Improvements - Traffic Signals	Local road improvements	Intersection improvements	\$ 1,800,000	\$ 882,000	\$ 918,000	Approved	MEDIUM Target medium or greater collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% over a 5- year period	\$ 1,800,000	\$ -	\$ -	Consultation progressing. Construction planned for 2022/23.
Mulcocks Rd & Fernside Rd Rail Crossings in conjunction with Waka Kotahi & KiwiRail	Local road improvements	Intersection improvements	\$ 50,000	\$ 24,500	\$ 25,500	Approved	HIGH Target medium-high or high collective risk corridors or intersections to achieve a death and serious injuries reduction of 25-39% over a 5- year period	\$ 50,000	\$ -	\$ -	Investigation planned for 2021/22
Main North Rd / Wrights Rd Intersection in conjunction with Park & Ride	Local road improvements	Intersection improvements	\$ 600,000	\$ 294,000	\$ 306,000	Approved	HIGH 6-7% change in number of jobs accessed within 45 minutes by a given mode or modes (public transport, walking, cycling, driving) in the morning peak	\$ 600,000	\$ -	\$ -	Construction planned for 2021/22
Completion of the Peraki St / Vickery St Greenway	Walking & Cycling	Cycle ways: incl. new or improved cycleways and shared paths, lanes, signage and markings, bicycle parking/rack, shared bridges and structures, targeted education & promotion; excl. all off-road and mountain biking trails	\$ 50,000	\$ 24,500	\$ 25,500	Approved	N/A - Completion of project	\$ 50,000	\$ -	\$ -	Completion of project
Public Transport Infrastructure (Bus Shelters)	Public transport services	Other, as agreed with NZTA	\$ 400,000	\$ 196,000	\$ 204,000	Approved	High >3 and up to 6% change in share of private passenger vehicle-based trips to other modes*	\$ 400,000	\$ -	\$ -	Installation of bus shelters on PT routes
Road to Zero Top Up	Road to Zero	Other, as agreed with NZTA	\$ -	\$ -	\$ -	Approved		\$ 480,000	\$ -	\$ -	Can be used to help fund other projects with Waka Kotahi approval
Local Road Improvements Top Up	Local road improvements	Other, as agreed with NZTA	\$ -	\$ -	\$ -	Approved		\$ 482,000	\$ -	\$ -	Can be used to help fund other projects with Waka Kotahi approval
Subtotal for Projects Approved			\$ 5,705,000	\$ 2,795,450	\$ 2,909,550			\$ 6,667,000	\$ -	\$ -	
Declined Projects											
Fernside Rd / Todds Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 514,000	\$ 251,860	\$ 262,140	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_4679)	\$ 251,860	\$ -	\$ -	Right turn bay. Carry on with design from WDC funding. Re-apply if more funding becomes available.
South Eyre Rd / Giles Rd / Tram Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 330,000	\$ 161,700	\$ 168,300	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (complex_1130)	\$ -	\$ -	\$ -	Within proposed speed limit reduction area. Hold but re-apply should further funding become available. Rural Active Warning Signs.

Two Chain Rd / Tram Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_61672)	\$ -	\$ -	\$ -	Hold and re-apply should funding become available. Rural Active Warning Signs.
Townsend Rd Culvert Widening	Road to Zero	Other, as agreed with NZTA	\$ 350,000	\$ 171,500	\$ 178,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (Townsend_5240_m1)	\$ 350,000	\$ -	\$ -	Culvert widening 2022/23. Progress as a Road to Zero Top Up Project
Earllys Rd / Tram Rd - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_60991)	\$ -	\$ -	\$ -	Hold and re-apply should funding become available. Rural Active Warning Signs.
North Eyre Rd / No. 10 Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (complex_1135)	\$ -	\$ 80,850	\$ -	Safety improvements carried out here last year. Remove project and continue to monitor.
Charles/Upham Intersection	Road to Zero	Intersection improvements	\$ 700,000	\$ 343,000	\$ 357,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_3754)	\$ 343,000	\$ -	\$ -	Progress the design from WDC Share of funding. Hold and re-apply should funding become available.
Plasketts Rd / Johns Rd Intersection - Safety Improvements	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period (simple_23661)	\$ -	\$ 80,850	\$ -	Active warning signs in place. Speed is currently being consulted upon. Remove project and continue to monitor.
Rangiora Woodend Rd - Traffic Calming / Safety Improvements	Road to Zero	Traffic Calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	Increased growth along the corridor. Hold and re-apply if funding becomes available.
Oxford Rd / Tram Rd Intersection - Safety Improvement	Road to Zero	Intersection improvements	\$ 165,000	\$ 80,850	\$ 84,150	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	Hold and re-apply should funding become available.
Walking & Cycling Implementation	Walking and cycling improvements	Cycle ways: incl. new or improved cycleways and shared paths, lanes, signage and markings, bicycle parking/rack, shared bridges and structures, targeted education & promotion; excl. all off-road and mountain biking trails	\$ 1,500,000	\$ 735,000	\$ 765,000	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 735,000	\$ -	\$ -	This is a very important area of funding for us and will impact on the further development of our cycle network which is key to providing alternate transport options. Carry on with design from WDC funding. Re-apply if more funding becomes available.
New Footpaths	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 300,000	\$ 147,000	\$ 153,000	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ -	\$ -	\$ -	Carry on unsubsidised as has been done in the past. No financial impact.
Minor Improvements Programme - Walking & Cycling	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 150,000	\$ 73,500	\$ 76,500	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver minor safety improvements in the area of walking & cycling, and key to us being able to address safety issues as identified. Low cost with good safety outcomes.
Tuahiwi Footpath from Greens Rd to Bramleys Rd, including housing, marae, and cemetery.	Walking and cycling improvements	Walking improvements: incl. new or improved footpaths, pedestrian crossings, pedestrian refuges, crossing controls, all signage and markings, pedestrian overbridges and underpasses, targeted education & promotion; excl. footpath maintenance	\$ 450,000	\$ 220,500	\$ 229,500	Declined	MEDIUM Investment to support behaviour change (e.g. education, promotion) to improve mode shift outcomes	\$ 450,000	\$ -	\$ -	This is a very important area of funding for us to promote walking in the Tuahiwi township and to link to the Marae, School, Preschool, Sports facilities, Church and the Urupa, all of which are within a short distance of each other. Progress as a Local Road Improvement Top Up project, subject to Waka Kotahi approval.
Lees Valley Willow Walls	Local road improvements	Bridges and structures	\$ 80,000	\$ 39,200	\$ 40,800	Declined	LOW Target medium-high or higher collective risk corridors or intersections to achieve a death and serious injuries reduction of 25-39% over a 5-year period	\$ 39,200	\$ -	\$ -	Hold project. Discuss with Waka Kotahi further and consider whether this can be funded for resilience. In the mean time proceed within Council share of funding already allocated.
Minor Improvements Programme - Intersection Improvements	Local road improvements	Intersection improvements	\$ 495,000	\$ 242,550	\$ 252,450	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 495,000	\$ -	\$ 252,450	This is very important funding used to deliver minor intersection improvements and key to us being able to address safety issues as identified. Lower cost interventions with good safety outcomes.
Minor Improvements Programme - Roadside Hazards	Local road improvements	Clear zone improvements	\$ 300,000	\$ 147,000	\$ 153,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 300,000	\$ -	\$ 153,000	This is very important funding used to address roadside hazards. Lower cost interventions with good safety outcomes.
Minor Improvements Programme - Minor Works	Local road improvements	Traffic calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver minor works with a safety outcome. Lower cost interventions with good safety outcomes. Recommend Council fund the shortfall.
Island Rd/Ohoka Rd intersection	Local road improvements	Intersection improvements	\$ 1,300,000	\$ 637,000	\$ 663,000	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 637,000	\$ -	\$ -	Carry on with design from WDC funding. Re-apply if more funding becomes available. Following up with Waka Kotahi staff as this has been assessed under the wrong category.
Minor Improvements Programme - School Safety	Local road improvements	Traffic calming	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ 150,000	\$ -	\$ 76,500	This is very important funding used to deliver school safety initiatives. Lower cost interventions with good safety outcomes. Progress as a top up project subject to Waka Kotahi approval.
Tuahiwi speed management completion	Local road improvements	Traffic calming	\$ 15,000	\$ 7,350	\$ 7,650	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ -	\$ -	This funding is not required.

Minor Improvements Programme - Lighting improvements	Local road improvements	Lighting improvements	\$ 90,000	\$ 44,100	\$ 45,900	Not actioned	LOW No evidence at a project level	\$ 90,000	\$ -	\$ 45,900	This is very important funding used for minor lighting improvements which have a safety outcome. Eg. Rural intersection with crash history, bus stops with no lighting, areas with deficient lighting etc. Further evidence to be provided. Progress as a top up project subject to Waka Kotahi approval.
Minor Improvements Programme - Stock Underpasses	Local road improvements	Stock underpasses/crossing	\$ 150,000	\$ 73,500	\$ 76,500	Declined	LOW Target low-medium or greater collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% over a 5-year period	\$ -	\$ 73,500	\$ -	Funding where stock underpasses are requested. Can be address with Council and Waka Kotahi on a case by case basis and as requests for underpasses arise.
Subtotal for Projects Declined			\$ 7,999,000	\$ 3,919,510	\$ 4,079,490			\$ 4,141,060	\$ 235,200	\$ 680,850	Therefore shortfall for Council to fund
Grand total			\$ 13,704,000	\$ 6,714,960	\$ 6,989,040			\$ 10,808,060	\$ 235,200	\$ 680,850	\$ 445,650

KEY:		Recommended top up project - Local Road improvements
		Recommended top up project -Road to Zero
		Recommend fully funded by Council

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-11, RDG-29 / 211020170095


REPORT TO: COUNCIL

DATE OF MEETING: 2 November 2021 (adjourned to 7 December meeting)


AUTHOR(S): Joanne McBride, Roothing and Transport Manager
Gerard Cleary, Manager Utilities & Roothing

SUBJECT: NLTP 2021-24 Maintenance, Operations & Renewals Budgets Update

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to update Council on the 2021-24 National Land Transport Programme (NLTP) specifically in regard to the Maintenance, Operations and Renewals (MOR) Programme and the funding endorsed by Waka Kotahi.
- 1.2. Maintenance, Operations & Renewal funding covers the core services which need to be provided on a Transport network, to ensure that the network can operate safely, that the network condition does not deteriorate due to a lack of investment and to meet agreed levels of service.
- 1.3. A lack of investment can have safety implications and result in an increase in deaths & serious injuries, as well as a deterioration in network condition.
- 1.4. Waimakariri District Council submitted a funding bid of \$36,786,789 to Waka Kotahi for the 2021-24 NLTP.
- 1.5. Waka Kotahi has endorsed funding to the value of \$35,537,000 for the three year period, which is below the Council allocated budget which leaves a gap in funding of \$1,249,789 for the period.
- 1.6. For this funding gap, the WDC share at 49% has already been budgeted for meaning the shortfall amount to be funded would be the 51% requested from Waka Kotahi (but not approved) which equates to **\$637,392**. This would be required to be funded in year 3 of the three year period.
- 1.7. Consideration has been given to the option of reducing renewals spending to balance the shortfall, however due to the likely impact on network users and the reduced levels of service consideration should be given to fully funding the shortfall.
- 1.8. Therefore it is recommended that the current level of service should continue to be met for the current financial year and consultation on this issued be carried out as part of the next Annual Plan process.

Attachments:

- i. Waimakariri District Council - 2021-24 NLTP Funding Decision from Waka Kotahi (TRIM No. 211020169759)
- ii. 2021-24 NLTP Maintenance Operations & Renewals Funding Breakdown (TRIM No. 211020169954)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211020170095;
- (b) **Approves** allocation of additional budget of **\$637,392** to cover the shortfall in funding in the area of Maintenance, Operations and Renewals for the 2021-24 NLTP, subject to consultation through the Annual Plan process;
- (c) **Approves** the existing Levels of Service being maintained this financial year;
- (d) **Notes** that consultation on Levels of Service will be undertaken as part of the upcoming Annual Plan process;
- (e) **Notes** that the Council share (49%) of the difference in funding has already been allowed for within the Long Term Plan budgets and therefore the additional budget required is to cover the 51% which has not been endorsed by Waka Kotahi as part of the 2021-24 National Land Transport Programme;
- (f) **Notes** that the rating impact would be in the 2023/24 year and would result in a 0.15% increase to the General Rate;
- (g) **Notes** that the staff are continuing to work with Waka Kotahi to see if any other funding streams may be available. Any further developments will be reported to Council.

3. BACKGROUND

3.1. Maintenance, Operations & Renewal funding covers the core services which need to be provided on a Roothing network to ensure that the network can operate safely and to ensure that network condition does not deteriorate to such a point that a marked step up in investment is required.

3.2. Maintenance, Operations & Renewal funding includes the following activities:

Maintenance & Operations

- Sealed pavement maintenance
- Unsealed pavement maintenance
- Drainage maintenance
- Structures maintenance
- Environmental maintenance (Vegetation, mowing, detritus, ice gritting, fords)
- Traffic services maintenance (lighting, signs & road markings)
- Traffic Signals Maintenance
- Cycle path maintenance
- Footpath maintenance
- Rail crossing maintenance
- Network & Asset Management

Renewals

- Remetalling
- Resurfacing (chipsealing and asphalt surfacing)
- Drainage renewals (culverts and kerb & channel)
- Pavement rehabilitation
- Structures Component Replacement
- Traffic Services Renewals (lighting, signs & road markings)
- Footpath renewals

3.3. As part of the 2021-24 NLTP funding bid, Waimakariri District Council requested funding of \$36,786,789 be allocated to cover basic costs with just inflation added. This did not allow for any step changes in maintenance activities (with the exception of Structures where we were falling behind with maintenance activities).

- 3.1. Programmes put forward have only been to cover what is consider essential works and as such we have set all funding requests to an absolute minimum to maintain the network in its current state. The Long Term Plan (LTP) has been adopted based on these funding assumptions.
- 3.2. Waka Kotahi has endorsed funding to the value of \$35,537,000 for the three year period which is below the Council allocated budget, leaving a funding gap of \$1,249,789 for the NLTP period. While Council share is available the Waka Kotahi share has not been approved.
- 3.3. Waimakariri District Council road maintenance costs are in the lower quartile when compared with our peer group, despite the fact we are a high growth Council. We are experiencing increasing traffic volumes including freight movements around the district and this is increasing pressure on our roads.

4. ISSUES AND OPTIONS

- 4.1. Consideration has been given to the option of reducing spending to balance the shortfall. It is noted however that a lack of investment can have safety implications and result in increasing crashes across the network, which in turn can result in deaths & serious injuries.
- 4.2. A lack of investment can also create a bow wave of renewals where condition overall is deteriorating faster than the rate of replacement, which then results in increased expenditure being required to then “catch up” with the deterioration curve.
- 4.3. It is also noted that the Waka Kotahi Technical Audit process which was carried out in March 2021 had recommendations to improve delineations, markings and vegetation particularly at intersections. This would become more of a challenge with reduced funding in areas such as Traffic Services Renewal, Traffic Service Maintenance and also Environmental Maintenance.

- 4.4. The following options are available to Council:

- 4.5. Option One – Fund the shortfall up to the full LTP budget

This options would see Council fund the shortfall in year three of the NLTP period. The shortfall being the difference between the budgets approved in the LTP and the Waka Kotahi Endorsed funding.

Waka Kotahi has endorsed funding to the value of \$35,537,000 for the three year period which is below the Council allocated budget. This results in a funding difference of \$1,249,789 for the period (51% Waka Kotahi and 49% WDC funding).

Of this funding shortfall, the WDC share at 49% has already been budgeted in the LTP meaning the amount to be funded would be the 51% requested but not approved by Waka Kotahi. This equates to \$637,392 for the three year period.

The rating impact of this would be an increase of 0.15% to the general rate in the 2022/23 year and an increase to the Roding rate of 0.8% as outlined under item 6.1.

This is the recommended option which would result in a total Maintenance, Operations & Renewal budget of **\$36,786,789** which is the budget allowed for through the Long Term Plan.

- 4.6. Option Two – Spend Waka Kotahi Endorsed budget plus Council Share already allocated
This options would the see budget revised to allow spending of the Waka Kotahi Endorsed funding plus the Council share (49%) over and above this which has already been allocated in the LTP.

Waka Kotahi has endorsed funding to the value of \$35,537,000 for the three year period which is below the Council allocated. Council has already budgeted 49% of the extra to

make up our budgets as part of the LTP over the three year period, which is a total of \$612,396. This option would have a total budget of **\$36,149,396** with no rating impacts.

This is not the recommended option as it will result in some maintenance and renewal activities needing to be reduced, resulting in a reduced level of service.

4.7. Option Three – Spend up to the Waka Kotahi Endorsed Funding Level and reallocate the remaining Council Share

This options would see Council only spend up to the Waka Kotahi Endorsed funding value of \$35,537,000 for the three year period. While this would be a savings to Council it would result in maintenance and renewal activities needing to be significantly reduced which would have a significant impact on the network. This option would result in a total budget of **\$35,537,000** with no rating impacts.

This is not the recommended option due to the significant safety concerns which it would raise as well as the resulting reduction in levels of service for the Community.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Reduced levels of road maintenance and renewals would have impacts across the district and can create safety risks for pedestrians, cyclists and road users.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to have any specific interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report however no specific consultation has been undertaken to date.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Should maintenance levels be reduced due to funding constraints then this could adversely affect levels of service.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

Option one as recommended would see Council fund the shortfall to allow the Maintenance, Operations & Renewals activities continue as indicated in the Long Term Plan resulting in additional budget of \$612,396 needing to be allocated in year three of the NLTP period.

This would result in an increase to the general rate in 2023/24 of 0.36% followed by a decrease of 0.33% in the following year. This is an increase to the Rooding rate of 2.2% in the 2023/24 year followed by a decrease of 1.9% in 2024/25 as outlined in the tables below. This equates to an increase of \$12.07 per rate payer in the 2023/24 year followed by an increase of \$1.07 per rate payer in 2024/25.

Average District Rate % Increase	2021/22 (Year 1 NLTP)	2022/23 (Year 2 NLTP)	2023/24 (Year 3 NLTP)	2024/25 (Next NLTP)
Per LTP	4.31%	4.17%	4.18%	4.17%
With unsubsidised MOR programme 2021-24 impact	4.31%	4.17%	4.54%	3.84%
Increase or Decrease	0%	0%	0.36%	-0.33%

Roading Rate % Increase	2021/22 (Year 1 NLTP)	2022/23 (Year 2 NLTP)	2023/24 (Year 3 NLTP)	2024/25 (Next NLTP)
Per LTP	4.3%	6.0%	3.7%	3.9%
With unsubsidised MOR programme 2021-24 impact	4.3%	6.0%	5.9%	2.0%
Increase or Decrease	0%	0%	2.2%	-1.9%

It is also noted that staff are continuing to work with Waka Kotahi Investment Advisors to explore other options for additional funding. This may not completely fund the shortfall gap however if additional funding can be secured then this would be reported back to Council.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Deteriorating assets affect vehicle efficiency and this can increase carbon emissions. Also reducing levels of service on assets such as footpaths and cycle ways can result in less utilisation of these facilities.

6.3 Risk Management

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

The primary risk to be considered is the risk of increasing safety issues on the network should assets deteriorate below current levels of service. This could result in negative community feedback.

6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report, as decreased investment in maintenance could result in increasing safety issues on the network.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Not applicable.

7.3. Consistency with Community Outcomes

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

Transport is accessible, convenient, reliable and sustainable

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

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

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District's wellbeing.
- Opportunities for collaboration and partnerships are actively pursued.

There is a safe environment for all

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

7.4. Authorising Delegations

This matter is for consideration by Council as it has financial implications.

Appendix: Approved investment for 2021-24 NLTP – Waimakariri District Council

Continuous programme allocation

Revised allocations for your continuous programmes are outlined below.

Activity class	2021-24 programme with indicative funding approval (Gross \$)	2021-24 programme with funding approval (Gross \$)
Local roads maintenance	\$34,611,000	\$35,537,000
Road safety promotion	\$615,000	\$615,000

Low cost low risk programme allocation

The approved funding level for the low cost low risk programme was set following the Waka Kotahi moderation process and discussions with your staff since the start of the 2021-24 NLTP development. The level of investment represents an affordable programme that could practically be co-funded and delivered over the 2021-24 NLTP period.

Approved low cost low risk allocations by activity class are outlined below.

Activity class	2021-24 programme with funding approval (Gross \$)
Local roads improvements	\$3,332,000
Public transport infrastructure	\$400,000
Public transport services	\$281,000
Road to zero	\$2,604,000
Walking and cycling improvements	\$50,000

While all care has been taken to ensure all the figures are correct, with the tight timeframes there may be some minor errors or omissions in the detail provided here.

For conditions relating to this funding, please see [National Land Transport Fund investment claims and obligations policy](#).

Category Breakdown	WDC Final Bid per Year to Waka Kotahi (22 March 2021)			WDC Total For 3 Year Period	Waka Kotahi Actual Allocation			Waka Kotahi Actual allocated	For Three Year Period (2021-24)	
	2021/22 \$	2022/23 \$	2023/24 \$		TOTAL Bid 21-24 \$	2021/22 \$	2022/23 \$		2023/24 \$	TOTAL for 3 Year period \$
Maintenance										
Sealed maintenance	1,434,200	1,448,542	1,463,027	4,345,769	1,434,200	1,448,542	1,463,027	4,345,769	0	0%
Unsealed maintenance	409,050	413,151	417,272	1,239,473	409,050	413,151	417,272	1,239,473	0	0%
Drainage Maintenance	625,120	624,301	630,545	1,879,966	625,120	624,301	630,545	1,879,966	0	0%
Structures maintenance	140,000	140,000	140,000	420,000	137,000	139,740	142,535	419,275	725	1%
Environmental Maintenance	722,810	730,038	737,338	2,190,186	680,000	693,600	707,472	2,081,072	109,114	15%
Traffic Services Maintenance	1,093,000	1,099,730	1,106,527	3,299,257	950,000	969,000	988,380	2,907,380	391,877	36%
Traffic Signals	40,000	50,400	50,904	141,304	40,000	40,800	41,616	122,416	18,888	47%
Cycle Path Maintenance	28,899	30,647	32,501	92,047	18,000	18,360	18,727	55,087	36,960	127%
Footpath maintenance	150,000	151,500	153,015	454,515	151,000	151,000	151,000	453,000	1,515	1%
Rail Crossing Maintenance	22,018	22,238	22,461	66,717	22,018	22,238	22,461	66,717	0	0%
Emergency Works	5,000	0	0	5,000	0	0	0	0	5,000	0%
Network and Asset management	1,357,650	1,371,226	1,384,939	4,113,815	1,357,650	1,371,226	1,384,939	4,113,815	0	0%
TOTAL FOR MAINTENANCE	6,027,747	6,081,773	6,138,529	18,248,049	5,824,038	5,891,958	5,967,974	17,683,970	564,079	
Renewals										
Remetalling	505,000	510,050	515,150	1,530,200	500,000	510,000	520,200	1,530,200	0	0%
Resurfacing	2,143,624	2,165,060	2,186,711	6,495,395	2,143,624	2,165,060	2,186,711	6,495,395	0	0%
Drainage renewals	732,250	739,573	746,968	2,218,791	590,000	601,800	613,836	1,805,636	413,155	56%
Pavement Rehabilitation	1,070,600	1,081,306	1,092,119	3,244,025	1,050,000	1,071,000	1,092,420	3,213,420	30,605	3%
Structures component replacement	382,000	376,250	377,513	1,135,763	382,000	376,250	377,513	1,135,763	0	0%
Traffic Services Renewal	860,147	616,962	623,854	2,100,963	610,000	622,200	634,644	1,866,844	234,119	28%
Footpath Renewal	599,026	604,516	610,061	1,813,603	590,000	601,800	613,972	1,805,908	7,695	1%
TOTALS FOR RENEWALS	6,292,647	6,093,717	6,152,376	18,538,740	5,865,624	5,948,110	6,039,296	17,853,030	685,710	
GRAND TOTAL	12,320,394	12,175,490	12,290,905	36,786,789	11,689,662	11,840,068	12,007,270	35,537,000		

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** IFR-14-03 / 211123187654**REPORT TO:** Council**DATE OF MEETING:** 7 December 2021**FROM:** Rob Kerr, Delivery Manager – Shovel Ready programme**SUBJECT:** Kaiapoi Stormwater and Flooding Improvements
Funding of McIntosh Drain Pumping Station**SIGNED BY:**
(for Reports to Council,
Committees or Boards)
Department Manager
Chief Executive**1. SUMMARY**

- 1.1. The Kaiapoi Stormwater and Flooding Improvements programme is co-funded with the Council through the Crown's shovel ready programme, and involves projects in the Otaki, Dudley, Sunday School Drain, Feldwick Drain and McIntosh Drain stormwater catchments. Attachment A includes a plan of the works.
- 1.2. The total budget is \$18.13 million, however the total schedule of projects under consideration by the programme will cost greater than this amount to deliver. As such, a process of prioritisation has been adopted to optimise the benefits from the Crown's grant. This prioritisation led to the issue of the first tranche of tenders for the works in the Otaki Street area and these have now been contracted and works established.
- 1.3. On the 5th October (Trim Ref 210830139414), Council approved the priority of projects, which meant that there is insufficient funding for the McIntosh Drain Pumping Station within the budget. On that approval, agreement for the change in scope of the Funding Agreement (FA) was sought from Ōtākaro, who is the counterparty to the agreement on behalf of the Crown.
- 1.4. Unfortunately, the Crown and Ōtākaro has taken a different approach to Council in addressing the proposed change. Instead of prioritising the scope of work that is affordable within the budget (Council's approach), the response has been to challenge the loss of benefits due to the reduction in scope.
- 1.5. Staff undertook a benefits impact assessment and this was peer reviewed by WSP. This concluded that 88% of the benefits are able to be realised, however not delivering the McIntosh Drain pump station remains a material reduction regardless. This means that there is a material risk that Ministers may have an adverse response to the change. The result could be either Crown pulls the funding, or seeks to enforce requirement for Council to fund the cost overrun.
- 1.6. Further, not considered at the time of the 5 October meeting, is that part of the funding of the pumping station is sourced from the Growth budget (ie development contributions) of which \$600,000 has already been collected, and hence there remains a commitment by Council to deliver the pumping station regardless.

- 1.7. As a result, and following briefing with Council on 9th November, staff proposed an alternative change to Ōtākaro. We understand that this has been recommended for approval by Ōtākaro to the responsible Ministers, and we are awaiting the outcome of that request. The change requested involves:
- I. Deliver works up to a value of \$18.13 million by 31 September 2022
 - o This includes the Otaki Street pumping station, gravity interceptors, pressure main, Beach Road Pumping Station, rising main and bund, plus the Sneyd Street and Beach Rd culvert works.
 - II. Delay milestone on completion of full project:
 - o Deliver McIntosh Drain Pumping Station by 30 September 2023,
 - o Subject to consultation via the 22/23 Annual Plan.
 - III. Change scope of asset management projects
 - o Delete Dudley and Feldwick Drain PS upgrades
 - o Replace with Parnhams Drain accessway
- 1.8. This paper seeks formal Council resolution to include the funding of the McIntosh Pumping Station in the FY 22/23 Draft Annual Plan for consultation. The total additional funding required is approximately \$4.0 million. It is expected that funding will come from both Level of Service and Growth budgets for this additional expenditure however this will be considered in the Draft Annual Plan process.
- 1.9. Approval of the change in scope for the minor pump stations is also sought. Noting the risk associated with securing land access for the Beach Road Pumping Station, it is also recommended that, should access be delayed, then the timing of the two pumping stations (Beach and McIntosh) be swapped, with the Beach Road pumping station, rising main and bund delayed until land access is able to be secured.

Attachments:

- a. Attachment A: Plan of works
- b. Attachment B: Financial Summary

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211123187654
- (b) **Approves** funding for McIntosh Drain Pumping Station and associated on-costs is included in the Draft Annual Plan FY22/23 for consultation.
- (c) **Notes** that this is likely to propose a combination of rates and growth funding
- (d) **Approves** the following changes in scope of the Kaiapoi Stormwater and Flood Improvements Project:
 - I. Exclude works to Dudley and Feldwick Pumping Stations; and
 - II. Include works to create a permeant secure access to the Parnhams Drain Pumping Station
- (e) **Approves** exchanging the timing of Beach Road Pumping Station with McIntosh Pumping Station (and associated works) should land access at 213 Beach Road not be able to be secured by 30 January 2021, and instead consulting on Beach Road Pumping Station (and associated works) in the FY2022/23 Annual Plan.

- (f) **Circulates** this report to the Kaiapoi Tuahiwi Community Board for their information.

3. **BACKGROUND**

- 3.1. Last year, the Council successfully secured “Shovel-Ready” funding for the Kaiapoi Stormwater and Flooding Improvements project. The overall scheme involves construction of a number of stormwater pump stations, as well as associated pipework and other infrastructure.
- 3.2. The goal is to provide an integrated future proofed stormwater system that recognises the changed land use and ground levels post-earthquake, complements and integrates with the existing network, and allows for predicted changes to sea level, groundwater level and rainfall due to climate change.
- 3.3. On 6 October 2020, Council authorised staff to progress with implementation of the procurement strategy and submit the more detailed project information to Ōtākaro (acting as agent to the Crown). This was submitted on 8 October 2020 and agreed in November.
- 3.4. The project budget is for a total of \$18.13 million, of which \$9.0 million will be contributed by Central Government, and \$9.13 million by the Council. Physical work is to begin within 12 months of signing the Funding Agreement and be completed within 24 months.
- 3.5. The objective of the Crown’s contribution is to create economic activity. The pace of delivery is therefore important, with construction starting in May 2021, and practical completion to be achieved by the end of September 2022. This is an ambitious timeframe and requires an accelerated delivery strategy.
- 3.6. The total budget is \$18.13 million, however the total schedule of projects in the Funding Agreement is forecast to cost \$22.123 million. A detailed review of the cost estimates has been undertaken, including an independent review by a Quantity Surveyor. In summary, the reason for the cost increase is due to an incorrect original estimate prepared during the original shovel ready application process during Lockdown One. This is compounded by construction cost escalation.
- 3.7. As such, a process of prioritisation has been adopted to optimise the benefits from the Crown’s grant. This prioritisation led to the issue of the first tranche of tenders for the works in the Otaki Street area and these have now been contracted and work sites established.
- 3.8. Staff undertook a comprehensive review of the priority of the remaining projects against the programme objectives. This informed a decision by Council on 5th October 2012 to prioritise Beach Road Pumping Station over the major new McIntosh Drain Pumping Station and the minor existing Dudley and Feldwick Pumping Stations.
- 3.9. It should be noted that the total budget for the Dudley and Feldwick Pumping Stations together was \$507,000. This is sufficient to deliver only a small station or minor upgrade to the older components of each asset. This has created some confusion as staff have also investigated the cost of a full replacement of each station, which was outside the scope of the original FA.
- 3.10. Following the decision of 5 October, staff submitted a draft change request for discussion with Ōtākaro.

4. ISSUES AND OPTIONS

- 4.1. Unfortunately, the Crown and Ōtākaro has taken a different approach to Council in addressing the proposed change. Instead of prioritising the scope of work that is affordable within the budget (Council's approach), the response has been to challenge the loss of benefits due to the reduction in scope.
- 4.2. Staff undertook a benefits impact assessment and this was peer reviewed by WSP. This concluded that 88% of the benefits are able to be realised, however not delivering the McIntosh Drain pump station remains a material reduction regardless. This means that there is a risk that Ministers may have an adverse response to the change. The result could be either Crown pulls the funding, or seeks to enforce requirement for Council to fund the cost overrun.
- 4.3. Further, not considered at the time of the 5 October meeting, is that part of the funding of the pumping station is sourced from the Growth budget (ie development contributions) of which \$600,000 has already been collected, and hence there remains a commitment by Council to deliver the pumping station regardless.
- 4.4. As a result, and following briefing with Council on 9 November, staff proposed an alternative change to Ōtākaro. We understand that this has been recommended for approval by Ōtākaro to the responsible Ministers, and we are awaiting the outcome of that request. The change requested involves:
- I. Deliver works up to a value of \$18.13 million by 31 September 2022
 - o This includes the Otaki Street pumping station, gravity interceptors, pressure main, Beach Road Pumping Station, rising main and bund, plus the Sneyd Street and Beach Rd culvert works.
 - II. Delay milestone on completion of full project:
 - o Deliver McIntosh Drain Pumping Station by 30 September 2023,
 - o Subject to consultation via the 22/23 Annual Plan.
 - III. Change scope of asset management projects
 - o Delete Dudley and Feldwick Drain PS upgrades
 - o Replace with Parnhams Drain accessway
- 4.5. Alternative options for the Council are to:
- Seek a change to the FA which involves a removal of McIntosh Drain pumping station from scope; or
 - Provide additional funding for McIntosh Drain pumping station.
- 4.6. Staff consider it unlikely that a reduction in scope to the FA will be accepted by the Crown, and because of the existing commitment through development contributions and the long term benefits of the project, prefer the additional funding option.
- 4.7. This paper seeks formal Council resolution to include the funding of the McIntosh Pumping Station in the FY 22/23 Annual Plan for consultation. The total additional cost is estimated at approximately \$4.0 million¹. It is expected that funding will come from both Level of Service and Growth budgets for this additional expenditure and this will be considered in the draft Annual Plan process.
- 4.8. Approval of the change in scope for the minor pump stations is also sought. Modelling has confirmed that replacement of the existing Dudley and Feldwick Pumping Stations is not

¹ Note that the McIntosh Pumping Station is estimated at \$3.5 million plus \$0.5 million for on-costs and Parnhams Drain accessway.

necessary at this stage and a reduction in capacity not desirable. Of greater importance is securing permanent and reliable access to the Parnhams Drain Pumping Station, which is restricted by the motorway. As such, it is recommended at the Parnhams Drain accessway work replaces the Dudley and Feldwick scope.

- 4.9. Noting the risk associated with securing land access for the Beach Road Pumping Station, it is also recommended that, should the access be delayed, then the timing of the two pumping stations (Beach and McIntosh) be swapped, with the Beach Road pumping station, rising main and bund delayed until land access is able to be secured.

Implications for Community Wellbeing

- 4.10. There are implications for community wellbeing related to management of hazards that are the subject matter of this report.
- 4.11. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū may have an interest in the subject matter of this report. In particular, mana whenua have consistently expressed a desire for improved water quality and treatment of urban stormwater runoff.

The Feldwick SMA is dependent on the Beach Road Pumping Station. This is because the SMA is feed by a dedicated pump in the pumping station. As such, the Beach Road pumping station will enable the SMA to be developed in the future.

5.2. Groups and Organisations

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

As the project covers a wide area of Kaiapoi, there are a large number of stakeholders and interested parties involved. Key stakeholders will be kept updated as the project develops.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. Consultation on the draft Annual Plan for 2022/23 will enable input and comment from the community.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. The financial implications will be fully explored in the draft Annual Plan, including the sources of funding between level of service and growth.
- 6.1.2. A detailed breakdown of the proposed changes are included in attachment B.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report have sustainability and/or climate change impacts as the scheme is designed to future proof the town against future sea level rise and increased rainfall intensity.

6.3. Risk Management

6.3.1. There are a number of risks associated with the project which will need carefully managed to meet the accelerated delivery timeframe. In terms of this decision, two main risks are identified.

- **Risk of cost exceed the available budget:** This is continuous managed, with an on-going value engineering and quantitative risk analysis to minimise this risk.
- **Stakeholder responses** to increase costs. This will be the subject of the consultation in the draft Annual Plan.

6.4. Health and Safety

6.4.1. Health and safety matters are carefully managed and the design process has been subject to Safety in Design process.

7. CONTEXT

7.1. Consistency with Policy

7.1.1. This matter is a matter of significance in terms of the Council's Significance and Engagement Policy which is why consultation on the increased expenditure is recommended to be subject to the draft Annual plan 2022/23 process.

7.2. Authorising Legislation

7.2.1. This matter is covered by the Local Government Act.

7.3. Consistency with Community Outcomes

7.3.1. Harm to people from natural and man-made hazards is minimised.

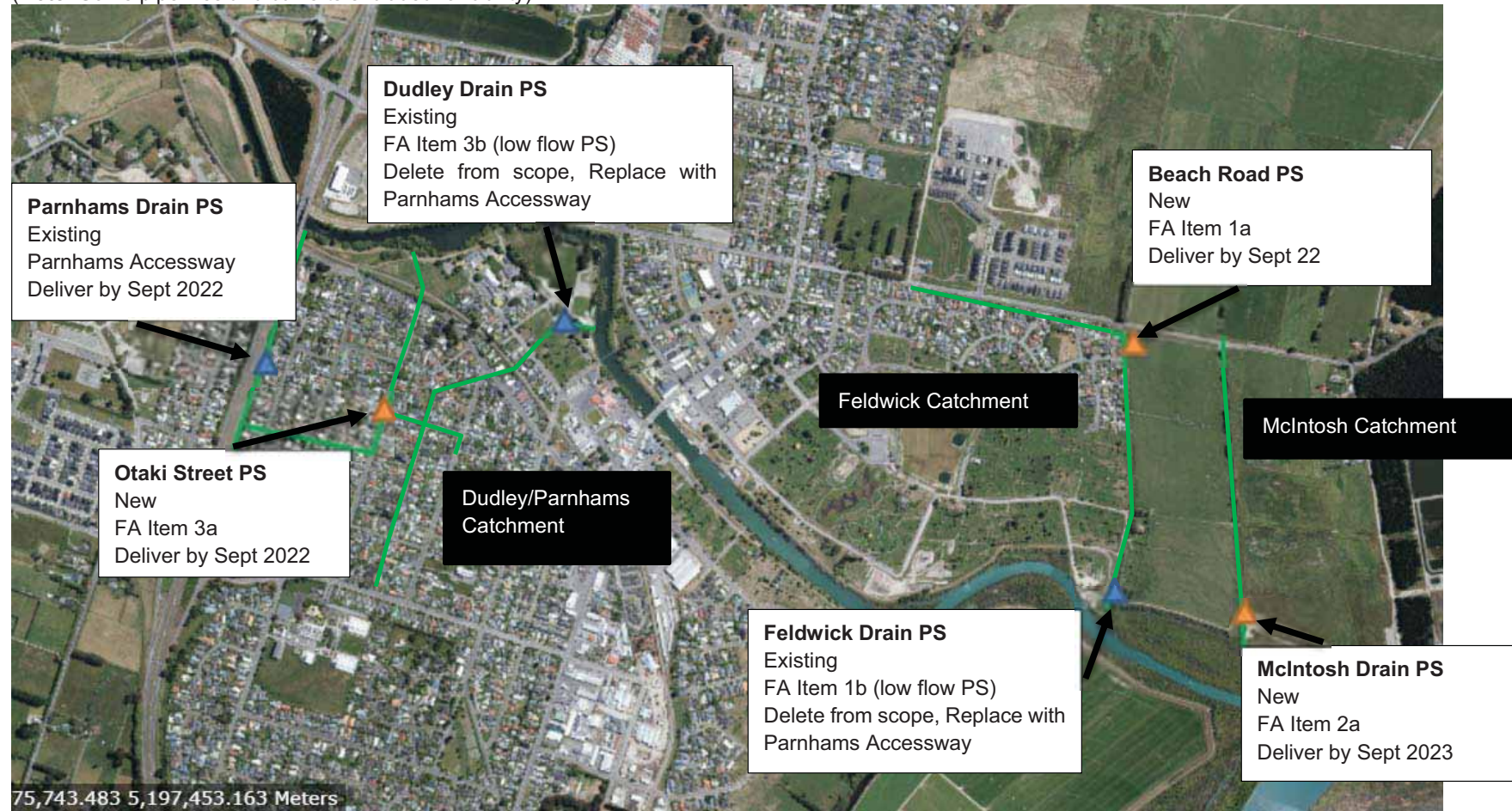
7.3.2. Harm to the environment from sewage and stormwater discharges is minimised.

7.4. Authorising Delegations

7.4.1. The Council has authority to consider this matter.

Attachment A: Map of pumping stations in Kaiapoi Stormwater and Flood Improvements project

(Note: Some pipelines and culverts excluded for clarity)



Attachment B: Summary of proposed change

	Work package	FA reference	Base		Proposed Change		Variation	
			FA	PC Milestone	EAC	PC Milestone	EAC	PC Milestone
Contracted works	Programme Management	common items	\$793,000.00	Sep-22	\$1,283,827.41	Sep-22	\$490,827.41	0
	Design		\$1,264,000.00	Sep-22	\$1,003,087.89	Sep-22	-\$260,912.11	0
	Site Investigations and Consents		\$93,000.00	Sep-22	\$388,241.06	Sep-22	\$295,241.06	0
	Land Acquisitions		\$400,000.00	Sep-22	\$1,575,511.79	Sep-22	\$1,175,511.79	0
	Construction MSQA			Sep-22	\$848,850.50	Sep-22	\$848,850.50	0
	21/08 Early Works (Sneyd Street)	3d	\$230,000.00	Sep-22	\$615,790.75	Sep-22	\$385,790.75	0
	21/08 Early Works (Beach Culvert & drain)	2b and 2c	\$1,900,000.00	Sep-22	Incl above/below		-\$1,900,000.00	0
	21/24 Advanced Works	3c	\$2,850,000.00	Sep-22	\$594,927.54	Sep-22	\$585,503.90	0
	21/27 Otaki Street West Interceptor			Sep-22	\$1,443,527.40	Sep-22		0
	21/28 Otaki Street East Interceptor			Sep-22	\$1,397,048.96	Sep-22		0
	21/29 Otaki Street SWPS			3a	\$3,140,000.00	Sep-22		\$2,101,507.05
	21/30 Otaki Street Pressure Main	Sep-22	\$1,579,728.24			Sep-22	0	
	Pump and power supply	common items	\$700,000.00	Sep-22	incl	Sep-22	-\$700,000.00	0
Designed but not contracted	Beach Road PS and RM	1a and 1c	\$3,480,000.00	Sep-22	4,197,569.00	Sep-22	\$717,569.00	0
	McIntosh Drain PS	2a	\$2,550,000.00	Sep-22	\$2,995,000.00	Sep-23	\$445,000.00	12 months
	Dudley Drain PS and Feldwick Drain PS	1b and 3b	\$507,000.00				-\$507,000.00	Delete
	Parnhams Drain Accessway			Sep-22	\$500,000.00	Sep-22	\$500,000	Add
	Contingency			n/a	\$2,292,235.90	n/a	\$2,292,235.90	n/a
	Total Forecast expenditure		\$17,907,000.00		\$22,816,853.49			
	Less Revenue from land sales				-\$693,500.00			
	Net forecast expenditure				\$22,123,353.49			
	Less budget				\$18,130,000.00			
	Deficit				\$3,993,353.49			

WAIMAKARIRI DISTRICT COUNCIL
REPORT FOR DECISION

FILE NO: FIN-01 / 211104177600

REPORT TO: Council

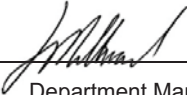
DATE OF MEETING: 7 December 2021

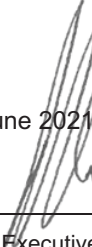
FROM: Jeff Millward, Manager Finance & Business Support

SUBJECT: Adoption of the Annual Report for the Year Ended 30 June 2021

SIGNED BY:

(for Reports to Council or Committees)


 Department Manager


 Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to present the Annual Report for the year ended 30 June 2021 to the Council for adoption.
- 1.2. Overall, the year-end accounts show the Council is in a relatively sound position. The Net Operating Surplus, before taxation for the year ended 30 June 2021 was \$31.8million (2020:\$2.8million) compared with a budgeted net operating surplus of \$18.6 million.
- 1.3. There a number of reasons for the \$13.2million variance and generally relate to unbudgeted subsidies on Shovel Ready/Stimulus projects, the accounting treatment required by accounting standards and movement in valuations undertaken as at 30 June 2021. The three most significant movements have been a \$6.6million for Shovel Ready/Stimulus funding, \$2.8million from vested assets attributed to development within the district, 6.0million devaluation to land value in the mixed business area (redzone).
- 1.4. 9.4million gains were recognised as at 30 June and is attributed to interest rate swaps held under the Council's Treasury Policy and is as a result to movements in interest rates.
- 1.5. A summary of main variances to budget is provided in section 3.2 and within note 31 of the Annual Report.
- 1.6. Borrowings have increased \$10m (2020:\$15m) over the last financial year from \$160m to \$170m, compared to the \$183m budgeted. The lower borrowing of \$13m requirement was primarily lower due to the delayed and reforecast capital work.
- 1.7. Of the 107 measures, the Council achieved 71 (78%) (2020:78%) of all non-financial performance measures and a further 11 (10%) (2020:6%) of the 29 (27%) not met, were assessed has having been achieved to within 5% of the intended target. Two measures were forecast to have completion dates later than 2022 and not included in the final result. Once again Covid-19 had an impact on what would have been a better result.
- 1.8. Ninety percent (\$73.8m) (2020:59%) of the \$81.5million capital projects were completed. This was the best completion rate of capital projects for a number of years and since the 2010/11 earthquakes. The previous year was also impacted by Covid-19, as will the 2021/22 financial year, due to lock downs and resourcing challenges.
- 1.9. A Mayor's message is provided at the front of the Annual Report that provides a general overview of activity throughout the year. Within each significant activity is a summary of the year's key achievements, with the intention of providing the reader a better understanding of the scope of the work and achievements throughout the year for that

activity. Each Activity area also has the financial results and a set of non-financial reporting measures that are reported against targets and work plans.

- 1.10. The Annual Report also contains the financial reporting benchmarks section, as required by the Local Government (Financial Reporting Prudence) Regulations 2014. This is the 1st year (of three years) of reporting against the 2021-2031 Long Term Plan forecasts. The previous financial period trends are also shown.
- 1.11. A Summary Annual Report has also been completed in conjunction with section 98 (4) b of the Local Government Act. The Summary Annual Report has also been audited by Audit New Zealand and provides the reader with a snapshot of the key information provided within the Annual Report. Both reports together with the Auditors report are placed on the Council's website, once they are adopted by the Council.
- 1.12. The draft Annual Report was presented to the Audit & Risk Committee on 21 September 2020. There have been no material movements, apart for the gains resulting from a revaluation of Interest Rate Swaps and vested assets to the final audited Annual Report.
- 1.13. At the time of preparing this report, it is expected that the Auditors report will provide unmodified opinion.

Attachments:

- i. Annual Report for the year ended 30 June 2021 (Trim 210623101441)
- ii. Annual Report Summary (Trim 211020169521) (Attachments i and ii circulated separately)
- ii. The audit opinion and letter of representation for the year ended 30 June 2021 (is to be tabled)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211104177600.
- (b) **Adopts** the Annual Report for the year ended 30 June 2021 (TRIM 210623101441);
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2021 (TRIM 211020169521);
- (d) **Notes** the Net Surplus before taxation of \$31.8m is \$13.2m greater than budget, and primarily relates to a \$9.4m accounting adjustment for interest rate swaps held under Council's treasury policy, \$6.6m unbudgeted contributions for Shovel ready/Stimulus projects, \$3.1m less in Development contributions and \$5.9 greater than budget for Vested assets transferred from developers;
- (e) **Receives and notes** the Auditor's opinion for the Annual Report and Annual Report Summary will be incorporated into the reports;
- (f) **Authorises** the Manager Finance and Business Support, in conjunction with the Chief Executive to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

3. BACKGROUND

- 3.1 The Council must adopt within 4 months of the end of the financial year which it relates (being the 30 June), an audited Annual Report to its community and stakeholders, as required under section 98 of the Local Government Act 2002. The Government has extended this date to the 31 December 2021, due to Covid-19 and due to the lock downs and restrictions on available resources to audit the accounts. This approval remains in place until 31 December 2022.

4. ISSUES AND OPTIONS

- 4.1. The Net Surplus after Vested Assets and before Taxation for the year ended 30 June 2021 totalled \$31.8m. This compared with the budget for the year of \$18.6m.

4.2. The \$13.2 variance to budget primarily relate to the following:

Activity	\$ million variance	Details
Subsidies & Grants	6.6	Shovel Ready/ Stimulus funding
Vested Assets (\$5.9m and Development contributions (\$3.1m) (net)	2.8	Staging and completion of developments
Gains	9.4	Interest rate swaps and forestry revaluation (0.9m)
Other	5.9	General recoveries, Resource / Building Consents and other contributions.
Total Revenue Variance	24.7	
Loss on valuation of investment property	6.0	Revaluation to mixed business use land in redzone
Accounting for assets disposed as part of renewals work	3.7	Includes: Roding \$1.9m, Water \$0.7m, Recreation \$1.1m
Expenditure which was budgeted as capital but must be accounted for as operating expenditure	0.9	Includes site decommissioning (redzone) and dredging costs \$1.9m, Asset management system \$0.5m
District Development - consenting	1.1	Additional costs incurred within consenting due to additional development, offset with fees and charges
Canterbury Museum Levy held	1.3	Levy collected but delayed by Canterbury Museum in line with their capital programme.
All other activity	(1.5)	Balance of unders and overs through activities
Total Expenditure	11.5	
Net Variance	13.2	

4.3. Income Statement for the year ended 30 June 2021

Consolidated Income Statement for the Council Parent (\$000s)

Income Statement	Budget	Actual	Difference
	\$'000	\$'000	(unfavourable)
Revenue			
Rates	68,263	68,730	467
Interest	526	118	(408)
Subsidies and grants	11,943	18,580	6,637
Other revenue	15,896	21,493	5,597
Development and other Contributions	13,473	10,381	(3,092)
Earthquake Recoveries - Government	-	409	409
Vested Assets	12,039	17,950	5,911
Total revenue excluding gains	122,139	138,963	15,522

Income Statement	Budget	Actual	Difference
	\$'000	\$'000	(unfavourable)
Operating expenses by activity			
Governance	3,123	2,908	215
District Development	6,635	7,755	(1,120)
Roads and Footpaths	22,024	23,957	(1,933)
Water Supply	8,334	9,053	(719)
Sewage/Treatment and Disposal	12,268	12,440	(172)
Stormwater Drainage	5,024	5,204	(180)
Refuse and Recycling	9,267	9,993	(726)
Libraries and Museums	5,869	4,545	1,324
Recreation	17,784	18,897	(1,113)
Community Protection	7,507	7,849	(342)
Community Development	2,113	2,030	83
Property Management	1,023	7,008	(5,985)
Earthquake Recovery	1,758	2,707	(949)
Non-Significant Activities	976	888	88
Total expenses	103,705	115,234	(11,529)
Operating Surplus / (Deficit) before gains	18,434	22,427	3,993
Other gains	145	9,352	9,207
Operating Surplus / (Deficit) after gains	18,579	31,778	13,199

Comparison with the Budgeted Net Surplus

4.4. The largest differences were as follows:

Income

- Subsidies and grants \$6.6m over budget due to Government subsidies on Shovel Ready/Stimulus Funding projects (not budgeted).
- Other revenue was \$5.6m over budget due to recoveries from private works, increased rates penalties, more than budgeted connection fees/lump sum contributions to connect to Council's infrastructural facilities. In addition, transfer station gate sales were more than budget due to building activities in the district and charges on contaminated recycling that were not budgeted. Revenue from resource consents/building consents were more than budgeted due to increased workload partially offset by increased costs.
- Development contributions \$3.1 less than budgeted as the major developments wait to get to the next stage of their development.
- Vested assets were \$5.9m more than budgeted mainly due to development activities in Kaiapoi and Woodend.
- Other gains of \$9.4m (\$9.2m more than budgeted) contains gains on revaluation of interest rate swaps of \$8.0m, gain on revaluation of forestry of \$0.9m and gain on revaluation of investment property of \$0.3m.

Expenditure

- District Development - Actual expenditure was \$1.1m more than budget. Costs incurred on resource consents processing were more than budgeted due to increased workload covered by increased resource consents revenue. In

addition, costs on District Plan review were more than budget and Council's contribution to the Greater Christchurch 2050 project was not budgeted.

- Roads and Footpaths - Actual expenditure was \$1.9m more than budget mainly due to capital expended from roading capital projects.
- Water Supply - Actual expenditure was \$0.7m more than budget due to unbudgeted asset deletions from the capital renewal programme. In addition, depreciation expenditure was more than what was budgeted due to revaluation increase of Council's water assets.
- Refuse and Recycling - Actual expenditure was \$0.7m more than budget mainly due to contaminated recycling from kerbside collection. Transportation costs were also more than budget due to increased waste volume.
- Recreation - Actual expenditure was \$1.1m more than budget largely due to unbudgeted asset deletions from the capital renewal programme and capital expended from recreation capital projects.
- Libraries and Museums - Expenditure was under budget by \$1.3m as no payments for the Canterbury Museum Redevelopment Levy were required. In addition, depreciation was under budget as some library collections/plant and equipment items were fully depreciated at 30 June 2020.
- Property Management - Expenditure was over budget by \$6.0m mainly due to valuation loss on two land assets in the mixed business area (red zone) that require remediation works was not budgeted and capital expended from the Rangiora Service Centre refurbishment project. In addition, legal fees and costs on external consultants were more than budget due to increased property transactions and project consultation.
- Earthquake recoveries - Expenditure was over budget by \$0.9m mainly due to capital expended from various earthquake recovery capital projects that was not budgeted.

Financial Limits

A brief summary of treasury policy limits is provided as follows:

Measure	Limit	Actual 2020	Actual 2021
Gross interest paid on term debt will not exceed 15% of gross operating revenue	15%	5.9%	5.6%
Net cash inflow from operating activities exceeds gross annual interest expense by two times	2 times	4.0 times	7.0 times
Local Government Funding Agency. Interest as a maximum of 25% of rates revenue.	25%	9%	9%
Net debt as percentage of operating revenue shall not exceed 175% or if WDC obtains a Standard and Poor's long term credit rating of 'A+' or better 250%	250%	168%	155%
Liquidity ratio of greater than 110%	110%	185%	141%

Non-financial performance measures and levels of service

- 4.5. Of the 107 measures, the Council achieved 71 (78%) (2020:78%) of all non-financial performance measures and a further 11 (10%) (2020:6%) of the 29 (27%) not met, were assessed as having been achieved to within 5% of the intended target. Two measures were forecast to have completion dates later than 2022 and not included in the final result. Once again Covid-19 had an impact on what would have been a better result.

Capital Expenditure

- 4.6.** Expenditure on capital works for the year ended 30 June 2021 totalled \$73.8m (90%) (2020:\$50.5), compared to a budget of \$81.5m. This completion rate of project of 90% is the best since prior to 2010/11 earthquakes. If it wasn't for Covid-19, the completion rate would have been higher and round 95%. A significant amount of effort has been applied to the Procurement and Contract Management through to the reporting to Council. The lingering impacts and issues arising out of Covid-19, as forecast are having an effect on Council operations.

Balance Sheet

- 4.7.** Ratepayer Equity as at 30 June 2021 is \$1.769m (2020: \$1.735m). This is a \$34m (2.0%) increase over that in 2020 and generally reflects movements in the additional capital and assets vested from growth that is occurring in the district.
- 4.8.** Borrowings have increased \$10m (2020:\$15m) over the last financial year from \$160m to \$170m, compared to the \$183m budgeted. The lower borrowing that was required is primarily lower due to the delayed and reforecast capital work.

Annual Report Summary

- 4.9.** Under section 67, 98 & 99 of the Local Government Act 2002, the Council is required to make publicly available a summary of its Annual Report. The summary is required to be audited. A copy of the draft summary is attached. It comprises:

- The Mayor's report
- A summary of the Financial Statements
- Key performance measures from the LTP
- Summary of Activity

Letter of Representation

- 4.10.** As at the time of preparing this report, the audit is approaching completion. It is anticipated that the audit will have been completed and clearance from the Auditors to issue the Auditors report and the Council to adopt by the time Council meets on 6 October.
- 4.11.** There is a no disclosure required to be made for "events after balance date" to the Annual Report.
- 4.12.** It is standard practice for the Mayor and the Chief Executive to sign a letter of representation relating to the audit.

The letter covers a large number of matters, but the essence is that the Mayor and Chief Executive believe the financial statements are correct and that they are not aware of any financial irregularities. The letter also states that Management consider the organisation to be a going concern.

- 4.13.** Options

The Council could:

- Adopt the Annual Report for the Year Ended 30 June 2021; OR
- Request that modifications be made to the Annual Report for the year ended 30 June 2021; OR
- Hold a further meeting for the purpose of adopting the Annual Report. If the meeting is not held prior to the 31 December this would not meet the statutory timeframes as set out in the Local Government Act 2002.

- 4.14.** The Management Team and Chief Executive have reviewed this report and support the recommendations.
- 4.15.** Audit New Zealand is currently completing its audit of the Annual Report and is expected to have been completed by 16 November. The Audit report is expected to be an unmodified opinion.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū were consulted and the annual Hui was held and their views that have been taken into consideration during the plan. Joint meetings are held throughout the year and contribute to the outcomes provided in the Annual Report.

5.2. **Groups and Organisations**

Audit New Zealand have conducted interim audits and audited the Annual Report.

5.3. **Wider Community**

Readers and stakeholders of Council have an interest in the Annual Report, including the Auditor Report.

6. **FINANCIAL IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

A number of steps are taken to mitigate the risk of an error in the external financial statements. These include internal review and external audit.

Financial information is contained within the report.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts, however the work programme and outcomes are directly associated and impacted.

6.3. **Risk Management**

The audit work carried out by Audit New Zealand provides added assurance regarding the accuracy of the Council's financial statements. At the time of preparing the report, the audit field work was completed and being provided to the technical review group. The opinion will be subject to this review. There have been no significant matters arising from the audit and therefore it is expected an unmodified opinion will be issued from Audit New Zealand, who are the auditors appointed by the Office of the Auditor General to audit the Council's Annual Report.

6.4. **Health and Safety**

Not applicable to adopting the Annual Report.

7. **CONTEXT**

7.1. **Consistent with Policy**

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

7.2. **Authorising Legislation**

Section 98(1) of the Local Government Act 2002 requires that "a local authority must prepare and adopt in respect of each financial year an annual report".

Section 98(3) of the Local Government Act 2002 requires that "The annual report must be completed and adopted by resolution within 4 months of the end of the financial year to which it relates".

Section 98(4) provides that "A local authority must, within 1 month after the adoption of its annual report, make publicly available – (a) its annual report; and (b) a summary of the information contained in its annual report".

The Local Government (Financial Reporting and Prudence) Regulations 2014 requires Council to disclose performance in relation to benchmarks in the annual plan, annual report and long-term plan.

7.3. Consistent with Community Outcomes

The production of the Annual Report contributes to the outcome that “Public organisations make information about their plans and activities readily available”.

7.4. Authorising Delegations

The Council must adopt its Annual Report including the Auditors report by the extended date by 31 December 2021.

Jeff Millward
Manager Finance & Business Support

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: EXC-51 / 211125189225

REPORT TO: COUNCIL

DATE OF MEETING: 7 December 2021

AUTHOR(S): Gerard Cleary, Manager – Utilities and Roading
Libica Hurley, Project Planning & Quality Team Leader

SUBJECT: Submission to MBIE on Three Waters Economic Regulator

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


Department Manager


Chief Executive

1. **SUMMARY**

- 1.1. This report seeks approval from Council to submit on the *Economic regulation and consumer protection for three waters services in New Zealand* discussion paper published 27 October 2021 by the Ministry of Business, Innovation and Employment (MBIE).
- 1.2. Council staff have reviewed the material and provide the attached draft submission. This report seeks approval to submit on behalf of Council in order to meaningfully part-take in shaping the proposal.
- 1.3. It is important to recognise conversations are underway by Waimakariri District Council and other councils which are generally in opposition to the reform. However it is important for the Council to be fully involved in discussions on the premise that the reform mandate remains. Therefore it is considered to be in the best interest of our Community to remain engaged in the process and detail of the Governments proposed model as it progresses.

Attachments:

- i. MBIE Discussion paper - *Economic regulation and consumer protection for three waters services in New Zealand* (Record No. 211125189269)
- ii. Waimakariri District Council Submission to MBIE on *Economic regulation and consumer protection for three waters services in New Zealand* (Record No. 211125189268)

2. **RECOMMENDATION**

THAT the Council:

- (a) **Receives** Report No. 211125189225
- (b) **Approves** the submission to the Ministry of Business, Innovation and Employment on Economic regulation and Consumer Protection for Three Waters Services in New Zealand.
- (c) **Delegates** authority to Chief Executive and the Mayor to make changes to the submission before it is submitted to MBIE by 20 December 2021.
- (d) **Notes** that MBIE intends to upload all submissions received to their website at www.mbie.govt.nz.

3. **BACKGROUND**

- 3.1. According to the Ministry of Business, Innovation and Employment (MBIE), as stated within the discussion paper (27 October 2021); *in July 2020, the Government launched the Three*

Waters Reform Programme – a three-year programme to reform local government service delivery arrangements for drinking water, wastewater, and stormwater services. Through this reform process, it has become clear that the three waters sector is facing significant challenges and will continue to suffer from a series of challenges without necessary action. In many parts of the country, communities cannot be confident that their drinking water is safe, that the three waters sector is achieving good environmental outcomes, that population and housing growth can be accommodated, and that climate change and natural hazard risks are being successfully managed.

- 3.2. *In other countries that have faced similar issues, economic and consumer protection regulation has played a critical role in delivering better outcomes. In a New Zealand context, economic regulation will have a crucial role to play in driving the level of efficiency that will be required to keep water services affordable for New Zealanders in the face of a significant infrastructure deficit. Recognising this point, on 14 December 2020, Cabinet:*
- *noted that economic regulation plays a critical role in protecting consumer interests providing high-quality performance information that supports other important players in the three waters system*
 - *agreed in principle, subject to further reports to Cabinet, that an economic regulation regime will be employed in a reformed New Zealand three waters sector*
 - *noted that, all else being equal, economic regulation will be able to provide greater and more effective oversight, the smaller the number of regulated water services entities*
 - *agreed in principle, subject to further reports to Cabinet, that an information disclosure regime that allows the performance of entities to be compared will apply, at a minimum, to a substantively reformed three waters sector*
 - *noted that whether or not stronger forms of economic regulation, such as price-quality regulation, should also be employed will depend on the number of reformed water services entities and their governance arrangementsⁱⁱ.*
- 3.3. MBIE have invited submissions on the Economic regulation and consumer protection for three waters services in New Zealand discussion paper published 27 October 2021. Submissions close 20 December 2021 with feedback to be provided to the Minister of Commercial and Consumer Affairs as well as Cabinet in the first half of 2022. Cabinet decisions on economic and consumer protection regulation regimes are expected April 2022.
- 3.4. Council staff have reviewed the material and provide the attached draft submission. Staff seek approval to submit this on behalf of Council in order to meaningfully part-take in shaping the proposal.
- 3.5. It is recognised that conversations are underway by WDC and other councils which are generally in opposition to the reform. However it is important to be fully involved in discussions on the premise that the reform mandate remains, with the intent of establishing a system that supports our Communities in the long term.

4. ISSUES AND OPTIONS

- 4.1. The issues required for response were outlined by MBIE in 46 questions. These have been answered in the submission.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The matters discussed in the submission have implication on community well-being.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report. The issues discussed related to mana whenua and water quality regulations, but the submission itself does not affect Te Ngāi Tūāhuriri hapū.

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. There was significant public engagement by Council in providing feedback to the government on the proposed three waters reform during the 8 week period ending 1 October 2021.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications in the submission itself however the three waters reform will have far reaching financial implication for the council and the community.

6.2. **Sustainability and Climate Change Impacts**

The three waters services have significant climate change and sustainability implications for our communities.

6.3. **Risk Management**

It is important that the council is involved in putting a submission in as there are significant risks to the community associated with the provision and economic regulation of three waters services.

6.3. **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

The submission itself is not a matter of significance in terms of the Council's Significance and Engagement Policy. However the three waters reforms in their entirety are a matter of significance.

7.2. **Authorising Legislation**

Local Government Act 2002

7.3. **Consistency with Community Outcomes**

The community outcomes have been used to guide the detail of the submission points.

7.4. **Authorising Delegations**

The Council has delegation to make a submission on this matter.

ⁱ MBIE Discussion paper, sourced from <https://www.mbie.govt.nz/dmsdocument/17625-discussion-paper-economic-regulation-and-consumer-protection-for-three-waters-services-in-new-zealand>



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HIKINA WHAKATUTUKI



Discussion paper

Economic Regulation and Consumer Protection for Three Waters Services in New Zealand

27 October 2021

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How to have your say

Submissions process

The Ministry of Business, Innovation and Employment (MBIE) seeks written submissions on the issues raised in this document by 5pm on 20 December.

Your submission may respond to any or all of these issues. Where possible, please include evidence to support your views, for example references to independent research, facts and figures, or relevant examples.

Please use the submission template provided at: <https://www.mbie.govt.nz/have-your-say/economic-regulation-and-consumer-protection-for-three-waters>. This will help us to collate submissions and ensure that your views are fully considered. Please also include your name and (if applicable) the name of your organisation in your submission.

Please include your contact details in the cover letter or e-mail accompanying your submission.

You can make your submission by:

- sending your submission as a Microsoft Word document to economicregulation@mbie.govt.nz.
- mailing your submission to:

Competition and Consumer Policy
Building, Resources and Markets
Ministry of Business, Innovation & Employment
PO Box 1473
Wellington 6140
New Zealand

Please direct any questions that you have in relation to the submissions process to economicregulation@mbie.govt.nz.

Use of information

The information provided in submissions will be used to inform MBIE's policy development process, and will inform advice to Ministers on the economic regulation of three waters infrastructure. We may contact submitters directly if we require clarification of any matters in submissions.

Release of information

MBIE intends to upload PDF copies of submissions received to MBIE's website at www.mbie.govt.nz. MBIE will consider you to have consented to uploading by making a submission, unless you clearly specify otherwise in your submission.

If your submission contains any information that is confidential or you otherwise wish us not to publish, please:

- indicate this on the front of the submission, with any confidential information clearly marked within the text
- provide a separate version excluding the relevant information for publication on our website.

Submissions remain subject to request under the Official Information Act 1982. Please set out clearly in the cover letter or e-mail accompanying your submission if you have any objection to the release of any information in the submission, and in particular, which parts you consider should be withheld, together with the reasons for withholding the information. MBIE will take such objections into account and will consult with submitters when responding to requests under the Official Information Act 1982.

Private information

The Privacy Act 2020 establishes certain principles with respect to the collection, use and disclosure of information about individuals by various agencies, including MBIE. Any personal information you supply to MBIE in the course of making a submission will only be used for the purpose of assisting in the development of policy advice in relation to this review. Please clearly indicate in the cover letter or e-mail accompanying your submission if you do not wish your name, or any other personal information, to be included in any summary of submissions that MBIE may publish.

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List of Acronyms

CGA	Consumer Guarantees Act 1993
DIA	Department of Internal Affairs
ERA	Economic Regulation Authority
ESC	Essential Services Commission
FTA	Fair Trading Act 1986
GPS	Government Policy Statement
LTP	Long Term Plan
MAR	Maximum Allowable Revenue
MBIE	Ministry of Business, Innovation and Employment
RAB	Regulatory Asset Base
WACC	Weighted Average Cost of Capital
WICS	Water Industry Commission for Scotland

Part A - Introduction

1 Purpose and Background

What is the purpose and context for this discussion paper?

1. In July 2020, the Government launched the Three Waters Reform Programme – a three-year programme to reform local government service delivery arrangements for drinking water, wastewater, and stormwater services. Through this reform process, it has become clear that the three waters sector is facing significant challenges and will continue to suffer from a series of challenges without necessary action¹. In many parts of the country, communities cannot be confident that their drinking water is safe, that the three waters sector is achieving good environmental outcomes, that population and housing growth can be accommodated, and that climate change and natural hazard risks are being successfully managed.
 2. The Government considers that the reform programme is necessary to overcome these challenges, and because the strategic environment in which water service providers is changing significantly. Specifically:
 - there is a significant body of evidence that New Zealand’s three waters infrastructure is old and increasingly prone to failure, with some estimates putting the national infrastructure deficit between \$120 billion and \$185 billion over the next 30 years²
 - a new drinking water regulatory regime is being introduced to address the failures highlighted in the Government Inquiry into the Havelock North drinking water³
 - a large number of wastewater treatment plants are operating on expired consents which need to be renewed in a resource management system that is less likely to compromise on environmental impacts, such as freshwater contamination
 - there is an increasing need to respond to the impacts of climate change and ensure the resilience of water services
 - community demands for water infrastructure to support economic growth, community housing needs, and broader social development are increasing
-

¹ Department of Internal Affairs. (2021). Transforming the system for delivering three waters services. [www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/\\$file/transforming-the-system-for-delivering-three-waters-services-the-case-for-change-and-summary-of-proposals-30-june-2021.pdf](http://www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/$file/transforming-the-system-for-delivering-three-waters-services-the-case-for-change-and-summary-of-proposals-30-june-2021.pdf)

² Water Industry Commission for Scotland. (2021). Economic Analysis of Water Services Aggregation. [www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/\\$file/wics-final-report-economic-analysis-of-water-services-aggregation.pdf](http://www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/$file/wics-final-report-economic-analysis-of-water-services-aggregation.pdf)

³ The Hawkes Bay District Health Board was notified of 45 hospitalisations linked to the outbreak. Three people who had confirmed campylobacteriosis died. See: Government Inquiry into Havelock North Drinking Water. (2017) Report of the Havelock North Drinking Water Inquiry: Stage 2.

- a number of councils will struggle to meet the emerging costs outlined above while maintaining affordable three waters services.

3. These developments will bring new challenges and significant costs to a sector that has seen relatively little change over the last 30 years.

What are the Government's objectives from the Three Waters Reform process?

4. The Government's objectives from Three Waters Reform are:

- significantly improving safety and quality of drinking water services, and the environmental performance of wastewater and stormwater systems
- ensuring all New Zealanders have equitable access to affordable three waters services
- improving the coordination of resources and unlocking strategic opportunities to consider New Zealand's infrastructure needs at a larger scale
- the need to address the impacts of climate change and ensure the resilience of water services
- moving the supply of three waters services to a more financially sustainable footing, and addressing the affordability and capability challenges faced across the sector and particularly by some small suppliers and councils
- improving transparency and accountability for the delivery and costs of three waters services, including the ability to benchmark the performance of service suppliers.

What is the Government proposing?

5. The Government's starting intention is to reform local government's three waters services into four multi-regional entities that have the scale and capability to both meet the challenges the three waters sector is facing, and deliver on the Government's reform objectives. Other key features of the reforms include:

- Purpose – entities will have a statutory purpose statement to provide safe, reliable and efficient water services.⁴

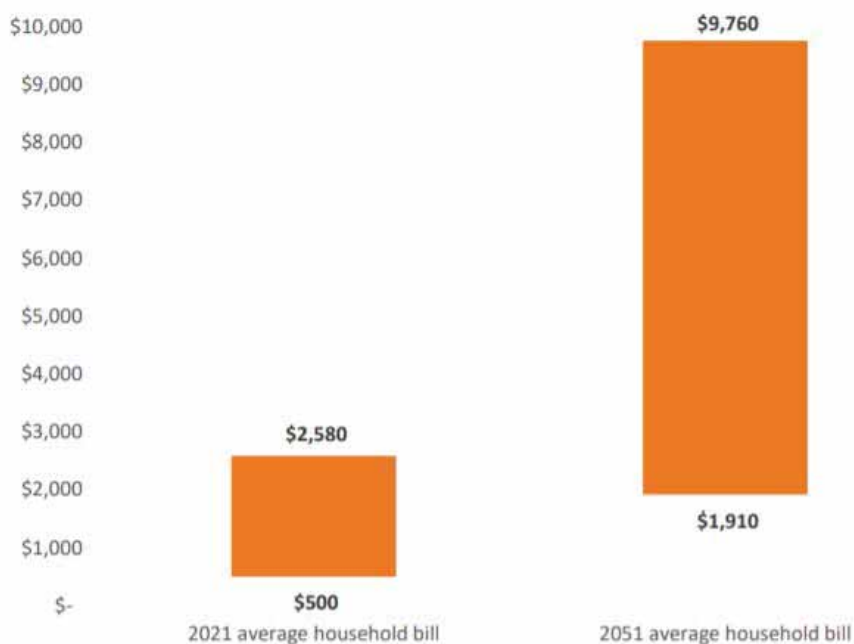
⁴ Flowing from this would be high-level objectives relating to: (i) delivering water services, and related infrastructure, in an efficient and financially sustainable manner; (ii) protecting and promoting public health and the environment; (iii) supporting and enabling housing and urban development; (iv) operating in accordance with best commercial and business practices; (v) acting in the best interests of consumers and communities, in the present and for the future; (vi) giving effect to Te Mana o te Wai (to the extent Te Mana o te Wai applies to the duties and functions of the entities); (vii) delivering and managing water services in a sustainable and resilient manner, which seeks to address climate risks and mitigate the negative effects of natural hazards.

- Public ownership – entities must be publicly owned, with mechanisms to recognise Treaty rights and interests and to put in place barriers to future privatisation.
 - Statutory asset-owning entities – three waters entities designed and established by legislation that have responsibility for all water infrastructure assets currently owned by local authorities.
 - No profit motive – Water Services Entities will not have a profit motive or an ability to pay dividends to shareholders.
 - Competency-based boards – entities will have independent professional governance boards.
 - Balance sheet separation – entities will be structurally separated from local authorities. This is important to allow the entities to borrow funds in order to make good the required investment deficit without the constraint of local authority balance sheets.
6. As part of the Reform proposals, Cabinet has agreed to recognise and provide for iwi/Māori rights and interests in the Reform with a specific focus on service delivery. It is proposed that iwi/Māori will have a greater role in the new Three Waters system, including pathways for enhanced participation by whānau and hapū as these services relate to their Treaty rights and interests.⁵ More information on the wider Three Waters Reform programme can be found at: <https://www.dia.govt.nz/Three-Waters-Reform-Programme> and <https://threewaters.govt.nz/>
7. Modelling by the Water Industry Commission for Scotland (WICS) suggests that New Zealand faces a significant affordability challenge if we try to address these challenges through the existing service delivery arrangements.
8. In rural local authorities, average annual household costs in 2019 ranged from less than \$500 to approximately \$2600 with a median of \$1300. For some small, rural local authorities, average household costs in 2050 could reach as high as \$9,000 in today's dollars and would be unaffordable for many households.
9. For larger provincial and metropolitan local authorities, average annual household bills range from \$600 to \$2550 with a median of \$1120.⁶ By 2050, average annual bills would need to increase by between two and eight times to meet the required investment. Similarly, average household bills across metropolitan local authorities would need to increase by between 1.5 and seven times. In some metropolitan areas, bills could reach between \$1,700 and \$3,500 per annum in today's dollars.

⁵ For more information see www.dia.govt.nz/three-waters-reform-programme-iwi-maori-interests.

⁶ Current costs are not necessarily a good reflection of the true economic costs of service delivery, as evidence suggests many councils do not fully cover economic depreciation through current charges.

Figure 1 – Average NZ annual household bills in 2021 compared with 2051 without reform



Source: Water Industry Commission for Scotland, 2021

10. In other countries that have faced similar issues, economic and consumer protection regulation has played a critical role in delivering better outcomes. In a New Zealand context, economic regulation will have a crucial role to play in driving the level of efficiency that will be required to keep water services affordable for New Zealanders in the face of a significant infrastructure deficit. Recognising this point, on 14 December 2020, Cabinet⁷:
- noted that economic regulation plays a critical role in protecting consumer interests providing high-quality performance information that supports other important players in the three waters system
 - agreed in principle, subject to further reports to Cabinet, that an economic regulation regime will be employed in a reformed New Zealand three waters sector
 - noted that, all else being equal, economic regulation will be able to provide greater and more effective oversight, the smaller the number of regulated water services entities
 - agreed in principle, subject to further reports to Cabinet, that an information disclosure regime that allows the performance of entities to be compared will apply, at a minimum, to a substantively reformed three waters sector

⁷ Office of the Minister of Local Government. (14 December 2020). CAB-20-MIN-0521.01 Minute: Progressing the Three Waters Service Delivery Reforms.

www.mpd.govt.nz/component/fileman/file/CouncilDocuments/MinutesAndAgendas/AuditRiskCommittee/2021/Progressing-the-Three-Waters-Service-Delivery-Reforms-Dec-2020-Cabinet-paper-and-minute.pdf

- noted that whether or not stronger forms of economic regulation, such as price-quality regulation, should also be employed will depend on the number of reformed water services entities and their governance arrangements.

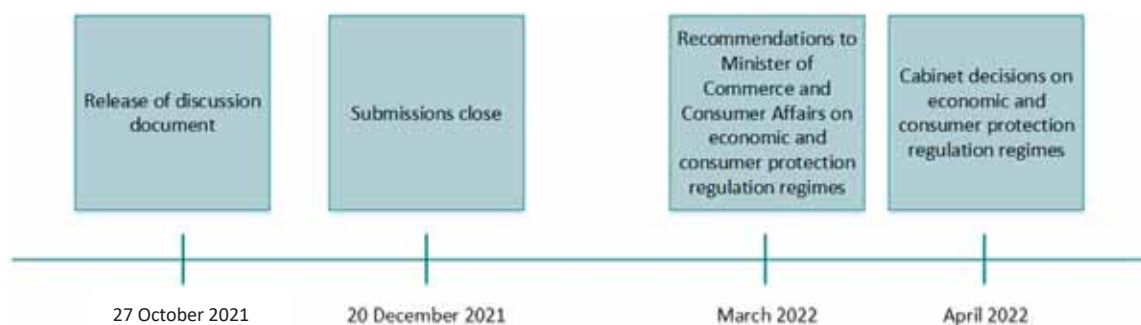
What does this discussion paper do?

11. This discussion paper outlines the Government’s preliminary policy positions on the key policy decisions for the economic regulation and consumer protection regulatory regimes in the three waters sector, and seeks public feedback.
12. Within the overarching objectives of the Three Waters Reform, we consider that the economic and consumer protection regulation regimes should:
 - have the promotion of consumer interests as the paramount objective
 - promote the delivery of efficient, effective, and innovative three waters infrastructure consistent with the paramount consumer interests objective
 - deliver approaches to regulation that are consumer centric, transparent, predictable, timely, and sufficiently flexible to promote durability over time
 - provide appropriate levels of regulatory accountability and independence while ensuring that the broader three waters regulator system, that includes agencies like Taumata Arowai, is strategically and operationally coherent and delivers the Government objectives.
13. Inevitably, trade-offs will be required over time between some of the objectives above, but the interests of consumers should be paramount.

Process and timeline

14. Submissions close on 20 December 2021 with advice due to be provided to the Minister of Commerce and Consumer Affairs and Cabinet in the first half of 2022 as per the timeline set out in Figure 2 below.

Figure 2 – consultation and policy timeline



Part B –Economic Regulation

2 What is economic regulation?

What is economic regulation and what does it try to achieve?

- 15.** Economic regulation refers to the use of regulation to protect consumers from the problems that can occur in markets with little or no competition, including where businesses have a large amount of market power. Competition law and policy are based on the idea that the most effective way to achieve long-term consumer welfare is through market forces that incentivise businesses to supply goods and services of a price and quality that consumers demand. However, there are some industries where there is not enough competition to achieve these outcomes, so economic regulation is required.⁸
- 16.** Consumer interests are protected through economic regulation that changes the incentives faced by businesses, so that businesses behave in a manner similar to what might be seen in a more competitive market. Economic regulation often does this by:
- requiring businesses to disclose certain information about their performance and operations, with the idea being that transparency makes businesses more accountable for their stakeholders
 - directly regulating the price and quality of services to ensure consumers are receiving efficient, innovative, and high quality services.

What is a natural monopoly?

- 17.** Natural monopolies can be present in markets with high fixed costs that act as a barrier to entry such as electricity, gas, airports, telecommunications, and water. For example in the water sector, it would be very expensive for a new supplier to enter the market and build a new water network that operates in competition with a local authority owned network, so it is more efficient for there to be only one supplier.
- 18.** In the absence of economic regulation, sectors with strong natural monopoly characteristics tend to have:
- higher prices and/or lower outputs and/or a quality of output that does not reflect consumer demands (i.e. low allocative efficiency)⁹

⁸ Examples include the electricity, gas and telecommunications sectors.

⁹ Allocative efficiency occurs when consumers pay a market price that reflects the private marginal cost of production to the business supplying the good or service, ie where the demand and supply curves for a good or service intersect.

- low elasticity of demand (i.e. significant price increases have relatively little impact on overall demand), because consumers face no choice but to pay for utility services such as electricity and water, regardless of the price
- lower levels of productive efficiency (where a supplier produces the maximum possible outputs from a given level of inputs) and dynamic efficiency (the levels of innovation and technological progress of a producer)
- higher levels of X-inefficiency (the inability or unwillingness of a supplier to minimise the costs of production) compared to markets with workable levels of competition.¹⁰

Does consumer involvement in the governance of entities alleviate the need for economic regulation?

- 19.** As a general rule, consumer involvement in the governance of natural monopoly suppliers reduces the potential for the supplier to deliver poor outcomes for consumers. However, there is a wide range of research that suggests that organisations often face political, cultural, financial and other motivations that mean they do not always perform in ways that are aligned with the stated objectives of their governing bodies. Some research suggests that these issues tend to get more problematic as organisations get larger. So while consumer involvement in the governance of natural monopolies is generally seen as having benefits, it is best seen as a complement rather than a substitute for economic regulation.

What benefits does economic regulation provide, and how do these contribute to the Government's objectives?

- 20.** At their heart, almost all of the Government's reform objectives are about delivering better outcomes for New Zealand consumers. Economic regulation shares the same objective – its purpose is to advance the long-term interests of consumers by:
- ensuring suppliers deliver innovative and high quality services that reflect consumer demands
 - restricting the ability of suppliers to earn profits in excess of what might be expected in a workably competitive market
 - incentivising suppliers to improve efficiency and share efficiency gains with consumers, including through transparent and cost efficient prices
 - providing consumers with information on the relative performance of their supplier so they are well informed and able hold suppliers to account through their consumer engagement activities.

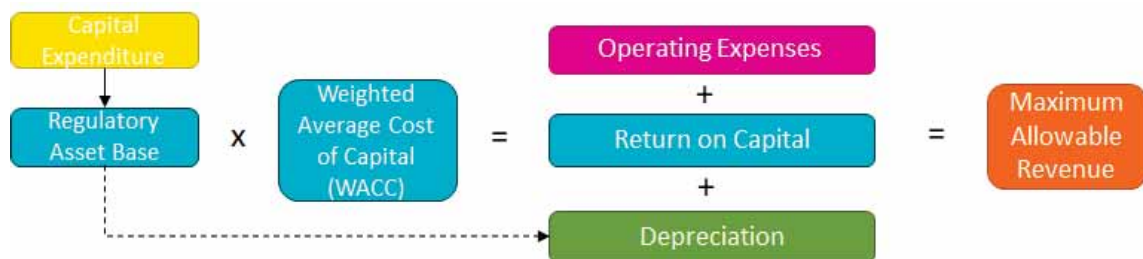
¹⁰ Workable competition is a notion which arises from the observation that since perfect competition does not exist, theories based on it do not provide reliable guides for competition policy.

21. These objectives are usually achieved by a combination of regulatory tools that control the price and quality of services delivered by natural monopoly businesses, and/or benchmark the relative performance of different monopoly suppliers. These regulatory tools are typically administered by an economic regulator whose role is to protect and promote the long-term interests of consumers.

What is price-quality regulation?

22. Price-quality regulation refers to regulatory tools that cap the maximum allowable revenue of a monopoly supplier, subject to a set of minimum quality standards (e.g. the frequency and duration of interruptions, water leakage, customer service expectations etc.). Capping maximum allowable revenue is often achieved by summing costs, represented as 'building blocks' together to give a regulated maximum allowable revenue in a given year. Figure 3 below provides a simplified version of this building blocks model to illustrate the concept.

Figure 3 – Building Blocks Model for Calculating Regulated Maximum Allowable Revenue¹¹



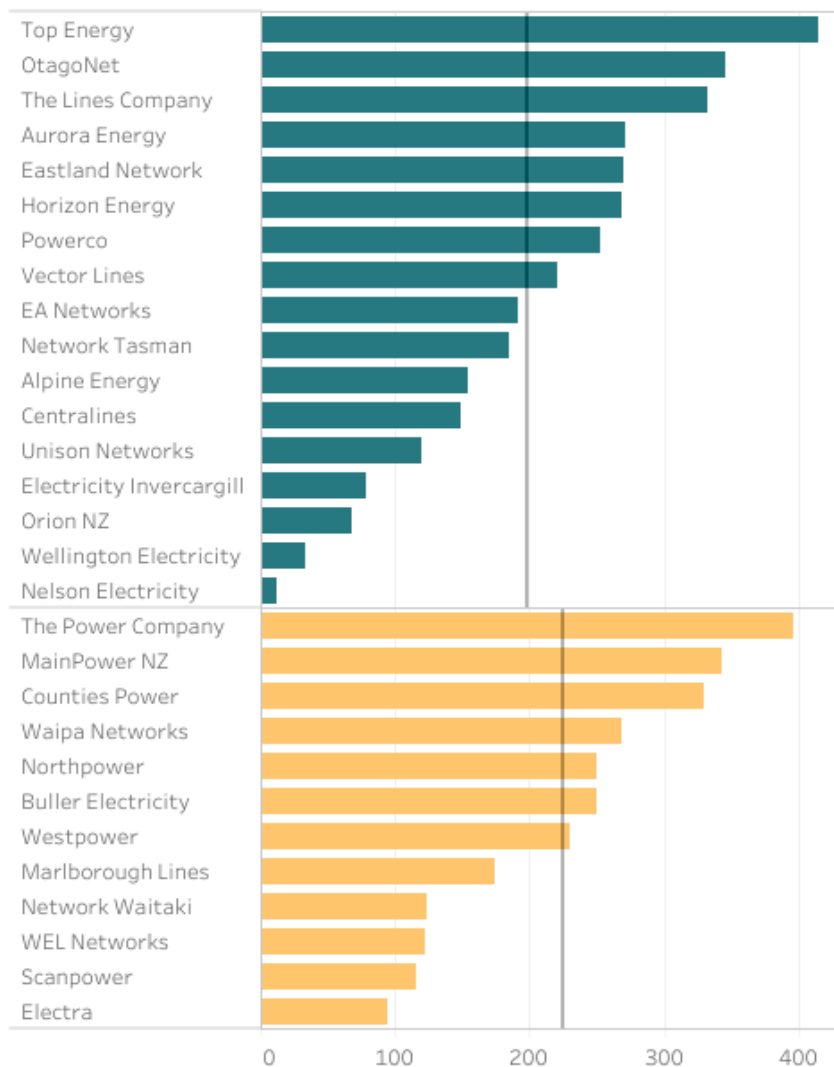
23. Internationally, price-quality regulation is usually employed in regulatory cycles spanning four to six years. For each year of the regulatory cycle, the economic regulator will set the maximum allowable revenue and minimum quality levels to form what is known as the 'price-quality path'. Economic regulators around the world take a broad range of approaches to setting price-quality paths depending on things like industry structure, legislative objectives and requirements, and the desire for consumer participation in setting price-quality paths.
24. In setting price-quality paths, economic regulators put consumer interests at the heart of their decision making. For example, if a price-quality path involves investment requirements that could result in a significant price shock for consumers, the regulator may employ glide paths or other tools that seek to smooth any potential adverse consumer welfare impacts over a longer period of time. In New Zealand, we have tended to employ what is termed individual (or customised) price-quality regulation for sectors with few firms (e.g. electricity transmission, fixed line telecommunications) and low-cost default price-quality regulation in sectors with a larger number of firms where individual price-quality regulation is likely to involve unreasonable administrative and/or compliance costs (e.g. electricity distribution).

¹¹ The regulatory asset base (RAB) is the value of assets required and used to provide regulated services. The weighted average cost of capital (WACC) is an estimate of the cost an efficient business in the sector would be expected to pay for the capital (debt and equity) used to finance its assets, weighted by the proportion of each component.

What is information disclosure regulation?

25. Information disclosure regulation is commonly used alongside price-quality regulation to collect the information necessary to set efficient price-quality paths in addition to providing consumers and other interested parties with the ability to compare the relative performance of monopoly suppliers over time. However, information disclosure can also be used by itself to shine a light on the performance of regulated suppliers, and to incentivise better performance over time by benchmarking regulated suppliers against each other. An example of the kinds of benchmarking that an information disclosure regime can provide is shown in figure 4.
26. Specifically, figure 4 shows the total duration of electricity network interruptions in minutes for the year to 31 March 2020 across all 29 of New Zealand’s electricity distribution businesses. Price-quality regulated distributors are shown in the ■ coloured bars while distributors subject solely to information disclosure regulation (generally smaller businesses with fewer than 100,000 consumers that are community owned) are shown in the ■ coloured bars.

Figure 4 – Comparative performance of electricity distribution businesses’ duration of interruption for the year to 31 March 2020



Are there other forms of economic regulation that could be employed for New Zealand's Three Waters Sector?

27. While price-quality regulation and information disclosure regulation are the most commonly used economic regulation approaches applied to monopoly suppliers around the world, it is also possible to put in place 'quality only' regulation.
28. This form of economic regulation involves applying minimum quality standards (e.g. frequency and duration of network interruptions, leakage customer service expectations) without an accompanying price path. This form of economic regulation is arguably most appropriate when: (i) regulated suppliers have limited ability or incentive to charge excessive prices; and (ii) there are strong internal drivers to improve efficiency over time (e.g. a strong ability for consumers to directly influence and drive efficiency improvements).

What does economic regulation cost, and who ultimately pays?

29. Economic regulation involves two broad types of costs:
 - costs incurred by the economic regulator in administering the regime for the long-term benefit of consumers
 - compliance costs incurred by regulated suppliers in meeting the requirements set down by the economic regulator.
30. Administrative costs incurred by the regulator are generally recovered by Government from regulated suppliers via a levy. However, these administrative costs are usually incorporated into the price-quality path as an expense that is able to be 'passed through' to consumers. Approximate administrative costs for a water economic regime are discussed in detail Chapter 7 of this document, but are likely to be approximately \$10m per year. For comparison, economic regulation regimes in New Zealand's electricity and telecommunications sectors range from approximately \$8m to \$10m per year. In general, economic regulation costs increase as the scope of the regime and the number of firms being regulated increases.
31. Compliance costs incurred by regulated suppliers are more difficult to quantify as they tend to spread across suppliers' cost bases as a general cost of delivering services to consumers. As such, it is likely that they are met by some combination of the supplier's shareholders and consumers. The fact that consumers end up bearing a significant portion of the costs of any economic regulation regime means that care is required to ensure that any economic regulation regime is designed in a way that provides net benefits to consumers.

Why hasn't the three waters sector been economically regulated to date?

32. While the New Zealand three waters sector has strong natural monopoly characteristics, it has not been subject to economic regulation to date. This is likely because attempting to regulate a three waters sector involving 67 councils would be more likely to delivery net costs rather than net benefits to consumers, and society more generally.

3 Is there a case for economic regulation, and if so, which services or entities should be regulated?

Is there a strong case for the economic regulation of water services?

- 33.** The Government's Three Waters Reform process has revealed a range of problems that can be substantially or partially attributed to issues with natural monopolies that economic regulation regimes are often used to address:
- quality of service that does not reflect consumer demands, particularly in areas related to environmental outcomes, public health,¹² and the impacts of climate change
 - long-term underinvestment in three waters infrastructure, including issues associated with depreciation flows from three waters infrastructure being used for other purposes
 - inefficient pricing practices and a lack of transparency around the costs of delivering three waters services
 - concerns about the capability and capacity of the three waters sector to be able to deal with increasing Government and community expectations associated three waters infrastructure.
- 34.** All of these issues raise significant questions about whether three waters infrastructure is being operated in line with the best long-term interests of consumers. These issues and questions are not unique to New Zealand. Almost all developed countries have experienced similar issues and have implemented service delivery and economic regulation reforms to achieve similar objectives to those that the Government's Three Waters Reform is seeking.¹³
- 35.** While the scale of the four Water Services Entities should significantly increase their likelihood of delivering these objectives, there is a flip-side risk that the entities become less responsive to consumer and community needs as a result of their increased scale and expanding range of stakeholders. The Government is alert to this risk and has proposed a range of governance and consumer voice protections to mitigate the risk. However, economic regulation provides a strong and complementary regulatory backstop.
- 36.** Pulling all these different threads together, the Government's view is that there is a strong case for economic regulation of the three waters infrastructure currently operated by local authorities. The remainder of this chapter explores the appropriate boundaries of the economic regulation regime.

¹² For example, see www.dia.govt.nz/Government-Inquiry-into-Havelock-North-Drinking-Water

¹³ For a survey of international approaches, see: OECD. (2015). The Governance of Water Regulators. www.oecd.org/gov/regulatory-policy/the-governance-of-water-regulators-9789264231092-en.htm

37. In coming to this position, we acknowledge that some stakeholders may consider that the absence of a profit motive, their inability to pay a dividend, and a proposed legislative objective of acting in the best interests of consumers and communities reduce some of the traditional arguments for economic regulation. However, the findings of the Government's Three Waters Reform suggest that the absence of a profit motive for councils and their obligations to promote the social, economic environmental and cultural well-being of communities have not been sufficient to ensure the delivery of efficient and effective three water services to New Zealanders.
38. The Government's strong focus on improving the affordability and quality of waters, the potential for significant free cash flows due to the inability to pay a dividend, and the absence of normal capital market disciplines are also relevant considerations in coming to this judgement.

1

What are your views on whether there is a case for the economic regulation of three waters infrastructure in New Zealand?

Should economic regulation be applied to all three waters, or just drinking water and wastewater?

39. Once the case for economic regulation has been established, one of the first follow-on questions is to determine what services should be regulated. The key question in this area is whether the stormwater networks operated by local authorities should also be economically regulated, and if so, to what extent.¹⁴
40. While stormwater networks play a critical role in delivering high quality environmental, economic and social outcomes, they have very different physical and economic characteristics to drinking water and wastewater networks. From a physical perspective, stormwater systems are often integrated into roading networks and the overall topography of an area in a way that can make them difficult to identify or separate out, e.g. a natural gully or valley can actually form part of a stormwater network. From an economic perspective, stormwater networks have substantive public good elements that would make it difficult to identify and charge the 'consumers' who benefit from the network if it were operating in a competitive market.
41. These issues are well known to local and other authorities who have a role in operating stormwater networks. For example, local authorities already have registers of their respective stormwater assets that they are responsible for operating and maintaining. Local authorities generally recover the costs of operating stormwater networks via a fixed charge that is recovered through property rates. These fixed charges can be separated out on a ratepayers bill or included as part of other rateable charges (e.g. as part of an urban amenity or roading charge).

¹⁴ Not including stormwater services and infrastructure related to local authorities role as road-controlling authorities. Public (eg schools and hospitals) and private stormwater networks that connect to stormwater networks operated by local authorities would also fall outside the scope of any economic regulation regime.

42. For their part, economic regulators typically use the same kind of building blocks model outlined in Chapter 2 to calculate the total amount of revenue that is required for the regulated supplier to earn a fair return over the life of the stormwater asset. Water service suppliers are then able to calculate annual service charges that are within the overall price-quality path set by the economic regulator.
43. Because regulatory and pricing models generally focus on regulating assets that are owned by a regulated supplier, issues can arise where stormwater flows over land or through assets owned by other parties. Examples of this occur where stormwater flows into channelling that is owned by Waka Kotahi or councils as part of their roles as roading control authorities, or through a natural valley that is part of a council reserve. A degree of pragmatism is required to come up with workable approaches to economically regulating stormwater networks that span multiple owners.
44. Our starting point is that:
- Stormwater assets that are owned and operated by councils or NZTA as part of their role as roading control authorities would sit outside the economic regulation regime and be funded from traditional roading funding sources (e.g. the National Land Transport Fund or council roading charges).
 - Stormwater assets that are operated or maintained by Water Services Entities but owned by other parties (e.g. mowing/maintaining swales that run through council reserves/parks) will not be economically regulated, but the operating costs of maintaining these assets may be expensed as if they were owned by the Water Services Entity.
 - Where stormwater network specific assets are attached to assets owned by another party (e.g. treatment devices attached to roading assets), these assets will be economically regulated.
45. These kind of arrangements may be the subject of some form of service level agreement between the water services entity and relevant roading control authority or other land/asset owners.
46. Internationally, whether or not stormwater networks are economically regulated appears to hinge on the structure of the water sector, the desire for comprehensive performance improvement across the water sector, and overall regulatory coherence. Where stormwater networks are operated alongside drinking water and wastewater networks, they tend to be economically regulated because this is in the best interests of consumers and provides a more cohesive regulatory regime.
47. Including stormwater in the economic regulation regime also avoids the complexity and compliance costs that arise from having regulated and unregulated services operated by the same supplier. In particular, it avoids the cost allocation issues that can arise from needing to allocate common costs between the regulated and unregulated business operations.

48. Our preliminary view is that stormwater networks should be economically regulated, but recognise that the benefits and costs of doing so are likely to be more finely balanced than they are for drinking water and wastewater networks.

2

What are your views on whether the stormwater networks that are currently operated by local authorities should be economically regulated, alongside drinking water and wastewater?

Which suppliers should economic regulation apply to?

49. Once the services to be regulated have been determined, the next question is to determine who should be economically regulated. Most economic regulatory regimes achieve this by specifying either the services that are to be regulated and then regulating all entities who supply those service, or specifying the entities that are to be regulated in primary legislation or another regulatory instrument.
50. The Government's Three Waters Reform will result in four new statutory Water Services Entities serving approximately 4.3 million New Zealanders (approximately 85% of the population).¹⁵ These entities will provide drinking water, waste water, and storm water services.
51. While the Government's Three Waters Reform Programme is focussed on three waters infrastructure operated by local authorities, aspects of the reforms will apply to small community or privately owned water infrastructure, such as provisions of the Water Services Bill and regulation by Taumata Arowai. It is estimated that around 15% of the population will continue to be served by small community or private schemes, or through self-supply.
52. Exact numbers of these community, private and self-supply schemes at a particular point in time are difficult to identify. For drinking water, the best estimates are based on the information available from Ministry of Health's 2019 Drinking Water Register and are shown below in Table 1. However, a recent study for Taumata Arowai suggested that there could be between 75,000 and 130,000 unregistered drinking water suppliers.¹⁶

¹⁵ Local Authorities advised that 4,344,966 people were connected to their networks as part of the Request for Information process run by the Department of Internal Affairs in early 2021. Statistics NZ estimated the total population at 30 December 2020 as 5,112,300. For comparison, the Water New Zealand 2019-20 National Performance Review estimated that 17.7% of residential properties were not serviced by a local authority operated drinking water scheme (see Table 3 below).

¹⁶ BECA. (2021). Small Drinking Water Supplier Analysis – Report.

53. Information about the number of waste water schemes is more difficult to come by. Data from the Water New Zealand National Performance Review suggests that there are around 220 local authority operated schemes if the number of waste water treatment plants is used as a proxy for the number of waste water schemes (see Table 2 below). Water New Zealand estimates that there are approximately 326,000 (or 20.1% of) residential properties that are not connected to a wastewater scheme (see Table 3). Almost all of these are likely to be self-suppliers who utilise septic tanks or other similar localised arrangements.
54. The number of storm water schemes are even more difficult to specify because these networks are often integrated with roading infrastructure, and can use natural topography to direct storm water away from sensitive areas, i.e. stormwater schemes may not have easily identifiable infrastructure than can be easily surveyed. A large proportion of the population are likely to use sumps or 'run of the land' solutions to stormwater flows.

Table 1 – Drinking water supply schemes

	NETWORK SCHEME SUPPLYING MORE THAN 500 PEOPLE	NETWORK SCHEME SUPPLYING BETWEEN 25 AND 500 PEOPLE	NETWORK SCHEME SUPPLYING FEWER THAN 25 PEOPLE	COMMERCIAL OR PUBLIC PROPERTY OWNERS WHO SUPPLY THEIR OWN DRINKING WATER	PRIVATE SELF-SUPPLIERS
TO BE OPERATED BY NEW WATER SERVICES ENTITY	357	212	1,130 to 5,650	~ 920	Precise number unknown, but in the hundreds of thousands
COMMUNITY/PRIVATELY OPERATED	14	211			

Table 2 – Three Waters Assets Under Local Authority Management

	WATER	WASTEWATER	STORMWATER	TOTAL
LENGTH OF NETWORK (KM)	43,062	27,057	17,989	88,108
NUMBER OF PUMP STATIONS	749	3,014	260	4,023
NUMBER OF TREATMENT PLANTS	349	222	-	573
TREATMENT PLANT VALUE	\$2,599,175,885	\$3,335,819,563	-	\$5,934,995,448
OTHER NETWORK VALUE	\$10,732,824,380	\$14,360,797,968	\$11,993,223,393	\$37,086,845,750
TOTAL ASSET VALUE	\$13,332,000,273	\$17,696,617,531	\$11,993,223,393	\$43,021,841,198

Source: Water New Zealand 2019-2020 National Performance Review¹⁷

¹⁷ Excludes Buller District Council, Carterton District Council, Central Hawkes Bay District Council, Far North District Council, Gisborne District Council, Grey District Council, Hurunui District Council, Kaikoura District Council, Kaipara District Council, Kawerau District Council, Matamata-Piako District Council, Nelson City

Table 3 – Connections to Drinking and Wastewater Networks

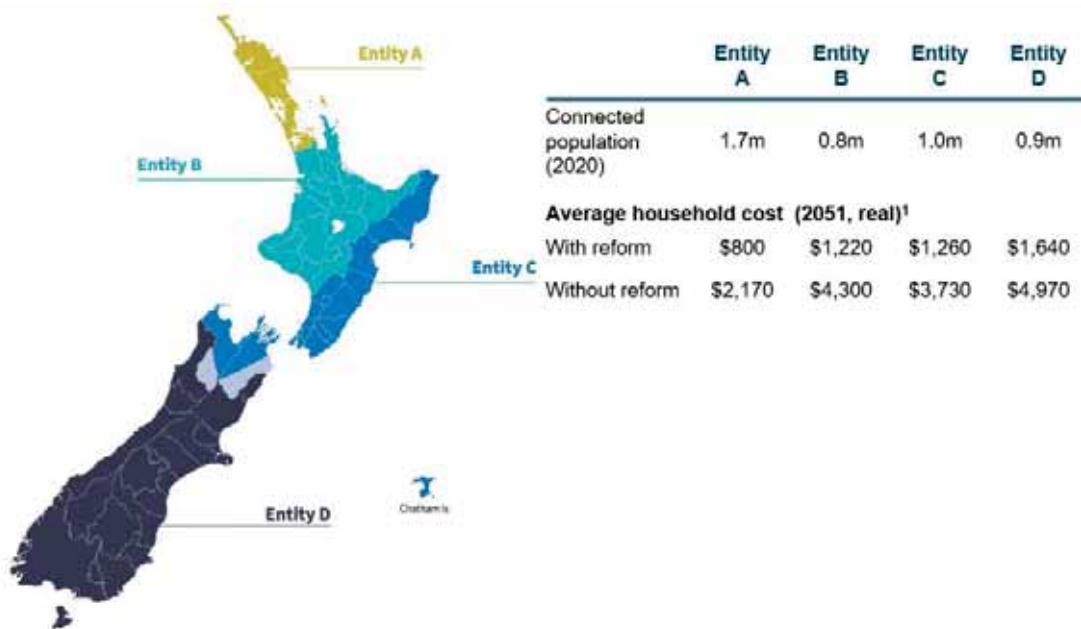
	DRINKING WATER	WASTEWATER	STORMWATER
SERVICED POPULATION	3,978,320	3,962,340	3,829,040
RESIDENTIAL PROPERTIES SERVICED	1,337,602 (82.3%)	1,299,439 (79.9%)	1,377,301
NON-RESIDENTIAL PROPERTIES SERVICED	122,798	108,338	129,049

Source: Water New Zealand 2019-2020 National Performance Review

Should Water Services Entities be economically regulated?

55. The Government's three water reforms have been designed to result in new Water Services Entities that have sufficient scale to be able to affordably address the infrastructure deficit, and generally deliver better outcomes for consumers. Each of the four Water Services Entities will serve populations of between 800,000 to 1,700,000 consumers and maintain the strong natural monopoly characteristics that are present in the current service delivery arrangements.

Figure 5 – Proposed Water Services Entities

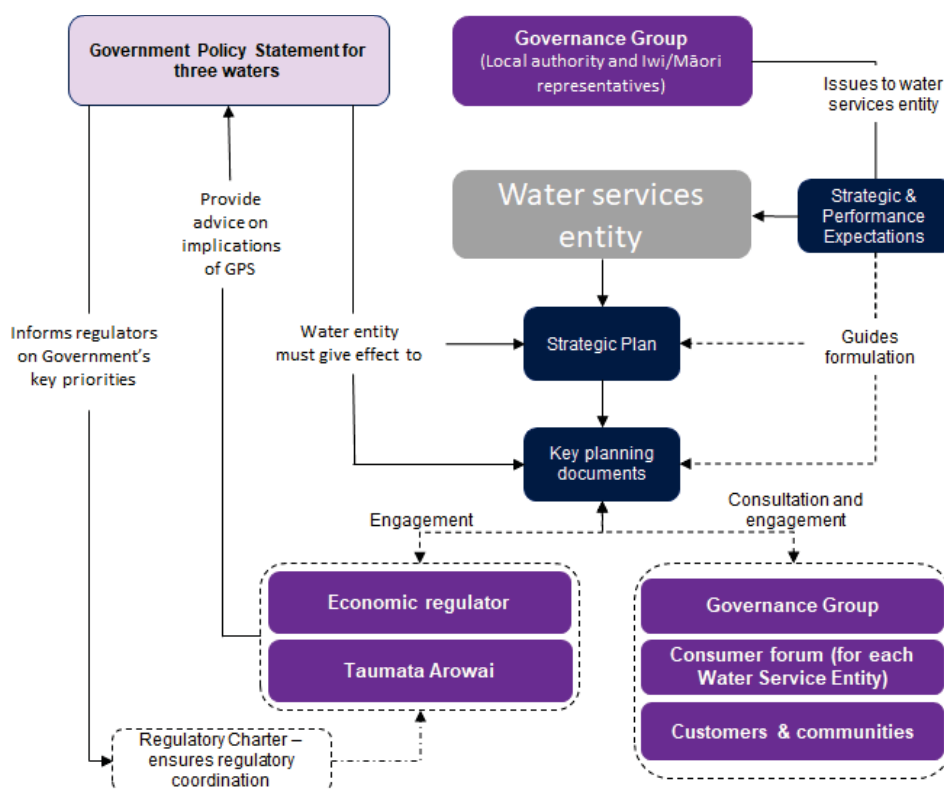


Council, Ōpōtiki District Council, Ōtorohanga District Council, Ruapehu District Council, South Taranaki District Council, Waikato District Council, Waimate District Council, Wairoa District Council, Waitaki District Council, Waitomo District Council, and Westland District Council.

56. The Government has established governance arrangements to reduce the risks of entities becoming less responsive to community needs. The proposed governance arrangements for the Water Services Entities are set out in Figure 6 below, and obligations on each of the Water Services Entities to:¹⁸

- establish consumer fora to act as a key vehicle for consumer views to be heard on issues such as price-quality trade-offs
- engage with the wider community in the development of key strategic documents such as the Statement of Intent, Asset Management Plan, and Funding and Pricing Plan.

Figure 6 – Proposed governance arrangements for Water Services Entities



57. While the governance arrangements and consumer engagement requirements will ensure that consumer voices are heard by the entities, the scale of the entities and the absence of competition means there are still significant risks that the entities do not act in the long-term interests of consumers.

¹⁸ For more information on the proposed governance arrangements see Office of the Minister of Local Government. (14 June 2021). Cabinet Paper: Designing the New Water Service Delivery Entities: Paper Two. [www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/\\$file/cabinet-paper-two-and-minute-designing-the-new-three-waters-service-delivery-entities-30-june-2021.002.pdf](http://www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/$file/cabinet-paper-two-and-minute-designing-the-new-three-waters-service-delivery-entities-30-june-2021.002.pdf)

58. One area that is pivotal to the Government achieving its Three Waters Reform objectives is the delivery of significant efficiency gains over time. Overseas experience suggests that economic regulation has played a critical role in driving efficiency gains that are able to be shared with consumers via lower prices and improved quality of service, compared to the prices and quality consumers experience in the absence of regulation.

3

What are your views on whether the four statutory Water Services Entities should be economically regulated?

Should other water service providers be economically regulated?

59. Given that the purpose of economic regulation is to promote the interests of consumers, other water service providers such as private schemes, community schemes, and self-suppliers should only be economically regulated if the benefits of economic regulation exceed the costs.
60. Coming to a view on whether economic regulation is likely to result in net benefits or net costs requires consideration of the:
- administrative and compliance costs involved in economic regulation. International and New Zealand experience suggests that it is unlikely to be economically viable to regulate small entities, particularly entities that service fewer than 10,000 water consumers
 - ability of consumers to influence the strategic direction, investment intentions, prices, and quality of service of a supplier
 - the overall efficacy of the economic regulation regime. In general, economic regulation regimes are more effective the smaller the number of firms that are regulated. Most economic regulation regimes apply to fewer than 15 suppliers.¹⁹
61. Of particular relevance to the above assessment is that there are:
- no private or community drinking water schemes that serve more than 10,000 consumers that would fall outside the coverage of the new Water Services Entities
 - only two private/community drinking water schemes that service between 5,001 and 10,000 consumers. These two schemes belong to Massey University and Christchurch International Airport Limited and are perhaps better described as self-suppliers given that they are highly unlikely to provide drinking water to downstream consumers,²⁰

¹⁹ New Zealand's regulation of electricity distribution businesses is an outlier in this regard as it subjects 17 suppliers to price-quality regulation and information disclosure regulation, and a further 12 suppliers to information disclosure regulation only.

²⁰ Register of Drinking Water Suppliers for New Zealand, 2019 edition. Retrieved on 12 May 2021: www.esr.cri.nz/assets/Uploads/RegisterOfSuppliers-PartOne-NetSupplies-2019a.pdf

- only eight private/community drinking water schemes that service between 501 and 5000 consumers. Of these eight, five are New Zealand Defence Force bases with the other three being in Opaki in the Wairarapa, Doubtless Bay in Northland, and Milford Sound in Fiordland.
- 62.** It would be difficult to justify the heavy compliance burden if of applying economic regulation to small private suppliers like marae or small community suppliers servicing fewer than, say, 100 people on a regular basis. These suppliers are unlikely to be capable of complying with economic regulatory obligations, and any benefits from applying economic regulation would likely be small given the owners and consumers are likely to be the same people.
- 63.** Putting all of these factors together, our view is that the application of economic regulation should be restricted to the new Water Services Entities and not apply to community schemes, private schemes, or self-suppliers.

4

What are your views on whether economic regulation should apply to community schemes, private schemes, or self-suppliers? Please explain the reasons for your views.

4 What form of economic regulation should apply?

What form of economic regulation should apply to Water Services Entities?

64. One of the most critical regulatory design questions for the new economic regulation regime will be what form of economic regulation should be applied to regulated suppliers.

Should information disclosure regulation be applied to Water Services Entities?

65. Information disclosure is generally seen as a minimum requirement for suppliers with strong natural monopoly characteristics because it provides a relatively low cost way of shining a light on the relative performance of regulated suppliers. Information disclosure regulation generally requires:

- regulated suppliers to publicly disclose information in accordance with the information disclosure requirements set by the economic regulator
- the economic regulator to publish a summary and analysis of the disclosed information to promote greater understanding of the performance of individual regulated suppliers, their relative performance, and the changes in performance over time.

66. Consumers and other interested stakeholders are then able to use this information in their engagements with the supplier and relevant regulatory agencies to influence the strategic direction and performance of suppliers over time.

67. Additionally, information disclosure also provides valuable information to:

- owners/governors of the business (including local government and Iwi) to allow them to assess the performance of the business and its board
- regulatory and policy agencies to support them in assessing whether suppliers and the overarching regulatory systems are achieving key objectives
- the economic regulator to use in setting any price-quality paths that are required.

68. Given the strong natural monopoly characteristics in the three waters sector and the Government's reform objectives, the Government's view is therefore that information disclosure should apply to Water Services Entities at a minimum.²¹

5

What are your views on whether the Water Services Entities should be subject to information disclosure regulation?

²¹ www.mpdc.govt.nz/component/fileman/file/CouncilDocuments/MinutesAndAgendas/AuditRiskCommittee/2021/Progressing-the-Three-Waters-Service-Delivery-Reforms-Dec-2020-Cabinet-paper-and-minute.pdf

Should price-quality regulation be applied to Water Services Entities?

- 69.** If information disclosure provides a base level of regulation to promote the long-term interest of consumers, the next logical question to ask is whether stronger forms of economic regulation are desirable or required alongside information disclosure. Price-quality regulation is often employed where suppliers have strong natural monopoly characteristics and one or more of the following apply:
- suppliers have the ability and incentive to higher prices, or provide lower quality services, than would be possible in a workably competitive market
 - the governance arrangements of the supplier are complex, do not involve a significant overlap between owners and consumers, or there are questions about the incentives of the supplier to be responsive to consumer demands
 - suppliers are not subject to normal governance and capital market disciplines that promote efficiency
 - suppliers are of sufficient scale to be able to bear the administrative and compliance costs that come with an economic regulation regime
 - the consequences of poor supplier performance are likely to be large for consumers
 - there is a strong emphasis on improving the efficiency and effectiveness/quality of services delivered by regulated suppliers over time.
- 70.** Based on the Government objectives outlined in Chapter 2 and the proposed governance arrangements in Chapter 3, all but one of the above criteria appear to apply to the New Zealand three waters sector. On this basis, our preliminary view is that Water Services Entities should be subject to price-quality regulation.
- 71.** Some of the arguments against applying economic regulation to the three waters sector (outlined in paragraphs 37 and 38 above) are also relevant in considering whether price-quality regulation should apply. For example, some stakeholders may consider that the absence of a profit motive and usual capital markets disciplines, and the potential for significant free cash flows due to the inability to pay a dividend, weaken the argument in favour of price-quality regulation in the water sector.
- 72.** The lack of profit motive for councils does not appear to have been sufficient to ensure New Zealanders receive high-quality, affordable water services, or that water infrastructure is managed efficiently. Overseas experience regulating water services, as well as domestic experience regulating other utilities, suggest that price-quality regulation is a highly effective tool in attaining the sorts of outcomes the Three Waters Reform aims to achieve, i.e. incentivising suppliers to provide affordable, high-quality water services. In particular, price-quality regulation often plays a crucial role in driving economic efficiency within regulated suppliers to ensure that water services are as affordable as possible for consumers.

73. However, if price-quality regulation was seen as being unnecessary and/or too heavy handed, alternative approaches could include:
- using the proposed Government Policy Statement power and entity governance arrangements to provide a strong focus on efficiency and affordability within Water Services Entities
 - subjecting Water Services Entities to information disclosure (or information disclosure combined with quality only regulation) for a period of 3 to 5 years. After this period, the economic regulator would be required to provide a statutory report back on whether this form of regulation had been delivering outcomes in the best interests of consumers, as well as whether other, stronger forms of regulation such as price-quality regulation may be desirable.

6

What are your views on whether Water Services Entities should be subject to price-quality regulation in addition to information disclosure regulation?

If price-quality regulation is to be employed, should it take a low-cost generic form or be tailored to individual suppliers?

74. As outlined in Chapter 2, price-quality regulation in New Zealand has tended to employ one of two forms:
- individual price-quality regulation for sectors with a few large suppliers (e.g. electricity transmission, fixed line telecommunications)
 - lower-cost generic or 'default' price-quality regulation in sectors with a larger number of suppliers where individual price-quality regulation is likely to involve unreasonable administrative and/or compliance costs (e.g. electricity distribution where there are 17 suppliers subject to price-quality regulation).
75. Individual price-quality regulation is more commonly used in other jurisdictions around the world. This is largely because it is generally unusual to have large numbers of geographic natural monopoly suppliers. Another key reason for this preference is because individual price-quality regulation allows the economic regulator to apply more tailored scrutiny to individual businesses. Depending on the legislative framework, individual price-quality regulation can allow the economic regulator to set detailed efficiency targets or challenges that reflect both the underlying and relative productivity levels of individual suppliers.
76. Combining the strong objectives that the government has around service quality and affordability, and the reformed three waters sector comprising four large Water Services Entities, our view is that individual price-quality regulation is the most appropriate form of price-quality regulation.

7

What are your views on the appropriateness of applying individual price-quality regulation to the Water Services Entities?

If price-quality regulation is to be employed, how should it be implemented?

77. To be effective, price-quality regulation requires high quality information on the assets, costs and quality of service provided by regulated suppliers. While the majority of the sector has demonstrated a commitment to the compilation of performance information over time,²² the Three Waters Reform Programme has found that the scope and quality of the available information is not currently at the level that would be required to implement an effective economic regulation regime. In particular, not all local authorities have participated in the information surveys that have been done to date, and the way that information has been reported is not consistent across authorities as there are limited independent audit and verification processes.
78. The absence of complete, consistent, and accurate information on three waters assets operated by local authorities is likely to be a significant impediment to the successful implementation of an economic regulation regime from 1 July 2024 when the new Water Services Entities are scheduled to begin operating. Implementing new price quality paths from this date will be particularly difficult.
79. While there may be work that can be undertaken to improve the quality of information through the transition to the new entities, this would need to be undertaken at a time when local authority and transition agency staff will be extremely busy managing a range of competing demands to establish the new entities.
80. There are also significant challenges, and fair process issues, in developing the economic regulation regime without the ability to consult with regulated suppliers who would be subject to the economic regulation instruments, i.e. the supplier voice would be missing from the debate. Even if the supplier voice is present, it will take a significant period of time for regulated suppliers to develop a working understanding of economic regulation and how it impacts their operations.
81. However, there are also risks to waiting until the Water Services Entities are in place before putting in place the economic regulation regime. Most prominent among these risks is that not implementing price-quality regulation until 2026 or 2027 could result in two to three years of potential efficiency gains for consumers being forgone. However, we acknowledge that substantive efficiency gains are likely to take 5 to 10 years to achieve and be passed on to consumers.
82. Our preliminary view is that there should be a graduated approach to implementing a conventional cost based price-quality path. Key phases would likely involve:

²² Examples of the current information include Water New Zealand's National Performance Review and the request for information process run in late 2020 and early 2021 by the Department of Internal Affairs. See www.waternz.org.nz/NationalPerformanceReview

- prior to 1 July 2024: the economic regulator would build its understanding of the sector and data gaps, and undertake a significant programme of engagement to lift stakeholder understanding of how economic regulation works
- 1 July 2024 to 1 July 2026: developing input methodologies necessary to implement information disclosure and price-quality regulation
- By 1 July 2026: determine information disclosure requirements
- 1 July 2026 to 1 July 2027: first year of information disclosure regulation
- by 1 July 2027: determine price-quality path
- 1 July 2027: commencement of the first regulatory pricing period.

83. This approach would allow the economic regulator to engage extensively with Water Services Entities and other stakeholders as the economic regulation regime is developed, and would significantly reduce the risk of the first price-quality path setting a maximum allowable revenue that is too tight or too generous. However, commencing the first regulatory pricing period from 2027 is likely to delay the achievement of the significant cost and quality efficiencies that would be a key focus of the regime. It is likely that this approach would require transitional funding for the economic regulator of around \$4m in the 2022/23 and 2023/24 financial years before the levy regime discussed in Chapter 7 would commence.

84. One potential issue with a graduated approach is that it would effectively leave price and quality of services delivered by Water Services Entities uncontrolled until 2027. There are two potential options that could address this issue if it was considered a significant risk:

- **Option 1: Implementation of a transitional price-quality path by the economic regulator** – this approach would involve the development of a three or four year transitional price path that would apply from 1 July 2024, until such time as a conventional cost based price quality path could be implemented. It is difficult to be specific about how such a path would be developed based on the current information available, but it could be:
 - a cash based price-quality path that aims to maintain the financeability of Water Services Entities (i.e. covering their cost of debt, operating expenses, and essential capital expenditure)
 - an approximated cost based price-quality path using a building blocks approach based on the currently available information, or
 - an approximated price-quality path based on rolling over existing prices.
- In our view, the only way that this kind of transitional price-quality path could be developed within the short time available would be for some of the normal accountability and transparency protections that apply to economic regulators, such as merits review and being required to develop ex-ante input methodologies, not to apply.

- The major upside is that a transitional price-quality path would allow some level of efficiency to be achieved more quickly (although the magnitude of these short-term benefits should not be overstated). It is likely that this approach would require transitional funding for the economic regulator of up to \$15m in the 2022/23 and 2023/24 financial years depending on which approach is taken.
- **Option 2: Implementation of a transitional price-quality path by Government** – this option would involve the Government using the proposed power to issue a Government Policy Statement (GPS) to impose a transitional price path that would apply from 1 July 2024, until such time as a conventional cost based price quality path could be implemented. A transitional price-quality path implemented via a GPS could:
 - seek to place direct controls on the price and quality of water services until a conventional price-quality path is set by the economic regulator, or
 - set clear expectations on how prices would be set until a conventional price-quality path is set by the economic regulator.

85. While these transitional options would ensure that the prices of Water Services Entities would be controlled from 1 July 2024, developing transitional price-quality paths without involvement of the regulated supplier carries process risks and could result in a price-quality path that is either too generous or too meagre. These options would also require a somewhat makeshift approach that uses the limited information currently available on the assets, costs and quality of service provided by water suppliers.
86. Option 1 would have the benefit of the transitional price-quality path being set independent of Government to avoid any perception of political interference, but would impose a significant burden on the economic regulator which could undermine its ability to effectively develop a full cost-based price quality path.
87. Given there are significant pros and cons to all of these approaches, we welcome stakeholder views on which approach is preferable.

8

- A) Do you consider that the economic regulation regime should be implemented gradually from 2024 to 2027, or do you consider that a transitional price-quality path is also required?
- B) If you consider a transitional price-quality path is required, do you consider that this should be developed and implemented by an independent economic regulator, or by Government and implemented through a Government Policy Statement?

Should the regulator be able to make recommendations to the Minister on whether suppliers should be economically regulated?

88. While we do not currently believe there is not a strong case to economically regulate three waters suppliers other than the four new Water Services Entities, the strategic challenges facing the three waters sector may prompt amalgamation or different service delivery models to emerge in the provision of water services outside of the Water Services Entities. For this reason, and because high performing regulatory systems tend to have the ability to change their perimeter where required to meet their stated policy objectives, we consider that the economic regulator should have the ability to recommend other suppliers be subject to economic regulation over time. We also propose that the economic regulator have the ability to recommend that:
- a regulated supplier be subjected to a different form of regulation provided for in the legislation where that supplier has been subjected to regulation via order in council rather than in an Act of Parliament, or
 - a regulated supplier be exempted from regulation altogether, where that supplier has been subjected to regulation via Order in Council rather than in an Act of Parliament.
89. To ensure appropriate accountability for the extension of the regulatory perimeter, it is proposed that decisions of this nature should sit with the Minister of Commerce and Consumer Affairs, consistent with the decision making frameworks in other economic regulation regimes.
90. To ensure that decisions of this significance are taken on the basis of high quality information, the Minister would only be able to extend or reduce the application of economic regulation following advice from the regulator on:
- whether a supplier has the ability and incentive to exercise substantial market power in, taking into account the effectiveness of existing regulation and governance arrangements (including ownership arrangements and consumer voice arrangements)
 - whether the benefits of extending or reducing economic regulation materially exceed the costs, and the form(s) of economic regulation that should be extended or reduced
 - any material long-term efficiency and distributional considerations associated with recommendations to extend or reduce the application of economic regulation.
91. This advice could be provided by the economic regulator on its own initiative, or following a request from the Minister.

9

- A) What are your views on whether the Minister of Commerce and Consumer Affairs should be able to reduce or extend the application of regulation on advice from the economic regulator?
- B) What factors do you consider the economic regulator should include in their advice to the Minister?

5 What should the key features of any economic regulation regime be?

What should the statutory objectives of any economic regulation regime be?

92. Having a clear statement of the objectives of an economic regulation regime is generally seen as essential to guide the interpretation and implementation of legislation. In recent times, New Zealand's economic regulation regimes have tended to coalesce around purpose statements that emphasise the long-term interest of consumers that are given effect through four outcomes as follows:

The purpose of this [regime] is to promote the long-term benefit of consumers in market [X] by promoting outcomes that are consistent with outcomes produced in competitive markets such that suppliers of regulated goods or services—

- (a) have incentives to innovate and to invest, including in replacement, upgraded, and new assets; and*
 - (b) have incentives to improve efficiency and provide services at a quality that reflects consumer demands; and*
 - (c) share with consumers the benefits of efficiency gains in the supply of the regulated goods or services, including through lower prices; and*
 - (d) are limited in their ability to extract excessive profits.²³*
93. While the precise wording of economic regimes in other jurisdictions will vary, overseas jurisdictions invariably employ the same focus on the interests of consumers, and a focus on very similar secondary outcomes.
94. Our preliminary position is that the purpose statement for any economic regulation regime that applies to the water sector should be as close as possible to the purpose statements contained in the Telecommunications Act 2001 and Part 4 of the Commerce Act given their interpretation has been thoroughly tested through numerous judicial and merits review processes. These regulatory regimes are also well understood by capital markets, ratings agencies and other interested stakeholders.
95. The ability of water services entities to raise a financially sustainable level of revenue is of particular importance, given the water services entities will likely rely heavily on the capital markets to finance their investment in infrastructure.

²³ For examples, see s 52A of the Commerce Act 1986 and s 162 of the Telecommunications Act 2001.

96. One modification that may be desirable is to amend or remove limb (d) of the above example because the Water Services Entities that will most likely be the focus of the economic regulation regime will be publically owned statutory entities that will not have a profit motive, access to equity capital,²⁴ or the ability to pay dividends. However, this modification could potentially limit the regime's ability to regulate private, community or other hybrid schemes in the future if they were to reach a scale that would make economic regulation desirable.
97. Our view is that the likelihood of private schemes reaching sufficient scale and/or undertaking conduct that might warrant economic regulation is very low. We welcome views on this issue.

Should other legislative objectives be considered?

98. Given the breadth of the Government objectives with regard to the Three Waters Reform, there is an open question as to whether the economic regulator should have regard to a broader range of objectives, including things such as Te Mana o te Wai (the vital importance of water)²⁵ and climate change.
99. Providing economic regulator with a mandate to have regard to concepts or issues that have a variety of interpretations carries with it both opportunities and risks due to the significant regulatory powers they hold and their independence from Government. For this reason, it will be important to consider:
- Who is best placed to advance the objective – as a general principle of regulatory design, requirements to advance particular statutory objectives should generally be placed with actors or bodies that are best placed to advance it. More particularly there may be arguments that:
 - Water Services Entities, regional councils and Taumata Arowai are better placed to advance Te Mana o te Wai given their roles in delivering and regulating high quality water services, and their respective legislative mandates
 - climate change mitigation and adaptation activities are better advanced by Water Services Entities, the Climate Change Commission, councils, and other central government agencies
 - an economic regulator that is focussed on commercial and consumer aspects of infrastructure regulation, and has strong legal and economic expertise to carry out these functions, may not be best placed to deal with these other issues.

²⁴ It is proposed that Water Services Entities will be debt funded. See: Office of the Minister of Local Government. (14 June 2021). Cabinet Paper: A New System for Three Waters Service Delivery: Paper One. [www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/\\$file/cabinet-paper-one-and-minute-a-new-system-for-three-waters-service-delivery.pdf](http://www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/$file/cabinet-paper-one-and-minute-a-new-system-for-three-waters-service-delivery.pdf)

²⁵ Te Mana o te Wai is a universal concept for all Aotearoa New Zealanders. It refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and wellbeing of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the wai, the wider environment and the community. See www.taumataarowai.govt.nz

- There is also a potential risk that providing the economic regulator with an explicit mandate to consider wider objectives could result in the economic regulator overruling or making different decisions to bodies like Water Services Entities or Taumata Arowai who have extensively engaged with iwi, consumers, or the wider community. On the other hand, there is an argument that providing all players in a regulatory system with a common set of objectives promotes regulatory coherence.
- Whether the objectives potentially fall within the overarching objective of promoting the long-term interests of consumers. There may also be an argument that issues such as Te Mana o te Wai and climate change are already effectively included in the economic regulator's mandate because these are issues of significant interest to consumers and would therefore fall within the purpose statement above.

What is the role of Te Tiriti o Waitangi in the design of economic regulation for three waters?

100. There is also a question as to how Te Tiriti o Waitangi considerations factor into the design of any economic regulatory regime for the three waters sector. For example, the regime could be designed in a way that contributes to equitable outcomes and mitigates unintended impacts on Māori. Other issues may include:

- how the economic regulator could be expected to consider Treaty obligations, such as existing Treaty settlements that may warrant higher levels of investment activity
- the cultural competency of the economic regulator to recognise the significance of water as a taonga for Māori
- Māori historic experience of both price and service quality inequity, and Māori being over-represented in groups with fixed income being more vulnerable to price shocks.

101. We are interested in stakeholder views on these issues.

10

- A) What are your views on whether the purpose statement for any economic regulation regime for the water sector should reflect existing purpose statements in the Telecommunications Act and Part 4 of the Commerce Act given their established jurisprudence and stakeholder understanding?
- B) What are your views on whether the sub-purpose of limiting suppliers' ability to extract excessive profits should be modified or removed given that Water Services Entities will not have a profit motive or have the ability to pay dividends?
- C) Are there any other considerations you believe should be included in the purpose statement, or as secondary statutory objectives?
- D) What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of an economic regulatory regime for the three waters sector?

Should economic regulation be applied under Part 4 of the Commerce Act or via a sector specific economic regulation regime?

102. An issue that is closely related to the statutory objectives of the economic regulation regime is whether Water Services Entities should be regulated under the generic economic regulation regime provided in Part 4 of the Commerce Act, or via a sector-specific economic regulation regime. Our preliminary view is that Part 4 of the Commerce Act is not the preferred regulatory vehicle because of:

- the status of the Water Services Entities as unique statutory entities
- the absence of a profit motive for Water Services Entities
- the prohibition on dividend payments by Water Services Entities
- the Government's strong focus on affordability, likely to be given effect through a robust efficiency challenge on regulated suppliers.

103. Instead, we think a sector-specific regime would be a more appropriate vehicle for the Government to achieve its Three Waters Reform objectives given the unique characteristics of the proposed Water Services Entities.

11

What are your views on whether a sector specific economic regulation regime is more appropriate for the New Zealand three waters sector than the generic economic regulation regime provided in Part 4 of the Commerce Act?

How long should regulatory periods be?

104. Internationally, price-quality paths are usually for periods of between 4 and 6 years. This duration has been arrived at in order to balance the desire for regulatory certainty with the need to periodically refresh price-quality paths to reflect the changing nature of consumer demands, supplier circumstances, and changes in the external environment.

105. Our preliminary position is to specify that the regulatory period shall be five years unless the economic regulator considers that a different period would better meet the purposes of the legislation.

106. There may, however, be a case for having a shorter regulator period for the first regulatory period given the underlying questions about the quality of data in the sector and the significant transition that the sector will go through from 1 July 2024. Our preliminary view is that regulator should be able to set a shorter regulatory period of two or three years for the first regulatory period.

12

What are your views on whether the length of the regulatory period should be 5 years, unless the regulator considers that a different period would better meet the purposes of the legislation?

Should the regulator be required to specify key rules, requirements and processes up-front?

- 107.** To provide greater certainty to regulated suppliers and consumers, New Zealand’s economic regulation regimes typically require the economic regulator to develop and publish the rules, requirements and processes underpinning the application of economic regulation. Specifically, these ‘input methodologies’ must be applied by the regulator in making its determinations on how information disclosure and price-quality will apply.
- 108.** Input methodologies typically cover issues such as the:
- valuation of assets, including how they are depreciated, and how revaluations are treated
 - cost of capital
 - allocation of common costs where a regulated supplier undertakes activities that are economically regulated alongside those that are not (e.g. if a supplier undertakes commercial activities in a market where there is workable competition)
 - treatment of taxation.
- 109.** Any economic regulator that is making determinations on information disclosure requirements or price-quality paths cannot avoid having to make decisions on these issues – the question is really whether these decisions are taken ahead of their determinations that implement economic regulation, or at the same time.
- 110.** There are pros and cons to requiring the economic regulator to develop and publish input methodologies in advance of the regulator making determinations on the application of price-quality or information disclosure regulation:
- On the positive side, input methodologies provide regulated suppliers, consumers, and other interested stakeholders clarity over the ‘rules of the game’. This clarity and certainty is particularly valued by debt providers and rating agencies as it allows them to accurately assess the scope of any regulatory risk that applies to regulated suppliers.
 - On the negative side, the formal development of input methodologies imposes a significant resource cost on the economic regulator that will ultimately be borne by consumers. Also, the certainty input methodologies aim to provide come at a cost to regulatory flexibility, since the regime may be less able to respond to market changes, such as changes in consumer needs or technology. The upfront development of input methodologies is also likely to extend the period of time necessary to fully implement the economic regulation regime, all else equal.
- 111.** Our preliminary position is that the economic regulator should be obligated to develop and publish input methodologies that set out the key rules underpinning the application of economic regulation in advance of making determinations that implement the economic regulation regime. However, this is a ‘on balance’ judgement.

Should the regulator have an obligation to minimise price shocks to consumers and suppliers?

- 112.** In setting price-quality regulation, economic regulators typically seek to minimise any potential for price shocks to consumers or suppliers. There is a potential for the transition to the new regime to cause price shocks, given:
- the wide range of pricing approaches currently utilised in the sector
 - the three waters sector not previously being subject to economic regulation
 - the significant transition involved in forming four Water Services Entities.
- 113.** Our preliminary view is that the economic regulator for the three waters sector should be able to calculate a maximum allowable revenue path that is equivalent in present value terms over multiple regulatory periods (for example, by altering depreciation). This could not only minimise price shocks to water consumers, but also minimise undue financial hardship to Water Services Entities. This latter outcome is particularly important given the Government's Three Waters Reform objective of moving the supply of three waters services to a more financially sustainable footing, and addressing the affordability and capability challenges faced across the sector.

Should the regulator have the obligation or ability to set a strong efficiency challenge for regulated suppliers?

- 114.** Most economic regulators have the pursuit of economic efficiency as key objective because of the significant role that efficiency plays in the long-term welfare of consumers. The Government sees the achievement of significant efficiencies as fundamental to the Three Waters reform. While the precise approach to the pursuit of efficiency varies around the world, approaches tend to fall into two broad groups:
- 115.** Passive approaches that seek to provide suppliers with the incentive to realise efficiencies. This usually occurs through the supplier being allowed to keep a portion of any efficiencies achieved in a given regulatory period, with the prices/revenue set by the economic regulator in the next period being set at the revealed new efficient level.²⁶
- 116.** Active approaches that set out robust efficiency challenges or targets that are accompanied by rewards (e.g. fast track investment approvals) if they are achieved, or penalties (e.g. consumer rebates or compensation) if they are not achieved.

²⁶ Issues with the incentives to realise efficiency diminishing in the later years of the regulatory period are often dealt with rolling incentive schemes that allow realised efficiencies to be carried forward into the next regulatory period.

- 117.** Economic regulation regimes in New Zealand have tended to take a passive approach to the achievement of efficiency gains. However, the Government’s strong focus on affordability and the potential for significant amounts of free cash-flow to be available - because of the absence of active owners demanding a return on equity through dividend payments - suggests that a more active approach to efficiency is highly desirable. This focus on cash efficiency is likely to require some modifications to the ‘building blocks’ approach outlined in Chapter 2, potentially to provide a stronger focus on ensuring that Water Services Entities having the minimum efficient level of cash required to finance their operations.
- 118.** Our preliminary view is therefore that the economic regulator should be required to set a strong ‘active’ efficiency challenge for each regulated supplier. We note that setting these kinds of efficiency challenges might involve the use of econometric techniques that set comparative efficiency benchmarks for individual suppliers, and would need to be done in a way that ensures suppliers remain financially viable.
- 119.** Providing the economic regulator with an obligation to set a strong ‘active’ efficiency challenge for regulated suppliers raises a secondary question about whether the proposed statutory purpose statement outlined earlier in this chapter may require modification as it provides for suppliers to have ‘incentives to improve efficiency’. It could be argued that this wording is more in line with a ‘passive’ approach outlined above. However, our preliminary view is that the use of the word ‘incentives’ in the purpose statement permits a broader interpretation that also includes the kinds of rewards or penalties that are likely to form part of a more ‘active’ approach to realising efficiency gains. We welcome views on this issue.

13

- A) What are your views on whether the economic regulator should be required to develop and publish input methodologies that set out the key rules underpinning the application of economic regulation in advance of making determinations that implement economic regulation?
- B) What are your views on whether the economic regulator should be able to minimise price shocks to consumers and suppliers?
- C) What are your views on whether the economic regulator should be required to set a strong efficiency challenge for each regulated supplier? Would a strong ‘active’ styled efficiency challenge potentially require changes to the proposed statutory purpose statement?

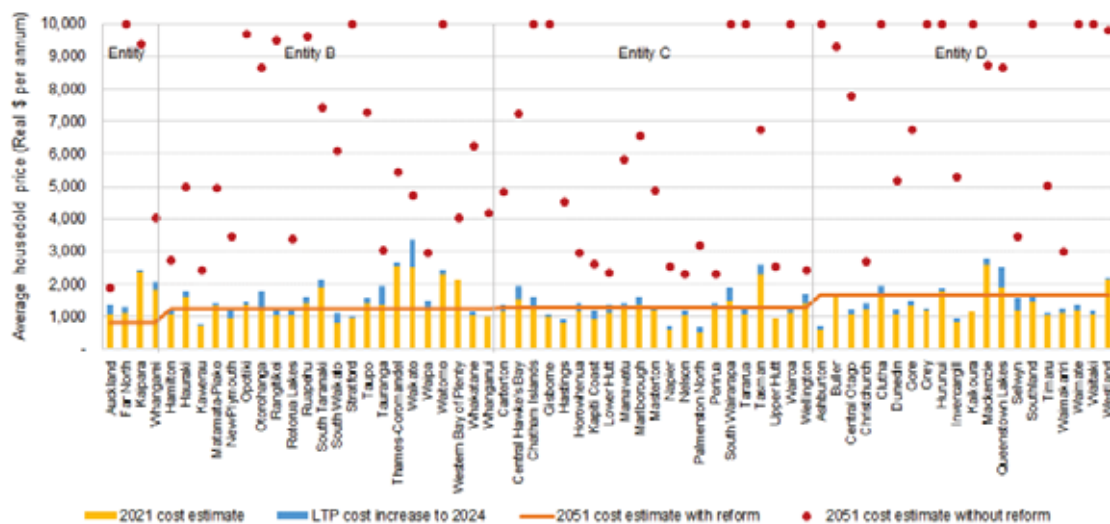
Should the regulator have the obligation or ability to set pricing methodologies that specify the structure of prices faced by consumers?

- 120.** In addition to requiring the disclosure of information that reveals the relative performance, and setting the overall level of revenue that regulated suppliers are able to earn, economic regulators also often have the ability to regulate the structure of prices that are paid by consumers. These pricing structure methodologies can cover things such as:

- the prices of individual services, or groups/classes of services, including the separation of prices by fixed and variable components²⁷
- the prices for different groups of consumers e.g. residential, commercial, industrial consumers, and/or consumers in a given geographic area²⁸
- whether prices should vary according to the level of demand or supply, or should remain fixed across time
- whether prices should vary according to the quality of service provided by the regulated supplier
- how factors such as efficiency and equity should be reflected in pricing structures.

121. Figure 7 provides a comparison of currently local authority pricing based on their most recent long term plans (LTP) compared to the prices to address the infrastructure deficit both with and without reform. All costs are in current dollars.

Figure 7 – comparison of local authority pricing with and without reform



Source: Local Authority response to DIA request for information, Water Industry Commission for Scotland (WICS) analysis, DIA analysis. Assumes households contribute 70% of revenue and an average household size of 2.7. WICS FY51 price estimate is in current dollars.

122. While economic regulators around the world commonly set methodologies covering the factors outlined above, there are some situations where the economic regulators may not be the best placed to determine pricing structures. This may occur where pricing structures are set to achieve:

²⁷ A price that is separated between fixed and variable components is often termed a 'two part tariff'. A bundled price that does not differentiate between fixed and variable components is often termed a 'single part tariff'.

²⁸ Prices that are the same across consumers in a geographic area are often termed 'geographically averaged prices'.

- policy objectives other than the long-term interest of consumers
- equity or fairness objectives that involve value judgements about the merits of transferring costs between one or more groups of consumers.

123. Recognising that governments can have a range of efficiency and equity policy objectives, there are a variety of approaches that can be taken to determining pricing structures in the three waters sector:

- allowing Water Services Entities to determine the appropriate pricing structure following appropriate engagement with their governance group, communities, and consumers
- regulating certain aspects of pricing, for example, requiring prices to be geographically consistent or averaged across consumers in a given water services entity
- a hybrid approach of regulating certain aspects of pricing, but leaving other aspects to the economic regulator or the water services entity (within the maximum allowable revenue set by the economic regulator)
- using a Government Policy Statement to provide direction to Water Services Entities on pricing structures (within the maximum allowable revenue set by the economic regulator)
- using the social welfare system to address any significant equity or fairness issues.

124. Internationally, three waters regulatory regimes tend to put greater emphasis on efficiency objectives with equity and fairness objectives being addressed through targeted tools such as the social welfare benefits, or through progressive pricing structures based on the capital value of the property being supplied with water services.²⁹ Other countries appear to feel this approach allows specific fairness issues to be addressed more effectively, and in a way that avoids opaque regulatory wealth transfers between different types of consumers.

²⁹ OECD. (2015). OECD Studies on Water – the Governance of Water Regulators. Paris: OECD Publishing. www.oecd-ilibrary.org/governance/the-governance-of-water-regulators_9789264231092-en

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- A) What do you consider are the relevant policy objectives for the structure of three waters prices? Do you consider there is a case for parliament to directly control or regulate particular aspects in the structure of three waters prices?
- B) Who do you consider should have primary responsibility for determining the structure of three waters prices:
- a. The Water Services Entity, following engagement with their governance group, communities, and consumers?
 - b. The economic regulator?
 - c. The Government or Ministers?
- C) If you consider the economic regulator should have a role, what do you think the role of the economic regulator should be? Should they be empowered to develop pricing structure methodologies, or should they be obliged to develop pricing structure methodologies?

What accountabilities/appeal rights should apply to the decisions of the economic regulator?

125. Alongside the discipline of publishing input methodologies, the other key accountability mechanism that is common in economic regulation regimes are rights to appeal the determinations of the regulator. There are two broad types of appeal rights that apply to the decisions of economic regulators:
126. **Judicial reviews** that allow the processes of the economic regulator to be challenged to ensure that the regulator has correctly applied the applicable legislative and common law. These are generally seen as an inalienable part of any decision making process by a public body like an economic regulator.
127. **Merits appeals** that allow the substance and reasoning of the economic regulator's decisions to be challenged. These usually involve the appellate body (the High Court assisted by expert 'lay' members) stepping into the shoes of the regulator to:
- confirm the original decision
 - amend or vary the original decision
 - refer the decision back to the regulator with a requirement to reconsider the original decision, or particular parts of it.
128. Merits appeals should be available for regulatory decisions that have significant impacts on regulated suppliers collectively, or individually, and there is no other relevant appeal right.³⁰

³⁰ The Legislative Design and Advisory Committee Guidelines (2018) provide that a person affected by a statutory decision should have an adequate pathway to challenge that decision.
www.ldac.org.nz/guidelines/legislation-guidelines-2018-edition/appeal-and-review/chapter-28/

129. Merits appeals can be allowed on a regulator's determinations of input methodologies, determinations that implement economic regulation (e.g. price-quality paths), or both.
130. Where a regulator's implementation determinations set regulatory controls that have significant impacts that are specific to individual firms (e.g. individual price-quality regulatory determinations and determinations that set the input methodologies), we consider these should be subject to merits review. However, decisions on issues that apply to all regulated parties and/or do not have significant impacts on individual suppliers should generally not be subject to merits review (e.g. determinations that implement information disclosure).
131. To avoid the potential for frivolous appeals or appeals that lead to undesirable regulatory uncertainty, appeals on input methodologies in New Zealand and some Australian jurisdictions are only permitted where the court considers that an amended determination would be 'materially better' in achieving the purpose of the regime. A further discipline that is applied in New Zealand is that any appeal on input methodologies must be conducted on the basis of the information and submissions that were before the regulator when it made its determination. This significantly reduces the incentive for parties to game appeal rights by withholding information that would be relevant for the regulator's determination process for a subsequent appeal process.
132. Like many other components of the economic regulation regimes, appeal rights have significant pros and cons. On the positive side, they provide an appropriate avenue for natural justice for regulated suppliers or consumers who may feel that regulator's decision is incorrect. Appeal rights also promote high quality decision making by the regulator, something that is particularly important for three waters infrastructure that tends to be expensive and can have an economic life 75 years or greater. There may also be a reduction in the incentive for parties that disagree with the regulator's determination to resort to political lobbying.
133. On the negative side, appeal rights can create regulatory uncertainty and delays by providing an avenue for the regulators decisions to be overturned, i.e. they give rise to a cost-quality trade-off in how key components of the regulatory regime are developed. They can also be a significant resource and financial cost to the regulator, potentially shifting resources away from areas that are important to the long-term interests of consumers.
134. These issues have been thoroughly canvassed in the development of the economic regulation regimes in Part 4 of the Commerce Act and Part 6 of the Telecommunications Act. While the new regime for the regulation of fixed line fibre assets is still in the process of being implemented, the appeal rights under Part 4 of the Commerce Act have been tested through the courts and evaluated.³¹

³¹ For example, see: MBIE. (2016) Part 4 of the Commerce Act 1986: Merits Review Regime Evaluation Summary Findings from Interviews with Stakeholders. <https://www.mbie.govt.nz/assets/293e375edf/merits-review-evaluation-report-on-summary-findings-from-interviews-with-stakeholders.pdf>

135. Our preliminary view is therefore that merits review should be available on the input methodologies developed by the economic regulator, and determinations that implement individual price-quality regulation. However, we do not consider merits reviews should be available on the regulator’s determinations that implement procedural processes, such as information disclosure regulation.

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What are your views on whether merits appeals should be available on the regulators decisions that determine input methodologies and the application of individual price-quality regulation?

What should the compliance and enforcement regime look like?

136. Effective compliance and enforcement is essential for any regulatory regime to achieve its purpose and objectives.
137. As a general principle, arms of government should not become involved in enforcing regulation where those who are subject to regulation can reliably enforce it themselves. However, as with other markets with strong natural monopoly characteristics:
- there is a strong power and resource imbalance between suppliers and consumers that means that the economic regulation regime will not be reliably enforced if left to private parties
 - the economic regulator typically plays a critical role in determining complex terms and conditions of supply that makes them the party that is best able to assess and enforce compliance.
 - The combination of both these factors mean that an appropriately empowered and resourced regulator is necessary to undertake compliance and enforcement activities.
 - Regulatory compliance and enforcement regimes can include a mix of criminal offences,³² civil remedies (e.g. infringement offences³³ and pecuniary penalties³⁴) and education or information activities that encourage compliance.

³² Criminal offences are usually reserved for conduct that society considers to be particularly blameworthy and harmful given significant impact that criminal offences can have on individuals and the wider justice system. Accordingly, it is not proposed that criminal offences be part of the compliance and enforcement toolkit for the economic regulation regime applying to three waters services.

³³ Infringement offences are a subset of criminal offences that do not have the potential to result in criminal convictions, ie infringement offences are usually designed to deter conduct that is of concern to the society, but is at a relatively low-level that does not justify a criminal conviction, significant fine or imprisonment.

³⁴ Pecuniary penalties are non-criminal monetary penalties imposed by a court in civil proceedings that apply the civil standard of proof (“the balance of probabilities”). They are used for more serious conduct than infringement offences, so carry with them a higher level of penalty along with potentially serious reputational and financial effects on a person or entity. Pecuniary penalties are often employed in regulatory regimes that cover issues relating to commercial behaviour, and are generally payable to the Crown.

138. Reflecting the overarching focus on consumer welfare, an economic regulator’s compliance and enforcement toolkit typically includes education initiatives, warning letters, infringement offences, pecuniary penalties, enforceable undertakings, and other civil remedies such as out of court settlements. This range of tools allows regulators to focus their resources according to the severity of non-compliance. The precise contents of the economic regulator’s toolkit will usually depend on the nature of the regulatory regime, entities being regulated, and the potential range of conduct by regulated suppliers. In particular, we note that conventional civil penalties are likely to be less useful in addressing conduct by public entities without a profit motive. It is likely that the economic regulator will therefore rely more on consumer compensation mechanisms and tools that impact the reputation of the entity.
139. Table 4 summarises the range of conduct and potential compliance and enforcement approaches based on the preliminary preferred regulatory tool proposals outlined in Chapters 3, 4 and 5. In general, the particular compliance and enforcement tool chosen will depend on the nature of the harm arising from non-compliance, the nature of the conduct (e.g. inadvertent vs deliberate) and the degree of public interest.

Table 4 – Potential compliance and enforcement tools for different types of conduct

REGULATOR TOOL	CONDUCT	POTENTIAL COMPLIANCE AND ENFORCEMENT TOOL
Education activities	Ignorance or misunderstanding of regulatory obligations	Regulator undertakes appropriate education activities to lift supplier understanding
Comparative Benchmarking	Poor comparative performance	Regulator publishes a summary and analysis of the disclosed information to promote greater understanding of the performance of individual regulated suppliers, their relative performance, and the changes in performance over time
Warning letter	Minor or inadvertent breach or regulatory obligation	Regulator writes to supplier notifying them of a breach or potential breach along with actions required to address breach and avoid any subsequent enforcement action
Information disclosure regulation	Breach of information disclosure obligations	<ul style="list-style-type: none"> • Court order requiring compliance • Pecuniary penalty of up to \$500,000 for an individual or \$5,000,000 in any other case • Ability to accept an enforceable undertaking • Out-of-court settlements
Price-quality regulation	Breach of price-quality path	<ul style="list-style-type: none"> • Pecuniary penalty of up to \$500,000 for an individual or \$5,000,000 in any other case • In addition to pecuniary penalties, the Court may also order the party breaching the price-quality path to compensate any person who has, or is likely to suffer, from the breach • Injunctive power against suppliers that breach contravention of any price-quality requirement where the court is able to: (i) issue an injunctive order restraining any supplier from supplying services in contravention of the price-quality requirement; or (ii) make an order requiring the supplier to supply services in accordance with the price-quality requirement. • Ability to accept an enforceable undertaking • Out-of-court settlements

General power to gather information	Generally used by regulators to: <ul style="list-style-type: none"> • ascertain supplier compliance • get a better understanding of emerging issues • assess the achievement of regulatory/statutory objectives 	<ul style="list-style-type: none"> • Court order requiring compliance • Offence carrying a fine of up to \$100,000 for individuals, or \$300,000 in any other case
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Do you broadly agree that with the compliance and enforcement tools proposed above? Are any additional tools required?

6 Who should the economic regulator be?

What characteristics do high performing economic regulators have?

- 140.** Economic regulators around the world tend to have a strong and unrelenting focus on long-term consumer welfare. When this focus is coupled with a toolkit that includes the ability to control the revenue/prices of commercial or government entities, and strongly influence the quality of services delivered to consumers, the potential for conflict with commercial or political imperatives is significant. This potential is further amplified by the long-term nature of most three waters infrastructure that can create incentives for ‘time inconsistency’ where there are temptations to forgo prudent long-term decisions for short-term politically attractive decisions, or decisions that use less cash in the short-term.
- 141.** For these reasons, international experience and experience from other sectors in New Zealand suggests that high performing economic regulators:³⁵
- are independent and operate at arms-length from Government and regulated suppliers in achieving their statutory objectives³⁶
 - operate with a high degree of transparency through their consultation, determination and performance review processes
 - have the necessary expertise and credibility to efficiently and effectively implement economic regulation that achieves high quality outcomes for consumers
 - are subject to appropriate accountability and decision review mechanisms (e.g. merits review) to promote high quality decision making
 - share relevant information and act in a coordinated way with other regulators and policy agencies (while maintaining their independence in making regulatory determinations).
- 142.** In terms of institutional arrangements, small developed countries (e.g. New Zealand, Australia, Ireland, and the Netherlands) tend to have multi-sector economic regulators whereas larger developed countries (e.g. UK, France, Italy, and Germany) tend to have either dedicated water sector economic regulators, or leave economic regulation to local municipalities. A number of smaller developed countries also combine their economic regulators with their competition authorities.

³⁵ OECD. (2015). The Governance of Water Regulators. www.oecd.org/gov/regulatory-policy/the-governance-of-water-regulators-9789264231092-en.htm

³⁶ There are different dimensions to independence, but key dimensions often include: (i) the ability to take decisions without reference or review by Government; (ii) the inability of board members or senior executive to be removed by the Government of the day; and (iii) the agency having a permanent budget that is not subject to short-term political decision making.

- 143.** In addition to the above characteristics, the choice of the economic regulator needs to consider:
- the ability to implement the economic regulation regime by the proposed ‘go live’ date of the Water Services Entities, i.e. 1 July 2024
 - the ability to enhance, and realise synergies from, New Zealand’s broader economic regulation eco-system
 - overall value for money given consumers will ultimately fund the economic regulator’s activities.
- 144.** Pulling together the considerations in the previous two paragraphs, we suggest an appropriate assessment criteria for evaluating options for the economic regulator is:
- operate at arms-length from Government in making economic regulation determinations
 - relevant expertise and credibility implementing economic regulation regimes;
 - appropriate knowledge of the three waters sector
 - improvements to three waters regulatory system can be delivered in a timely fashion
 - enhances, and realises synergies from New Zealand’s broader economic regulation eco-system
 - overall value for money.

What entities could fulfil the economic regulator role in New Zealand, and how do these entities match up against the assessment criteria?

- 145.** In our view, the assessment criteria above suggest there are three potential options for the economic regulator:
- *Taumata Arowai* – Taumata Arowai is a new the new drinking water regulator that will also have functions regulating the environmental impacts of wastewater and stormwater networks. The entity is currently in establishment phase and is expected to commence its regulatory functions in the second half of 2021 when the Water Services Bill becomes law. As a Crown Agent under the Crown Entities Act 2004, Taumata Arowai is required to give effect to Government policy.³⁷
















³⁷ Except in areas where a specific statutory exemption applies.





- *Commerce Commission* – the Commerce Commission is New Zealand’s competition, consumer and economic regulation agency. It was established in 1986 and is an Independent Crown Entity for the purposes of the Crown Entities Act. As such, it is not subject to direction from the Government in carrying out its compliance, enforcement and regulatory control activities under the Commerce Act, Fair Trading Act, Credit Contracts and Consumer Finance Act 2003, Dairy Industry Restructuring Act 2001, Fuel Industry Act 2020 and Telecommunications Act. While the Commission has substantial expertise in regulating infrastructure with natural monopoly characteristics, it does not currently have expertise in the three waters sector.
- *A new water economic regulation authority* – this option would involve the passage of legislation to establish a new water sector-specific economic regulator as an independent Crown entity under the Crown Entities Act. In creating a new economic regulator that has similar functions to the Commerce Commission, there is an unavoidable risk that a significant proportion of the Commission’s expertise that is currently working on the regulation of the electricity, gas, dairy, and telecommunications sectors would exit to the new water economic regulator. This risk could also apply to Taumata Arowai.
- Establishing a new water economic regulator would also likely take an additional 18 months to two years depending on how quickly funding could be made available. On the other hand, an economic regulator dedicated to the water sector may develop deeper sector specific expertise over time. A dedicated water regulator may also make it easier for policy makers to consider best model for New Zealand water sector in future.

146. The following table evaluates the three options against the assessment criteria.

Table 5 – assessment of regulatory institutional arrangement options

	OPTION A – TAUMATA AROWAI	OPTION B – COMMERCE COMMISSION	OPTION C – NEW WATER ECONOMIC REGULATION AUTHORITY
ABLE TO OPERATE AT ARMS-LENGTH FROM GOVERNMENT IN MAKING ECONOMIC REGULATION DETERMINATIONS	<p style="text-align: center;">x</p> <p>Taumata Arowai is a Crown Agent that must give effect to Government policy when directed by the responsible Minister.</p>	<p style="text-align: center;">✓ ✓ ✓</p> <p>The Commerce Commission is an independent Crown entity.</p>	<p style="text-align: center;">✓ ✓ ✓</p> <p>Any new water economic regulator would likely be established as an independent Crown entity.</p>

RELEVANT EXPERTISE AND CREDIBILITY IMPLEMENTING ECONOMIC REGULATION REGIMES	 Does not have expertise in economic regulation, and the required skill sets are significantly different from current public health and environmental regulation roles.	 Deep expertise in implementing economic regulation for the electricity, gas, telecommunications, airports and dairy sectors. In the process of expanding its remit into the fuel and retail payments sectors.	 New entity that would need to develop expertise.
APPROPRIATE EXPERTISE IN THE THREE WATERS SECTOR	 Currently establishment phase, but has started to build its expertise.	 No water expertise currently, but entity has solid track record of expanding into new sectors.	 New entity that would need to develop expertise.
IMPROVEMENTS TO THREE WATERS REGULATORY SYSTEM CAN BE DELIVERED IN A TIMELY FASHION	 Entity has been established and is developing its expertise, but would likely take time to build significantly different economic regulation skill sets.	 Entity able to leverage existing expertise from day one, but would need to build water sector expertise over time.	 Substantial set-up work required to establish and fund new entity. Developing economic regulation and water sector expertise simultaneously is likely to take considerable time.
ENHANCES, AND REALISES SYNERGIES FROM, NEW ZEALAND'S BROADER ECONOMIC REGULATION ECO-SYSTEM	 Significant risk of spreading New Zealand's scarce economic regulation expertise across too many agencies in a way that undermines outcomes in other economically regulated sectors.	 Concentrates scarce economic regulation resource in a way that allows synergies to be realised and resource to be leveraged across sectors.	 Significant risk of spreading New Zealand's scarce economic regulation expertise across too many agencies in a way that undermines outcomes in other economically regulated sectors.
DELIVERS VALUE FOR MONEY	 Builds off an existing agency with a clear focus on the water sector, but entity would need to build economic regulation expertise.	 Builds off an existing agency with significant economic regulation expertise water sector, but entity would need to build its water sector expertise.	 Requires establishment of a new agency with accompanying overhead costs. Would need to build both water and economic regulation expertise.

Key:  = High degree of alignment;  = Moderate degree of alignment;  = Low degree of alignment;
 = No alignment.

147. In line with the above analysis, it appears that the Commerce Commission is the most appropriate body to be the economic regulator for the three waters sector. However, it should be noted that there are options to provide a dedicated water sector focus within the overarching structure of the Commerce Commission. For example, a 'Water Commissioner' could be established within the overall governance structure of the Commerce Commission in a similar way to the current Telecommunications Commissioner. This option effectively blends aspects of options B and C.

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Who do you think is the most suitable body to be the economic regulator for the three waters sector? Please provide reasons for your view.

7 How should any economic regulation regime be funded?

How much will the economic regulation regime cost to administer?

148. Based on the preliminary policy positions outlined earlier in this document, there are likely to be four major cost components to implementing economic regulation on the proposed four new Water Services Entities:

- Transition costs – working with the sector to improve their understanding of economic regulation and preliminary work to improve the quality of data in the sector is likely to cost approximately \$4m spread across the 2022/23 and 2023/24 financial years. This funding will be provided by the Crown.
- Development of input methodologies – developing the rules, requirements and processes underpinning the application of economic regulation is likely to cost in the order of \$10m and take approximately two years. This equates to an average monthly household cost of 45 cents for the period over which input methodologies would be developed.³⁸
- Implementation of information disclosure regulation – covers the costs of collecting, analysing, summarising the data disclosed by regulated suppliers, undertaking compliance and enforcement activities, and is likely to cost around \$5m per annum on average. This equates to an average monthly household cost of 22 cents.³⁹
- Implementation of price-quality regulation – covers the setting of price-quality paths, approval of major capital expenditure projects, undertaking compliance and enforcement activities, and is likely to cost around \$3m per annum on average. This equates to an average monthly household cost of 13 cents.

Should these costs be Crown or levy funded?

149. In general, fees or levies are considered to be an appropriate funding tool where it is possible:

- to identify specific individuals or groups that directly benefit from a given Government activity or service,
- to efficiently charge or levy individuals or groups that benefit from a given Government activity or service.⁴⁰

³⁸ Based on Statistics NZ March 2021 estimate of households.

<https://www.stats.govt.nz/information-releases/dwelling-and-household-estimates-march-2021-quarter>.

³⁹ Based on Statistics NZ March 2021 estimate of households.

<https://www.stats.govt.nz/information-releases/dwelling-and-household-estimates-march-2021-quarter>.

⁴⁰ The Treasury. (2017). Guidelines for Setting Charges in the Public Sector.

www.treasury.govt.nz/sites/default/files/2017-04/settingcharges-apr17.pdf.

150. The main difference between a fee and a levy is that it is generally compulsory to pay a levy, and it is usually charged to a specific group (rather than relating to specific services provided to an individual).⁴¹
151. Put another way, fees and levies are often suited to situations where there are significant private benefits to individuals or groups rather than society at large (i.e. public benefits). If there are identifiable public benefits, then funding from general taxation is likely to be a more appropriate funding tool. If there is a mix of public and private benefits, then a mix of fees/levies and funding from general taxation is likely to be appropriate, weighted according to the balance of private and public benefits.
152. Like other utilities, the economic regulation of three waters services is specifically designed to directly benefit the long-term interests of consumers. Because it is possible to identify parties that directly benefit from economic regulation, the costs of implementing economic regulation are typically levied on the supplier of regulated services. These costs are then passed through to consumers in the prices they pay for regulated services.
153. The ability to identify and cost effectively charge the ultimate beneficiaries of the economic regulation regime suggests that the costs of the regime should be met from charges on consumers. Because the costs of the regime will be levied on regulated suppliers as a proxy for the diverse range of consumers that ultimately benefit, a levy is more appropriate than a fee.

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What are your views on whether the costs of implementing an economic regulation regime for the three waters sector should be funded via levies on regulated suppliers?

If the economic regulator's costs are to be levy funded, how should this work?

154. A range of different approaches can be used to levy regulated suppliers. The key questions are:
- What is the process used to set the levy (including consultation requirements)?
 - Who sets the final amount of the levy?
 - Who collects the levy?
155. Our preliminary view is that there are two broad levy design options that should be considered: (i) a regulator led levy regime similar to that used by the Electricity Authority under the Electricity Industry Act;⁴² and (ii) a minister levy regime similar to that administered by the Ministry of Business, Innovation and Employment under Part 4 of the Commerce Act.⁴³

See also Office of the Auditor General. (2008). Charging fees for public sector goods and services.

<https://oag.parliament.nz/2008/charging-fees/docs/charging-fees.pdf>

⁴¹ Legislation Design and Advisory Committee. (2018). Legislation Guidelines.

www.ldac.org.nz/guidelines/legislation-guidelines-2018-edition/issues-particularly-relevant-to-empowering-secondary-legislation/chapter-17/

⁴² See, in particular, s 128 of the Electricity Industry Act 2010.

⁴³ See, in particular, s 53ZE of the Commerce Act 1986.

156. We note that if the Government were to pass legislation that enabled the economic regulation regime to be levy funded, it is likely that a separate consultation process would be required to determine the quantum of levy funding provided.

Table 6 – economic regulation levy regime options

	OPTION A – REGULATOR LED LEVY REGIME	OPTION B – MINISTER LED LEVY REGIME
WHAT IS THE PROCESS USED TO SET THE LEVY?	Regulator publicly consults on its work programme and required funding.	Ministry consults on funding required (on behalf of the Minister) in close consultation with the regulator.
WHO SETS THE FINAL AMOUNT OF THE LEVY?	The Minister sets the total amount of levy funding by determining the regulator’s appropriation(s) in the Main Estimates of Appropriations for the levy year. ⁴⁴ The levy rates applying to industry participants are calculated in accordance with the allocation mechanism specified in the levy regulations, and are published in the Gazette.	The Minister sets the total amount of levy funding by determining the regulator’s appropriation(s) in the Main Estimates of Appropriations for the levy year. ⁴⁵ The levy rates applying to industry participants are calculated in accordance with the allocation mechanism specified in the levy regulations. Levy payers are notified of their levy liability.
WHO COLLECTS THE LEVY?	Regulator.	Ministry, on behalf of the Minister.

157. There are pros and cons to both these types of levy regimes. Requiring the regulator to consult on its work programme and funding needs can promote efficiency in the regulator’s activities and provides a useful accountability mechanism to consumers, regulated suppliers and other stakeholders. On the other hand, there can be a perception risk of the regulator consulting regulated parties on its funding requirements, even if the final decision rests with the Minister.
158. In contrast, a Ministerial led regime creates a degree of separation between the regulator and regulated parties. However, the inherent accountabilities of a regulator led regime are lost and there is potential for regulator funding requirements to be subject to a higher degree of political decision making.

⁴⁴ The Minister may elect to refer to the decision to Cabinet if the Minister considers the decision meets the thresholds set out in the Cabinet Manual.

⁴⁵ The Minister may elect to refer to the decision to Cabinet if the Minister considers the decision meets the thresholds set out in the Cabinet Manual.

19	<p>Do you think that the levy regime should:</p> <ul style="list-style-type: none">A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister? ORB) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?
20	<p>Are there any other levy design features that should be considered?</p>

Part C – Consumer Protection Regulation

8 Are additional consumer protections warranted for the three waters sector?

What do we mean by consumer protection?

- 159.** Consumer protection refers to rules that aim to safeguard the interests of consumers and the general public against market practices that are misleading, deceptive, unfair or generally inconsistent with consumer welfare. Importantly, consumers can include both individuals and businesses that purchase goods and services.
- 160.** New Zealand’s generic consumer protection regime is provided by the Consumer Guarantees Act 1993 (CGA) and the Fair Trading Act 1986 (FTA). The CGA protects consumers by allowing them to seek repairs, replacements, or refunds when goods are faulty, and setting minimum guarantees for all products and services. The FTA exists to ensure the interests of consumers are protected, businesses compete effectively, and consumers and businesses participate in markets confidently by:
- prohibiting certain unfair conduct and practices in relation to trade
 - promoting fair conduct and practices in relation to trade
 - providing for the disclosure of consumer information
 - promoting safety in respect of goods and services.
 - Depending on the characteristics of a given market, there may be a need for additional consumer protections over and above the generic protections provided by the FTA and CGA.

Why might additional consumer protections be required in the three waters sector?

- 161.** Consumers are likely to have a range of outcomes that they see as desirable from the outcome of the Three Waters Reform. For example, consumers might value the following outcomes:
- a. Drinking water is safe to drink. Consumers may also have preferences around the taste, appearance or smell of drinking water.
 - b. Three waters services are delivered at a price and quality that reflects consumer preferences including:
 - i) the frequency and duration of supply interruptions
 - ii) the degree of leakage from reticulated networks
 - iii) community expectations for the environmental quality of river, lake, and sea environments that receive discharges from wastewater and stormwater networks
 - iv) the level of resilience that water infrastructure has to a range of natural and man-made hazards

- v) services are delivered in efficient and innovative ways that improve consumer welfare over time.
 - c. Consumers are protected from misleading, deceptive or unfair conduct on the part of water suppliers, and receive services that are fit for purpose.
 - d. Consumers, including consumers that have personal or socio-economic attributes that make them more vulnerable, receive high quality customer service from their water supplier, and have access to appropriate redress when things go wrong.⁴⁶
- 162.** Outcomes a. and b.(iii) above are the primary focus of the drinking water and environmental protection regimes administered by Taumata Arowai⁴⁷ and regional councils while the remainder of outcome b. is likely to be the focus of the economic regulation regime discussed in Part B of this document. Outcome c. falls within the coverage of the generic consumer protection regime provided by the FTA and CGA.
- 163.** There are consumer protection ‘gaps’ likely to be centred around the aspects of customer/quality of service that are not dealt with by public health, environmental, or economic regulators. These ‘gaps’ could include:
- what level of service consumers can expect when they contact a water supplier with a query or complaint
 - expectations for the level of communication with consumers on planned and unplanned network outages
 - requirements around billing practices, vulnerable consumers, and the process for managing non-payment
 - how complaints that consumers do not feel have been adequately addressed by their supplier can be appropriately resolved (e.g. issues or disputes relating to billing, access to a consumer’s property, financial hardship/non-payment).
- 164.** There are three primary reasons that ‘gaps’ in these areas may require consumer protections that go over and above New Zealand’s generic consumer protection regime:
- There are strong natural monopoly characteristics that prevent consumers switching to a different provider should they feel that their interests are not being met. One consequence of this inability for consumers to switch providers is that suppliers have limited incentives improve their overall quality of service over time, and be responsive to the needs of consumers.

⁴⁶ Where consumers are receiving water services from an upstream supplier rather than self-supplying.

⁴⁷ For example, the Water Services Bill sets out duties on drinking water suppliers to notify Taumata Arowai and other parties if its ability to maintain a sufficient quantity of drinking water is at imminent risk, and also requires suppliers to provide certain information to consumers and have complaints processes.

- The current democratic, consultation, and governance mechanisms that are provided for in the Local Government Act 2002 will not apply to the proposed new Water Services Entities. In addition, the Ombudsman’s current role in dealing with complaints about Local government agencies will cease.
- Some consumers currently have little visibility over the price or quality of services they are receiving because the approach to billing differs significantly across the country. While the proposed economic regulation regime and the statutory obligations on Water Services Entities will address these issues for most New Zealanders, issues may remain for consumers that do not receive their water services from these entities.

165. When an essential service is delivered by monopoly suppliers, regulators around the world tend to play a strong role in ensuring interests of consumers are appropriately protected and provided for. The combination of domestic factors and international experience leads us to a preliminary view that additional consumer protections are warranted for the waters services.

What should the objectives of the consumer protection regime be?

166. As with the economic regulation regime, a clear legislative statement of the objectives of a consumer protection regime can help to guide the interpretation and implementation of that legislation. The paramount objective of the consumer protection regime will be improving service quality to reflect the demands of water consumers, including through:

- enhancing the quality of water services over time (focussing on aspects of quality not regulated by public health, environmental or economic regulators)
- providing consumers with a strong voice in how water services are delivered
- providing consumers with effective redress where the quality of service does not meet appropriate standards
- providing consumers with transparency regarding water charges.

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- A) What are your views on whether additional consumer protections are warranted for the three waters sector?
- B) What are your views on whether the consumer protection regime should contain a bespoke purpose statement that reflects the key elements of the regime, rather than relying on the purpose statements in the Consumer Guarantees Act and Fair Trading Act? If so, do you agree with the proposed limbs of the purpose statement?

What tools are required to protect the interests of consumers?

167. Chapters 9, 10, 11, and 12 explore the approaches or tools that could be used to achieve the objectives set out above. The range of potential tools includes minimum service level requirements, customer charters, consumer contracts, consumer voice arrangements, consumer advocacy arrangements, dispute resolution mechanisms, and billing transparency requirements.

9 Is there a case for minimum service level requirements/codes and what form should these take?

168. As outlined in Chapter 8, the structure and attributes of the water sector means that water suppliers may not have strong incentives to look after the interests of consumers. While many aspects of the price and quality of water services will be regulated by public health, environmental and economic regulators, there are likely to be areas that may not be covered by these regulators.⁴⁸ These gaps could include:

- the quality of customer service, including the time taken to respond to queries or complaints from consumers
- the time taken to respond to water outages or network faults, and the notice periods for planned interruptions to supply
- information about network status, including damage or disruption due to flooding or weather events, and the obligations of the supplier to communicate to consumers
- minimum flow or pressure rates⁴⁹
- the framework for billing and payment for water services, including transparency requirements, account queries and payment arrangements
- the conditions for the provision of water services to customers experiencing a form of hardship
- requirements for consulting and engaging with consumers (covered in more detail in Chapter 10)
- the provision of information to customers and others about water services, including complaints procedures (covered in more detail in Chapter 11).

What are minimum service level requirements/codes?

169. One option to address these potential gaps is to provide a consumer protection regulator with the ability to specify minimum service level requirements (or service quality standards) that support the achievement of statutory objectives. Suppliers must meet these requirements and are held to account via a compliance and enforcement regime that is able to fine or otherwise penalise suppliers that do not meet the required service or quality levels.

⁴⁸ This list is provided to illustrate the range of issues that may not be covered by other regulatory provisions. However, because the various regulatory regimes that will apply to the three waters sectors are yet to be developed, or still developing, it is possible that one or more of the issues raised may be covered by these regimes.

⁴⁹ These flow rates may be over and above those stipulated for urban areas in New Zealand Standard 4509:2008.

170. Minimum service level requirements are common in other domestic⁵⁰ and international⁵¹ utilities markets that have strong natural monopoly characteristics, and can be specified at the wholesale or retail level depending on market structure.

What types of minimum service level requirements/codes are there?

171. Broadly, there are three types of code that could give effect to these standards: voluntary, backstop regulatory, and mandatory:
- **Voluntary codes** that are developed by industry. Such codes generally provide an industry with the opportunity to use their detailed sectoral knowledge to self-regulate to improve customer service and avoid potentially heavier handed government intervention. Voluntary codes are generally easier to update and adapt to reflect market and technological developments, and the costs fall on industry rather than government. Disadvantages of a voluntary code include:
 - that they may not provide a satisfactory level of protection to consumers over time (as has been the experience in other utilities markets in New Zealand) because of the perverse incentives on industry to degrade quality to cut their own costs
 - the potential for only suppliers that already meet the standards provided in the code to sign up to the code.⁵²
 - **Backstop regulatory approaches** are a sort-of halfway house that involve a voluntary code complemented by a regulatory tool, such as an ability for the regulator to impose minimum service level requirements via a regulatory code if industry self-regulation is inadequate, or if satisfactory voluntary codes do not emerge. The credible threat of government intervention under this approach tends to drive greater improvements in the quality of service for consumers, relative to a purely voluntary approach.
 - **Mandatory codes** involve the regulator setting minimum service quality requirements that apply to some, or all, regulated water service providers. The main benefit is that the regulator is able to directly control the requisite quality service levels.

⁵⁰ For example, recent amendments to the Telecommunications Act 2001 provide for retail service quality codes – see ss 233-237.

⁵¹ For example, economic regulators in England, Wales, Scotland, Northern Ireland, and Australia are empowered to impose mandatory service level requirements on water suppliers that they must meet in delivering services to consumers.

⁵² Recent electricity and telecommunications sector reviews revealed the inadequacy of voluntary minimum service level codes in those markets. In particular, voluntary codes had not provided vulnerable and medically-dependent electricity consumers with sufficient protection, and had not been as effective as expected in delivering high quality customer service to telecommunications consumers. www.ea.govt.nz/assets/dms-assets/28/Consumer-Care-Guidelines-Decisions-Paper.pdf. www.mbie.govt.nz/assets/512ad8c91a/telco-review-ris-consumer-matters.pdf.

- However, mandatory codes can be costly to develop, monitor and enforce, and may also impose significant compliance burdens on industry. Some of these costs may be able to be mitigated by allowing or requiring the code to be periodically reviewed,⁵³ so that it focusses on areas of service quality that have the biggest net impacts on consumer welfare.

172. Overseas, regulators appear to have a preference for mandated minimum service levels/mandatory codes.⁵⁴ Given New Zealand's previous experience with the deficiencies of voluntary codes, and the nature and importance of water services to consumers, our preliminary view is that mandatory minimum service levels would be best suited to the regulation of three waters services. Any mandated minimum service levels/mandatory codes should be developed with extensive input from consumers to ensure they effectively address the interests that consumers see as most critical to their welfare.

173. In addition to mandatory codes, sometimes regulators are also empowered to provide guidance on how aspects of service quality will be dealt with and measured by the regulator, as well as other matters relating to service quality that support the interests of consumers.

Are there other approaches that can get at the same or similar issues to minimum service level requirements/codes?

174. There are two main alternatives to minimum service level requirements/codes:

- **Consumer contracts** – while the FTA already prohibits unfair contract terms in standard form consumer contracts, there is also an option to go further and have the core terms and conditions on which a service is supplied to consumers be developed by, or approved, by the consumer protection regulator. This can get at many of the same issues as minimum service level requirements/codes, but are likely to be more resource-intensive for the regulator as they require the regulator to become involved in detailed contractual drafting issues.
- **Consumer charters** – some countries supplement or take an alternative approach to codes issued by the regulator with policies or 'customer charters' that set out how suppliers will meet key consumer protection obligations. Consumer charters generally put the onus on suppliers to assume responsibility for their relationship with customers, and to consult with those customers to determine their key needs and how services can be refined to meet those needs.

⁵³ In Western Australia, the Economic Regulation Authority is legally required to review the operation and effectiveness of their regulatory code which establishes a consumer protection framework at least once every five years. Section 27(7) of the Water Services Act 2021.

⁵⁴ This includes Victoria (the Essential Services Commission's (ESC) Customer Service Code), Western Australia (the Economic Regulation Authority (ERA) Water Services Code of Conduct), England and Wales (the Water Services Regulation Authority's (Ofwat) Guaranteed Standards Scheme).

- While this imposes development costs on suppliers, shifting compliance responsibility also gives suppliers freedom to design their charter in a way that best meets their customer's needs while also managing compliance costs. Some jurisdictions, such as Victoria (Australia) and Great Britain, require water suppliers to submit the customer charters to the regulator for approval, alongside details of the consumer consultation that has occurred on the charter.

175. While we are open to having consumer contracts or consumer charters sitting alongside minimum service levels/codes, these mechanisms do not appear to have any clear advantages as minimum service levels/codes are able to be drafted in a way that gets to the same issues, and at the same level of prescription.

Are minimum service level requirements/codes warranted in New Zealand?

176. International and New Zealand experience has been that minimum service level requirements can be highly effective at improving aspects of service quality that can be otherwise difficult for consumers or regulator to address. If appropriately drafted and targeted, they can also provide clarity to regulated suppliers on the level of service that is required, rather than receiving a range of views from consumers that can be diverse and difficult to reconcile.

177. Our preliminary view is therefore that a consumer protection regulator should be able to prescribe mandatory minimum service level requirements/codes. Providing such codes are developed with strong input from consumers, they are likely to lead to significant short and medium term improvements in consumer welfare. In the longer term, there may also be a reduction in the demand for dispute resolution services that has the potential to benefit both consumers and suppliers. Based on the information we currently have, we are not sure there would be significant consumer welfare gains from requiring the introduction of consumer contracts or consumer charters as supporting mechanisms over and above minimum service level requirements. We welcome views on this issue.

178. We also consider that it is desirable for the regulator to be able to issue guidance to support the prescribed minimum service level requirements and its broader statutory role.

179. Minimum service level requirements could be advanced through sector specific or economy wide legislation. For example, section 7A of the economy wide CGA sets out what acceptable quality means for the gas and electricity sectors, over and above the other aspects of quality set out in the sector-specific provisions of the Electricity Act 1992, Electricity Industry Act 2010, and the Gas Act 1992. Our preliminary view is that it would be preferable to have provisions relating to water services quality in the same piece of economic regulation and consumer protection legislation on the basis that this will make it easier for consumers to navigate and understand their rights and protection mechanisms.

23

What are your views on whether the consumer protection regulator should also be empowered to issue guidance alongside a code?

24

What are your views on whether it is preferable to have provisions that regulate water service quality (not regulated by Taumata Arowai) in a single piece of economic regulation and consumer protection legislation?

Should minimum service level requirements be able to distinguish between different types of consumers?

- 180.** International and New Zealand experience suggests that consumers can experience barriers to accessing essential services depending on their characteristics, needs, and circumstances at a particular point in time. Consumer protection regimes often tailor the level of protection afforded to consumers to this. Minimum service level requirements can be an important tool through which different groups or types of consumers can be afforded varying (generally heightened) levels of protection.
- 181.** Internationally, it is common for service level requirements to vary across different types of consumers, particularly to address the interests of vulnerable consumers.⁵⁵ However, there may be other situations where different service levels are appropriate for different types of consumers (e.g. services to other critical national infrastructure suppliers).

Should different levels of consumer protection apply to vulnerable consumers?

- 182.** Vulnerability generally refers to the likelihood of a negative outcome or experience of harm, which is a product of the circumstances of a consumer that result in them experiencing barriers to participating in essential services.⁵⁶ Vulnerability can be a transient, sporadic, or permanent state. Many water consumers experience vulnerability at some point in their lives, and there are many factors that can give rise to it:⁵⁷
- experiencing financial instability or low financial resilience (sudden, acute, or chronic) causing genuine difficulty in paying their bills
 - a risk of harm to health or wellbeing by reason of age, health, disability in the case of disconnection

⁵⁵ This includes Victoria (the Essential Services Commission's (ESC) Customer Service Code), Western Australia (the Economic Regulation Authority (ERA) Water Services Code of Conduct), England and Wales (the Water Services Regulation Authority's (Ofwat) Guaranteed Standards Scheme).

⁵⁶ Essential Services Commission. (2021). Getting to Fair – Draft decision paper. engage.vic.gov.au/building-strategy-regulate-consumer-vulnerability-mind.

⁵⁷ See for example: BSI. (2010). Inclusive service provision: Requirements for identifying and responding to consumer vulnerability. <https://shop.bsigroup.com/ProductDetail?pid=00000000030213909>; Department for Business, Innovation and Skills, Cabinet Office. (2011). Better Choices: Better Deals Consumers Powering Growth. assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/294798/bis-11-749-better-choices-better-deals-consumers-powering-growth.pdf

- dependent on supply of a particular volume of water for critical medical treatment
- an inability to advocate for, or represent, their interests in interactions with water suppliers (including small businesses)
- difficulty in obtaining or assimilating information
- an inability to buy, choose, or access adequate water supply where this access to a reticulated network is not available.

183. Although any consumer can face detriment in a market, consumers experiencing vulnerability are more likely to face barriers to essential services. This can create unnecessary stress, and often worsens the difficulties consumers are already facing in other areas of their lives. Not effectively addressing these obstacles can also reduce consumer trust that essential service providers can meet community needs. These issues have been recognised by a wide range of regulatory, consumer and human rights groups around the world.⁵⁸
184. A common instance of vulnerability can occur when financial instability or low financial resilience results in the accumulation of debt owed to water suppliers. One way that this kind of vulnerability can be mitigated is by providing a fair process that allows steps to be taken to reduce the likelihood of debt accumulation, and if debt has been accumulated, a fair debt reduction plan to be put in place that reduces the debt over time without compromising other areas of essential consumer expenditure.
185. A variety of regulatory and non-regulatory tools are used internationally in utilities markets to minimise the risk of harm to consumers experiencing vulnerability. One of those is minimum service level requirements (discussed above), which give regulators flexibility to direct suppliers to provide stronger protection to targeted groups of consumers with greater needs. Other commonly used tools include:
- **Regulator Strategy on Vulnerability (also called ‘Best Practice Frameworks’ or ‘Vulnerable Consumer Guidelines’)** – used in utilities sectors in the UK and Northern Ireland, these strategies produced by the regulator describe in general terms how the regulator defines and approaches the issue of vulnerability, in terms of ensuring equality of access to services, and any ongoing work programme to identify and tackle vulnerability.⁵⁹

⁵⁸ For example see Consumer Policy Research Centre. (2020). Exploring regulatory approaches to consumer vulnerability: Report for the Australian Energy Regulator. www.aer.gov.au/publications/corporate-documents/exploring-regulatory-approaches-to-consumer-vulnerability-a-report-for-the-aer; United Nations. (2016). Guidelines for Consumer Protection. https://unctad.org/system/files/official-document/ditccplpmisc2016d1_en.pdf; Council of Financial Regulators. (2021). Consumer Vulnerability Framework. www.fma.govt.nz/assets/CoFR/CoFR-Consumer-Vulnerability-Framework-April-2021.pdf

⁵⁹ See for example Utility Regulator (Northern Ireland). (2019). Consumer Protection Programme. <https://www.uregni.gov.uk/news-centre/decision-paper-consumer-protection-programme-published>

- Regulators can use vulnerable consumer strategies to set their expectations of the obligations suppliers have in identifying and responding to vulnerability, in a relatively non-resource intensive manner (for both the regulator and regulated parties).⁶⁰ For example, it could prompt suppliers to think broadly about the areas of their own business to identify and mitigate risk factors that may cause or exacerbate vulnerability, such as the ways in which they communicate, or the knowledge and skills of their staff.
- **Supplier Hardship or Vulnerability Policy** – these kinds of policies generally shift the onus onto the water supplier, rather than the regulator, to identify consumers’ needs and determine how to respond to, and protect, those interests. A rationale for this is the idea that Water Services Entities, rather than government, are likely to be best placed to understand their customers’ needs and direct appropriate assistance to them.
- For example, service providers have information about customers’ circumstances, they can collaborate with suppliers, community groups, local authorities and other organisations to help tackle barriers to accessing services, and because of their direct relationship with consumers, can direct consumers in difficulty to services or sources of help. In some jurisdictions, the regulator can prescribe the contents of a supplier’s hardship policy in guidelines and direct suppliers to review their policy.⁶¹

186. Our preliminary view is that there is a strong case for minimum service level requirements to be able to vary across different types of consumers. We also consider that there should be a positive obligation on the regulator to consider interests of vulnerable consumers, and that minimum service level requirements are flexible enough able to accommodate a wide range of approaches to addressing consumer harm and vulnerability.

What is the role of Te Tiriti o Waitangi in the design of consumer protection regulation for three waters?

187. The consumer protection regime, along with the wider Three Waters Reform, will aim to protect communities and ensure water service quality meets consumer expectations, including the expectations of iwi and hapū. In addition, consumer protection regulation could reflect the fact that Māori communities are over-represented in vulnerable populations in New Zealand, as well as Māori historic experience of both price and service quality inequity.

⁶⁰ Via its Consumer Care Guidelines, the Electricity Authority articulates its expectations of electricity retailers in respect of vulnerable consumers who may have difficulty paying their bills (a minimum standard).

⁶¹ For example, New Zealand’s Electricity Authority prescribes the contents of supplier hardship policies via the Consumer Care Guidelines. Suppliers may choose to design alternative methods to support vulnerable consumers, provided these meet or exceed the standards in the Guidelines. In Western Australia, the utilities regulator is empowered to direct suppliers to review their policies. See Economic Regulation Authority. Code of Conduct for the Supply of Electricity to Small Use Customers; Compendium of Gas Customer Licence Obligations; Financial Hardship Policy Guidelines – Electricity & Gas Licence. www.erawa.com.au/

188. As noted in a Cabinet paper by the Minister of Local Government:⁶²

...the rights and interests of Māori as consumers of water services need to be considered, predominantly under Article Three of the Treaty. There are good reasons for general mechanisms of consumer protection and advocacy to specifically address the interests of Māori, particularly as they relate to historic inequity and the specific interests of Māori who are not mana-whenua within the boundary of a specific entity, including urban Māori.

189. I am interested in feedback on how the consumer protection regime could be designed in a way that contributes to equitable outcomes and mitigates unintended impacts on Māori. This includes impacts on different iwi/hapū, Māori landowners, urban Māori consumers, and rural Māori consumers. I am also interested in stakeholder views on how the consumer protection regulator could be expected to consider Treaty obligations, and the cultural competency of the economic regulator to recognise the significance of water as a taonga for Māori.

25	What are your views on whether minimum service level requirements should be able to vary across different types of consumers?
26	What are your views on whether the regulatory regime should include a positive obligation to protect vulnerable consumers, and that minimum service level requirements are flexible enough to accommodate a wide range of approaches to protecting vulnerable consumers?
27	What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of a consumer protection regime for the three waters sector?

Should consumer protection regulation apply to Water Services Entities only, or also include community and private schemes?

190. A key regulatory design question is whether all water suppliers should be required to comply with all aspects of the consumer protection framework, or whether some suppliers should be fully or partially exempt to recognise the diversity in supplier characteristics and the regulatory design principle that the benefits of regulation should exceed the costs. There may also be questions about whether the consumer protection framework should apply to drinking water, wastewater, and stormwater equally, or differentially.

191. International approaches to the application of consumer protection frameworks in water (and other utilities) markets vary. In Australia, some states (e.g. Victoria) have limited the application of their minimum service standards to certain customers or water suppliers while other states (e.g. Western Australia) apply the same consumer protection standards across all water suppliers, irrespective of their size or location.

⁶² See: Office of the Minister of Local Government. (14 June 2021). Cabinet Paper: Protecting and Promoting Iwi/Māori Rights and Interests in the New Three Waters Service Delivery Model: Paper Three. [www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/\\$file/cabinet-paper-three-and-minute-protecting-and-promoting-iwi-maori-rights-and-interests-30-june-2021.pdf](http://www.dia.govt.nz/diawebsite.nsf/Files/Three-waters-reform-programme/$file/cabinet-paper-three-and-minute-protecting-and-promoting-iwi-maori-rights-and-interests-30-june-2021.pdf)

- 192.** We are aware of concerns about the compliance burden being especially heavy for small private suppliers like marae or small community suppliers servicing fewer than, say, 100 people on a regular basis. It could be the case that these suppliers are not capable of complying with their consumer protection regulatory obligations, for example they may be too small to employ the necessary expertise, or lack the financial resources to upgrade their systems. An argument may also be that there is often a significant degree of overlap between the owners and consumers of small suppliers that results in consumers having a stronger voice than would be the case for larger suppliers.
- 193.** On the other hand, there are genuine equity and fairness concerns that could arise from consumer protections applying to some consumers and not others if the full suite of consumer protection mechanisms do not apply to all suppliers.
- 194.** While we consider that the full consumer protection regime should apply to Water Services Entities, we do not feel that we currently have sufficient information to form a view on whether the regime should also apply to private and community schemes. One option to address this information deficit would be to leave the decision on which elements of the regime apply to which suppliers to the regulator, appropriately guided by the statutory purpose statement. Other options would be to:
- provide a significant transitional period for small private and community schemes to make the necessary changes to their policies and operations
 - only impose the consumer protection regime on water suppliers above a given number of customers (e.g. 500 customers).
- 195.** We welcome views on these issues.

28

- A) Do you consider that the consumer protection regime should apply to all water suppliers, water suppliers above a given number of customers, or just Water Services Entities? Could this question be left to the regulator?
- B) Do you support any other options to manage the regulatory impost on community and private schemes?

What should the consumer protection compliance and enforcement regime look like?

- 196.** Effective compliance and enforcement is essential for any regulatory regime to achieve its purpose and objectives. As with other markets with strong natural monopoly characteristics, there is a strong power and resource imbalance between suppliers and consumers that means that the consumer protection regime will not be reliably enforced if left to private parties. It is therefore important that the consumer protection regulator is appropriately empowered and resourced to undertake compliance and enforcement activities.

197. Regulatory compliance and enforcement regimes can include a mix of criminal offences, civil remedies (e.g. infringement offences and pecuniary penalties) and education or information activities that encourage compliance.⁶³ Reflecting the overarching focus on consumer welfare, a consumer protection regulator's compliance and enforcement toolkit typically includes some combination of education initiatives, warning letters, infringement offences, pecuniary penalties, enforceable undertakings, and other civil remedies such as out of court settlements. The precise contents of the regulator's toolkit will usually depend on the nature of the regulatory regime and the potential range of conduct by regulated suppliers.
198. Table 7 below summarises the range of conduct and potential compliance and enforcement approaches of other regimes with a consumer protection component that have some similarities to the approach proposed in this chapter. In particular:
- The **Telecommunications Act** has a purpose of regulating the supply of telecommunications services, including through retail service quality codes that have some similarities to what has been proposed earlier in this chapter. The entities regulated under that Act are mostly large private commercial enterprises.
 - The **Water Services Bill** has a protection of public health and safety objective, to ensure the safe and reliable supply of drinking water. It contains high penalty levels and fines, relative to the other consumer protection legislation canvassed here, to reflect the potential for harm to life or health to occur from the conduct that is regulated.
 - The **Fair Trading Act** aims to protect the interests of consumers in markets and ensure businesses compete effectively. To that end, it prohibits misleading, deceptive and unfair conduct and practices. This Act applies to a much broader range of entities than the other legislation canvassed here, including all small and medium enterprises.
 - The **Consumer Guarantees Act** shares the same objectives as the FTA, but achieves this by providing that consumers are entitled to expect products and services be of a certain quality.
199. For the reforms to achieve their desired objectives, the regulator must have the powers and resources needed to impose obligations on suppliers. It is equally important that the regulator is equipped with an appropriate enforcement toolkit to discharge these functions. Table 7 contains a comparison of the compliance and enforcement powers of other legislation that has consumer protection elements. These vary materially between regimes reflecting the nature of the regimes, the potential harm to consumers, and the nature of the entities they regulate.

⁶³ See footnotes 32 to 34 above.

Table 7 – Compliance and enforcement tools across legislation with consumer protection elements

REGULATOR TOOL	CONSUMER GUARANTEES ACT	FAIR TRADING ACT	TELECOMMUNICATIONS ACT	WATER SERVICES BILL
Education activities	✓	✓	✓	✓
Warning letter	✗	✓	✓	✓
Infringement notice (offence)	✗	✓	✓	✓
Criminal offences (including fines)	✗	✓	✓	✓
Pecuniary penalties	✗	✗	✓	✗
Direct compensation order	✗	✗	✓	✗
Compliance order	✗	✗	✗	✓
Remedial action powers/orders	✓	✗	✗	✓
Order to disclose/correct information	✗	✗	✓	✗
Enforceable undertakings	✗	✓	✓	✓
Injunctions	✗	✓	✓	✗

Table 8 – Potential compliance and enforcement tools for different types of conduct

REGULATOR TOOL	CONDUCT	POTENTIAL COMPLIANCE AND ENFORCEMENT TOOL
Education activities	Ignorance or misunderstanding of regulatory obligations	Regulator undertakes appropriate education activities to lift supplier understanding.
Warning letter	Minor or inadvertent breach or regulatory obligation.	Regulator writes to supplier notifying them of a breach or potential breach along with actions required to address breach and avoid any subsequent enforcement action.
Breach of minimum required service level/code	Breach of information disclosure obligations	<ul style="list-style-type: none"> • Court order requiring compliance⁶⁴ • Court order requiring the disclosure of information or the publishing of a corrective statements⁶⁵ • Pecuniary penalty of up to \$500,000 for an individual or \$5,000,000 in any other case⁶⁶ • Injunctive power against suppliers that breach minimum required service levels⁶⁷ • Order requiring supplier to compensate any person or entity who has suffered, or is likely to suffer, from the breach⁶⁸ • Ability to accept an enforceable undertaking⁶⁹ • Out-of-court settlements • Management banning orders⁷⁰

⁶⁴ See for example s 87C of the Commerce Act 1986.

⁶⁵ See for example s 156MA of the Telecommunications Act 2001

⁶⁶ See for example ss 87 – 87C, Commerce Act 1986. The maximum pecuniary penalty under the Fair Trading Act is \$200,000 in the case of an individual or \$600,000 for a body corporate (s 40). The maximum pecuniary penalty available under the Telecommunications Act is \$10 million for most breaches (s 156L).

⁶⁷ See for example s 88 of the Commerce Act 1986.

⁶⁸ See for example s 87B of the Commerce Act 1986, and s 156MB Telecommunications Act 2001.

⁶⁹ See for example s 74A of the Commerce Act 1986.

⁷⁰ See for example s 46C of the Fair Trading Act 1986.

200. Based on the regulatory proposals set out in this chapter, Table 8 sets out our preliminary views on the toolkit required for the consumer protection compliance and enforcement regime. In general, the particular compliance and enforcement tool chosen will depend on the nature of the harm arising from non-compliance, the nature of the conduct (e.g. inadvertent versus deliberate) and the degree of public interest.

29

Do you broadly agree that with the compliance and enforcement tools proposed above? Are any additional tools required?

Who should regulate minimum service level requirements?

201. Like economic regulators, consumer protection regulators tend to have a strong and unrelenting focus on long-term consumer welfare. And while their functions and toolkits differ, both economic and consumer protection regulators have the ability to strongly influence the quality of services delivered to consumers, with accompanying potential for conflict with commercial or political imperatives.
202. For these reasons, international experience and experience from other sectors in New Zealand suggests that high performing consumer protection regulators:⁷¹
- are independent and operate at arms-length from Government and regulated suppliers in achieving their statutory objectives⁷²
 - operate with a high degree of transparency through their consultation, determination and performance review processes
 - have the necessary expertise and credibility to efficiently and effectively implement consumer protection regulation that achieves high quality outcomes for consumers
 - share relevant information and act in a coordinated way with other regulators and policy agencies (while maintaining their independence in making regulatory determinations).
203. In addition to the above characteristics, the choice of the consumer protection regulator needs to consider:
- the ability to implement the consumer protection regulation regime by the proposed 'go live' date of the Water Services Entities, i.e. 1 July 2024
 - the ability to enhance, and realise synergies from, New Zealand's broader consumer regulation eco-system

⁷¹ www.oecd.org/gov/regulatory-policy/the-governance-of-water-regulators-9789264231092-en.htm

⁷² There are different dimensions to independence, but key dimensions often include: (i) the ability to take decisions without reference or review by Government; (ii) the inability of board members or senior executive to be removed by the Government of the day; and (iii) the agency having a permanent budget that is not subject to short-term political decision making.

- overall value for money given consumers/taxpayers will ultimately fund the economic regulator's activities.

204. Pulling together the considerations in the previous two paragraphs, we suggest an appropriate assessment criteria for evaluating options for the economic regulator is:

- operate at arms-length from Government in implementing consumer protection regulation
- relevant expertise and credibility implementing consumer protection regulation
- appropriate knowledge of the three waters sector
- improvements to the three waters regulatory system can be delivered in a timely fashion
- overall value for money given consumers or taxpayers are likely to foot the bill.

What entities could fulfil the consumer protection regulator role in New Zealand, and how do these entities match up against the assessment criteria?

- In our view, the assessment criteria above suggest there are three potential options for the consumer protection regulator:
- *Taumata Arowai* – Taumata Arowai is a new the new drinking water regulator that will also have functions regulating the environmental impacts of wastewater and stormwater networks. The entity is currently in establishment phase and is expected to commence its regulatory functions in the second half of 2021 when the Water Services Bill becomes law, including the backstop consumer complaints provisions in sections 38 to 40 (discussed in more detail in the next chapter). As a Crown Agent under the Crown Entities Act, Taumata Arowai is required to give effect to Government policy.⁷³
- *Commerce Commission* – the Commerce Commission is New Zealand's competition, consumer and economic regulation agency. It was established in 1986 and is an Independent Crown Entity for the purposes of the Crown Entities Act. As such, it is not subject to direction from the Government in carrying out its compliance, enforcement and regulatory control activities under the Commerce Act, Fair Trading Act, Credit Contracts and Consumer Finance Act, Dairy Industry Restructuring Act, Fuel Industry Act, and Telecommunications Act. While the Commission has substantial expertise in implementing regulation that protects consumers, it does not currently have significant expertise in the three waters sector.

⁷³ Except in areas where a specific statutory exemption applies.

- *A new water consumer protection authority* – this option would involve the passage of legislation to establish a new water sector specific economic regulator as an Independent Crown Entity under the Crown Entities Act. In creating a new consumer protection regulator that has similar functions to the Commerce Commission, there is an unavoidable risk that some of the Commission’s expertise that is currently working on consumer issues across other sectors would exit to the new water consumer protection regulator. This risk could also apply to Taumata Arowai.
- Establishing a new water economic regulator would also likely take an additional 18 months to two years depending on how quickly funding could be made available. On the other hand, a consumer protection regulator dedicated to the water sector may develop deeper sector specific expertise over time.

205. Table 9 evaluates the three options against the assessment criteria.

Table 9 – assessment of regulatory institutional arrangement options

	OPTION A – TAUMATA AROWAI	OPTION B – COMMERCE COMMISSION	OPTION C – NEW WATER CONSUMER PROTECTION AUTHORITY
ABLE TO OPERATE AT ARMS-LENGTH FROM GOVERNMENT IN MAKING ECONOMIC REGULATION DETERMINATIONS	<p>✗</p> <p>Taumata Arowai is a Crown Agent that must give effect to Government policy when directed by the responsible Minister.</p>	<p>✓✓✓</p> <p>In line with international best practice, the Commerce Commission is an independent Crown entity.</p>	<p>✓✓✓</p> <p>In line with international best practice, any new water economic regulator would likely be established as an independent Crown entity.</p>
RELEVANT EXPERTISE AND CREDIBILITY IMPLEMENTING CONSUMER PROTECTION REGULATION	<p>✗</p> <p>Does not currently have expertise in consumer protection regulation, and the required skill sets are significantly different from current public health and environmental regulation focus.</p>	<p>✓✓✓</p> <p>Deep expertise in implementing both economy wide (e.g. FTA) and sector specific (e.g. Telecommunications Act) consumer protection regulation.</p>	<p>✗</p> <p>New entity would be starting from scratch.</p>
APPROPRIATE EXPERTISE IN THE THREE WATERS SECTOR	<p>✓</p> <p>Currently in establishment phase, but has started to build its expertise.</p>	<p>✗</p> <p>Limited water expertise currently.</p>	<p>✗</p> <p>New entity that would need to develop expertise.</p>

IMPROVEMENTS TO THREE WATERS REGULATORY SYSTEM CAN BE DELIVERED IN A TIMELY FASHION	✓ Entity has been established and is developing its expertise, but would take time to build significantly different consumer protection skill sets.	✓✓ Entity able to leverage existing expertise from day one, but would need to build water sector expertise over time.	✗ Substantial set-up work required to establish and fund new entity. Developing consumer protection and water sector expertise simultaneously likely to take time.
DELIVERS VALUE FOR MONEY	✓✓ Builds off an existing agency with a clear focus on the water sector, but entity would need to build consumer protection expertise.	✓✓ Builds off an existing agency with significant economic regulation expertise water sector, but entity would need to build its water sector expertise.	✗ Requires establishment of a new agency with accompanying overhead costs. Would need to build both water and consumer protection expertise.

Key: ✓✓✓ = High degree of alignment; ✓✓ = Moderate degree of alignment; ✓ = Low degree of alignment;
 ✗ = No alignment.

206. In line with the above analysis, our preliminary view is that the Commerce Commission is the most appropriate body to be the consumer protection regulator for the three waters sector. We note that there are options to provide a dedicated water sector focus within the overarching structure provided by the Commerce Commission. For example, it would be possible to create a 'Water Commissioner' that could operate in a similar way to the Telecommunications Commissioner.

30

Do you agree with our preliminary view that the Commerce Commission is the most suitable body to be the consumer protection regulator for the three waters sector?

10 How should consumers be given a strong voice?

How should consumers be given a strong consumer voice?

- 207.** In New Zealand, there is a generally-accepted view that residential and small businesses tend to struggle to engage with, and influence decisions affecting them, in utilities sectors. Other sectors and jurisdictions face similar challenges with low levels of engagement and under-representation in regulatory processes because of barriers to participation.⁷⁴ Consumers often struggle to have their voices heard in certain markets largely because:⁷⁵
- some of the issues that affect consumer welfare are highly technical and difficult for consumers to understand and express clear views on
 - consumers tend to lack the considerable time and resources needed to get involved in decision-making processes
 - cultural differences and language barriers stand in the way of some consumers engaging and exerting influence.
- 208.** Recognising these barriers, the Government has agreed that mechanisms to give consumers and communities a voice should be incorporated throughout the design of the Water Services Entities and the broader system to ensure that the system is responsive and accountable to consumers and communities.

What are the obligations on Water Services Entities to provide consumers with a voice?

- 209.** The Water Services Entities Bill will impose three statutory obligations on Water Services Entities to take into account the consumer and community voice:
- *Representation on the Governors Representative Group:* the Governors Representative Group, comprised of mana whenua and local authority representatives, will be responsible for issuing a statement of strategic and performance expectations to the water services entity. Through this tool, representatives will be able to convey local and regional priorities and interests, which must guide the entity's behaviour and direction.

⁷⁴ MBIE. (2020). Regulatory impact analysis for the Electricity Industry Amendment Bill.

www.mbie.govt.nz/assets/annex-one-regulatory-impact-analysis-for-the-electricity-industry-amendment-bill-future.pdf

⁷⁵ Electricity Price Review (2019). Final Report www.mbie.govt.nz/assets/electricity-price-review-final-report.pdf.

- *Establishment of a consumer forum*: entities will be required to establish a consumer forum, to allow for “grassroots” community and consumer engagement on the strategic direction of entities and prioritisation of investments.⁷⁶
- *Engagement, publishing and reporting requirements*: entities will be required to engage with consumers and the wider community, on the development of key strategic documents such as the Statement of Intent, Asset Management Plan, and Funding and Pricing Plan. To ensure transparency and accountability, this will be complemented by requirements to publish the final documents and report on how the entity has incorporated the consumer and community feedback.

Should the economic regulator be required to appropriately incentivise high quality consumer engagement?

- 210.** An option to strengthen the consumer voice in the three waters system would be to provide the economic regulator with a positive legislative obligation to incentivise high quality consumer engagement. While the exact incentives are best left to the regulator, this could include a mix of financial incentives and non-financial incentives (e.g. fast track investment approvals). These incentives would only be able to be accessed if the economic regulator believes the supplier has undertaken high quality consumer engagement and adequately incorporated consumer feedback into the supplier’s strategic priorities. Internationally, there is emerging evidence that these kinds of incentives result in improved supplier performance and increased levels of consumer satisfaction.

31

What are your views on whether the regulator should be required to incentivise high-quality consumer engagement?

Is there a need for an expert body to advocate on behalf of consumers?

- 211.** Another option to strengthen the consumer voice in the water sector is to establish an expert body to advocate on behalf of consumers. Such bodies are common in overseas jurisdictions and have demonstrated significant gains for consumers through their ability to engage with regulators and Water Services Entities on technical issues. This could include issues that tend to be beyond the ability of the average consumer to engage on, such as weighted average cost of capital, or the different technical solutions for treating wastewater.
- 212.** Expert bodies that engage in in-depth research activities to inform their technical advocacy tend to: (i) enhance the strength and credibility of consumer voices, and (ii) expand the range of issues on which consumer voices are heard.

⁷⁶ This mechanism has been modelled on the Scotland Consumer Forum for Water, whose principal function is to play a formal role in the periodic reviews of water charges. It is funded by way of a cooperation agreement between Scottish Water, the Water Industry Commission of Scotland (WICS), and Consumer Focus Scotland. This recognises the trade-off between the role of WICS in establishing the “lowest reasonable overall cost” and what might be considered appropriate from a customer perspective.

213. There are two broad options for the establishment of the expert advocacy body:

- **Bespoke water advocacy body:** Creating a bespoke advocacy group would allow the body to build up specialised expertise and develop a reputation as an expert advocate in the water sector. While this may foster greater confidence among consumers and small businesses in its ability to represent and promote their water related interests, the downside is that establishing a new body is likely to take a considerable period of time and require additional funding. Such a body may also struggle to attract staff as it would be fulfilling a very similar role to the Consumer Advocacy Council (CAC) established in 2020 for the energy sector.
- **Extend mandate of an existing advocacy body:** When the CAC was created, provision was made for it to broaden its remit over time to other sectors. Water was identified as one of the sectors that would have direct synergies with electricity given both sectors will involve economically regulated utilities. Advantages of extending the jurisdiction of the electricity CAC to cover water include:
 - it has greater potential to be recognised and supported by consumers and small businesses as protecting their interests
 - the ability to leverage and learn from changes in the regulation of other utilities markets over time
 - it is cost-effective, and it avoids two separate bodies competing for expert staff and advocates.

214. While the CAC is still in its establishment phase, our preliminary view is that expert advocacy in the water sector would best be achieved via an extension of the jurisdiction of the CAC.

32

What are your views on whether there is a need to create an expert advocacy body that can advocate technical issues on behalf of consumers?

33

What are your views on whether the expert body should be established via an extension to the scope of the Consumer Advisory Council's jurisdiction?

11 How should consumer disputes be resolved?

Why is dispute resolution important?

- 215.** Consumer dispute resolution schemes are seen as an essential component of consumer protection regimes as they provide consumers with an avenue for resolving complaints or disputes when they cannot resolve them directly with their service provider, and when instigating court action is not financially viable. Research commissioned by the Australia and New Zealand Energy and Water Ombudsman Network on the dispute resolution needs of energy and water markets consumers found that significant benefits can accrue to the consumers and suppliers in monopoly water markets who are able to access an independent and impartial source of redress through external dispute resolution in the event of a dispute.⁷⁷

What existing dispute resolution avenues apply to the three waters sector?

- 216.** At present, most water consumers in New Zealand have limited recourse to dispute resolution with water providers. This is because a majority of water consumers receive their three waters services on a statutory basis from local authorities, rather than on a contractual basis. While consumers have some ability to raise service provision concerns with democratically elected councillors, and also with the Ombudsman who is able to deal with complaints about Local government agencies, both these options have a limited time/resource to deal with consumer complaints about the delivery water services.

Taumata Arowai

- 217.** The Water Services Bill creates a backstop consumer complaints framework designed to ensure that consumer concerns about drinking water are properly investigated by suppliers. Drinking water suppliers are obligated to establish and maintain a consumer complaints process, and report annually to Taumata Arowai on that process.
- 218.** Under that framework, if a consumer is not satisfied with the way a supplier has handled their complaint, they can escalate the complaint to Taumata Arowai. Taumata Arowai is then able to review and investigate a complaint, and decide to take any action it considers necessary. It is also responsible for monitoring and enforcing compliance with the complaints process, and is equipped with powers where suppliers fail to comply.

⁷⁷ University of Sydney. (2019). What will energy consumers expect of an energy and water ombudsman scheme in 2020, 2025, 2030? www.ewon.com.au/content/Document/Publications%20and%20submissions/EWON%20reports/ANZEWON-report-Dec-2019.pdf

- 219.** This backstop complaints framework puts the onus on suppliers to establish a complaints process while allowing details of the complaints regime to be established through regulations. These regulations have yet to be developed so there is currently little detail on what the key elements of an effective process are, or what powers Taumata Arowai would look to use if a complaint is not resolved to a consumer's satisfaction. We note that Taumata Arowai has broad powers – for example the ability to issue directions, make compliance orders, require changes to a drinking water safety plan – although these powers are mostly focussed on public health rather than customer satisfaction or the resolution of consumer disputes. The complaints framework is also focussed on drinking water suppliers which raises obvious questions about what happens in relation to consumer disputes about wastewater or stormwater services.

Utilities Disputes Ltd

- 220.** Utilities Disputes Ltd is a free, independent and impartial service that is empowered to resolve complaints about electricity, gas, water, and broadband installation on shared property. It is only able to investigate complaints about water service providers that are members of the Utilities Disputes Scheme. Membership of Utilities Disputes is currently voluntary, and at present, only two providers have signed up to its Water Complaints Scheme (Milford Sound Infrastructure and Wellington Water). There is also a monetary limit of \$15,000 on the value of complaints.
- 221.** The decisions of the Water Complaints Scheme are effectively binding on the water service provider, if accepted by the complainant. If a decision is not accepted by the complainant and supplier, the parties to the dispute are able to pursue remedies through other fora such as the Disputes Tribunal. The Water Complaints Scheme is able to award costs of up to \$2000 to compensate a complainant for the expenses associated with making a complaint, or for inconvenience suffered because of a provider's failure to comply with a relevant code of conduct.
- 222.** The Utilities Dispute Scheme's costs of operation and provision of services and related activities are met by the providers, who must pay membership fees and charges.

Commerce Commission

- 223.** The Commerce Commission enforces consumer laws that protect consumers who purchase goods or services in New Zealand as outlined earlier in this document. Relevant to the water sector is its ability to hear complaints about fair trading issues. Consumers are able to make a complaint directly to the Commission. However, due to the volume of complaints it receives, it is not able to address all of them.
- 224.** The Commission undertakes a prioritisation process to focus its resources on addressing the issues that cause the most harm or have the potential to cause the most harm to consumers. Furthermore, while the Commission can sometimes obtain remedies for consumers, the Commission's primary consumer protection focus is on addressing systemic conduct, rather than resolving individual disputes.

Disputes Tribunal and Courts

- 225.** Depending on the value of the claim, consumers have recourse to the Disputes Tribunal or the Courts to settle disputes. These mechanisms can be a relatively costly and lengthy way to resolve disputes than the fora discussed above.
- 226.** The Disputes Tribunal is a less formal, quicker and cheaper way to settle disputes than a court, but there is evidence that consumers find the process confusing and adversarial which means that only a small proportion of consumers use it. It has jurisdiction to settle small claims up to \$30,000. Decisions of the Tribunal are legally binding. For claims that exceed \$30,000, customers have recourse to the District or High Courts.

Our preliminary view is that a dedicated three waters consumer dispute resolution scheme is required

- 227.** Based on the combined limitations of all the above mechanisms, our preliminary view is that a dedicated consumer dispute resolution scheme for the three waters sector is required. This could be operated by Utilities Disputes Ltd or another disputes resolution provider such as Fairway Resolution Ltd.

34

What are your views on whether there is a need for a dedicated three waters consumer disputes resolution scheme?

What kinds of disputes should be subject to a consumer dispute resolution scheme?

- 228.** At a basic level, the disputes subject to a resolution scheme should be those between customers and water service providers. This could include:
- complaints as to the provision or supply of water services to a customer, as required under an industry code, consumer contract, or legislation⁷⁸
 - charging, payment, and billing disputes
 - complaints about the administration of payment and/or services for particular customers
 - complaints about restrictions placed on water supply due to non-payment
 - complaints referred by the economic regulator, the consumer protection regulator or Taumata Arowai about the conduct of a water service provider
 - access to and use of land on which there are water assets/equipment
 - actions of staff or contractors.

⁷⁸ Noting that some aspects of legislation and regulation (eg a breach of minimum service level requirements) would be enforced by the consumer protection regulator.

229. Disputes that would fall outside the remit of a dispute resolution scheme could include those that are better dealt with through judicial processes – such as high value disputes – or disputes which are subject to other channels of resolution (e.g. price-quality paths administered by the economic regulator, or drinking water quality issues that are administered by Taumata Arowai).

35

What are your views on whether these kinds of disputes should be subject to a dispute resolution schemes? Are there any other kinds of issues that a consumer dispute resolution provider should be able to adjudicate on?

What types of consumer dispute resolution schemes are most suited to the three waters sector?

230. Consumer dispute resolution schemes can be voluntary/industry initiated, or mandated:

- **Voluntary/industry initiated:** Industry-initiated or voluntary schemes (for example, the Telecommunications Dispute Resolution scheme or the Water Complaints Scheme already operated by Utilities Disputes) can generally be established more quickly and involve lower set-up costs than statutory schemes. However, there is evidence that consumers who come under the jurisdiction of non-mandatory schemes can struggle to get suppliers to engage in dispute resolution processes, thereby leaving consumers without adequate dispute resolution mechanisms.^{79,80} Arguably, voluntary schemes have lower incentives to improve consumer outcome over time, and can be perceived by some consumers as lacking independence.⁸¹
- **Mandatory:** Requiring suppliers to belong to a scheme removes the issue of some consumers not having access to appropriate dispute resolution mechanisms.⁸² However, they tend to take longer and be more extensive to establish. They can be established as new statutory scheme (e.g. via a new ‘water ombudsman’),⁸³ or expand the mandate of an existing schemes such as Utilities Disputes Ltd or Fairway Resolution Ltd by requiring regulated suppliers to be a member of a suitable dispute resolution scheme approved by the Minister. Internationally, there is some evidence of consumer benefits from having a single point of contact for similar types of disputes across utility sectors.⁸⁴

⁷⁹ University of Sydney (2019). What will energy consumers expect of an energy and water ombudsman scheme in 2020, 2025, 2030?

⁸⁰ The telecommunications market did not previously legally require service providers to become members of the industry dispute resolution scheme (the Telecommunications Disputes Resolution Scheme). This was found to result in some consumers lacking meaningful recourse, because many of the main service providers had opted not to join the industry scheme. See: MBIE. (2017). Regulatory Impact Statement, Telecommunications Act review: consumer matters. www.mbie.govt.nz/assets/512ad8c91a/telco-review-ris-consumer-matters.pdf

⁸¹ Regulatory Impact Statement, Telecommunications Act review: consumer matters.

⁸² Assuming that scheme coverage includes all relevant water suppliers.

⁸³ We note that s 28A of the Ombudsman Act 1975 restricts the use of the term ‘ombudsman’, and is likely to prevent the use of the term for a new dispute resolution scheme.

⁸⁴ Philip Hampton. (2005) Reducing administrative burdens: effective inspection and enforcement. HM Treasury. www.regulation.org.uk/library/2005_hampton_report.pdf

- 231.** Our preliminary preferred option is for mandatory provision of consumer dispute resolution services, but we welcome views on whether this should be achieved through a new scheme or by expanding the mandate of an existing scheme.

36

What are your views on whether a mandatory statutory consumer disputes resolution scheme should be established for the water sector?

37

Do you consider that a new mandatory statutory consumer disputes resolution scheme should be achieved via a new scheme or expanding the jurisdiction of an existing scheme or schemes?

Who should be required to have a consumer dispute resolution scheme?

- 232.** As with minimum service level requirements, there is a key regulatory design question as to whether a consumer dispute resolution should be mandated for all suppliers that provide water services to downstream consumers, or just Water Services Entities. As per the previous discussion, a mandatory consumer dispute resolution service applying to all suppliers would promote consistent and equitable improvement in the welfare of all New Zealand water consumers.
- 233.** However, there are legitimate questions about the potential administrative and compliance costs that membership would impose on small community and private schemes. One option to address this concern would be to put in place a statutory threshold. For example, the requirement for a consumer dispute resolution scheme could apply to private and community schemes that supply more than 500 customers.

Should there be periodic reviews of the consumer disputes resolution scheme?

- 234.** An option is to bed-in a requirement for regular review of the current coverage and capability of a specialised dispute resolution scheme operating in the water sector. This would ensure it remains fit for purpose and able to meet changes in technology and consumer needs. For example, the Commerce Commission must periodically review telecommunications industry dispute resolution schemes every three years and provide a report to scheme providers on recommendations for improvement, and when its recommendations should be implemented.⁸⁵

Should there be incentives for suppliers to improve complaints resolution over time?

- 235.** There could be a role for the consumer dispute resolution scheme to incentivise suppliers to make improvements to their complaints resolution practices. For example, charging suppliers fixed or variable charges to investigate a consumer complaint could provide suppliers with a reasonably strong incentive to resolve disputes directly with a consumer where possible.

⁸⁵ Section 246 of the Telecommunications Act 2001.

236. Australia publishes the benchmarks for industry-based customer dispute resolution, which is seen as a critical practice to ensure water suppliers' relative accountability, efficiency, and effectiveness in complaints handling and resolution.⁸⁶

38

Do you consider that the consumer disputes resolution schemes should apply to all water suppliers, water suppliers with 500 or more customers, or just Water Services Entities?

39

Do you think the consumer dispute resolution scheme should incentivise water suppliers to resolve complaints directly with consumers?

Should there be special considerations for traditionally under-served or vulnerable communities?

237. Dispute resolution schemes for other utilities industries tend to be accessed by consumers who are more aware of their rights, and have the time and ability to represent their interests. Under-served or vulnerable communities are generally under-represented in statistics of those accessing dispute resolution schemes despite consumer issues often being skewed towards low income households, those with limited comprehension of English language, poor literacy or numeracy skills, disability or chronic illness, and the elderly.⁸⁷ Māori and Pasifika communities are also over-represented in these vulnerable populations in New Zealand.
238. Traditionally under-served communities often face special difficulties accessing dispute resolution schemes, as vulnerable consumers can be less able or likely to assert their rights and seek individual redress.⁸⁸ This suggests there is a need for special consideration to be given to ensuring accessibility of a scheme for these communities, such as:⁸⁹
- targeted awareness raising
 - the provision of information in multiple languages
 - availability of translation and relay services
 - user friendly publications
 - the ability to contact the service and lodge a complaint by multiple means
 - acceptance of support people to assist complainants
 - special training of staff to identify and respond to vulnerabilities.

⁸⁶ Electricity and Water Ombudsman of Victoria. (2019). Independent review – Final report.

www.ewov.com.au/uploads/main/2019-Independent-review-final-report.pdf

⁸⁷ Commerce Commission. (2015). Consumer Issues 2015.

https://comcom.govt.nz/data/assets/pdf_file/0032/89096/Consumer-issues-report-2015.pdf

⁸⁸ Commerce Commission. Consumer Issues 2015.

⁸⁹ Sapere Research Group. (2015). Understanding the value of the Electricity and Gas Complaints Commissioner. <https://srqexpert.com/publications/our-people-publicat-549/>

- 239.** It will be important that both suppliers and the dispute resolution provider ensures that underserved and vulnerable communities are able to participate in processes that affect them including dispute resolution processes.

40

Do you consider that there should be special considerations for traditionally under-served or vulnerable communities? If so, how do you think these should be given effect?

12 How should the consumer protection regime be funded?

How much will the consumer protection regime cost to administer?

240. Based on the preliminary policy positions outlined in the preceding chapters, there are likely to be two major cost components to implementing consumer protection regulation:
241. Minimum service level requirements – this would cover development and maintenance of the code together with the work required to undertake compliance monitoring and enforcement work. This work is likely to cost around \$2m in the first year and \$1.5m to \$2m in subsequent years – although this will depend on the final scope of the regime and the number of entities subject to the code. An ongoing cost of \$2m equates to an average monthly household cost of 9 cents.⁹⁰
242. Operation of consumer dispute resolution scheme(s) – the costs of developing a new scheme, or requiring regulated suppliers to be a member of an approved scheme are likely to be met by regulated suppliers. Comparable schemes in other sectors cost around \$2m to \$3m annually to operate. An ongoing cost of \$3m equates to an average monthly household cost of 13 cents.⁹¹

Should these costs be Crown or levy funded?

243. In general, fees or levies are considered to be an appropriate funding tool where it is possible to:
- identify specific individuals or groups that directly benefit from a given Government activity or service
 - efficiently charge or levy individuals or groups that benefit from a given Government activity or service.^{92,93}
244. The main difference between a fee and a levy is that it is generally compulsory to pay a levy, and it is usually charged to a specific group (rather than relating to specific services provided to an individual).⁹⁴

⁹⁰ Based on Statistics NZ March 2021 estimate of households.

<https://www.stats.govt.nz/information-releases/dwelling-and-household-estimates-march-2021-quarter>.

⁹¹ Based on Statistics NZ March 2021 estimate of households.

⁹² The Treasury. (2017). Guidelines for Setting Charges in the Public Sector.

<https://www.treasury.govt.nz/sites/default/files/2017-04/settingcharges-apr17.pdf>

⁹³ Office of the Auditor General. (2008). Charging fees for public sector goods and services.

<https://oag.parliament.nz/2008/charging-fees/docs/charging-fees.pdf>

⁹⁴ Legislation Design and Advisory Committee. (2018). Legislation Guidelines.

<http://www.ldac.org.nz/guidelines/legislation-guidelines-2018-edition/issues-particularly-relevant-to-empowering-secondary-legislation/chapter-17/>

245. Fees and levies are therefore often suited to situations where there are significant ‘private’ benefits to individuals or groups rather than society at large (i.e. ‘public benefits’). If there are significant public benefits, then funding from general taxation is likely to be a more appropriate funding tool. If there is a mix of public and private benefits, then a mix of fees/levies and funding from general taxation is likely to be appropriate, weighted according to the balance of private and public benefits.
246. As their name suggests, consumer protection mechanisms are specifically designed to directly benefit the long-term interests of consumers. The costs of implementing consumer protection mechanisms are typically levied on the supplier of regulated services. These costs are then ‘passed through’ to consumers in the prices they pay for regulated services.
247. The ability to identify and cost effectively charge the ultimate beneficiaries of the consumer protection regime suggests that the costs of the regime should be met from charges on consumers. Because the costs of the regime will be levied on regulated suppliers as a proxy for the diverse range of consumers that ultimately benefit, a levy is likely to be more appropriate than a fee.

41

What are your views on whether the costs of implementing a consumer protection regime for the three waters sector should be funded via levies on regulated suppliers?

If the consumer protection regulator’s costs are to be levy funded, how should this work?

248. A range of different approaches can be used to levy regulated suppliers. The key questions are:
- What is the process used to set the levy (including consultation requirements)?
 - Who sets the final amount of the levy?
 - Who collects the levy?
249. Our preliminary view is that there are two broad levy design options that should be considered: (i) a regulator led levy regime similar to that used by the Electricity Authority under the Electricity Industry Act 2010;⁹⁵ and (ii) a minister levy regime similar to that administered by MBIE under Part 4 of the Commerce Act.⁹⁶
250. We note that if the Government were to pass legislation that enabled the consumer protection regime to be levy funded, it is likely that a separate consultation process would be required to determine the quantum of levy funding provided.

⁹⁵ See, in particular, s 128 of the Electricity Industry Act 2010.

⁹⁶ See, in particular, s 53ZE of the Commerce Act 1986.

Table 10 – consumer protection levy regime options

	OPTION A – REGULATOR LED LEVY REGIME	OPTION B – MINISTER LED LEVY REGIME
WHAT IS THE PROCESS USED TO SET THE LEVY?	Regulator publicly consults on their work programme and required funding.	Ministry consults on funding required (on behalf of the Minister) in close consultation with the regulator.
WHO SETS THE FINAL AMOUNT OF THE LEVY?	The Minister sets the total amount of levy funding by determining the regulator’s appropriation(s) in the Main Estimates of Appropriations for the levy year. ⁹⁷ The levy rates applying to industry participants are calculated in accordance with the allocation mechanism specified in the levy regulations, and are gazetted.	The Minister sets the total amount levy funding by determining the regulator’s appropriation(s) in the Main Estimates of Appropriations for the levy year. ⁹⁸ The levy rates applying to industry participants are calculated in accordance with the allocation mechanism specified in the levy regulations. Levy payers are notified of their levy liability.
WHO COLLECTS THE LEVY?	Regulator.	Ministry, on behalf of the Minister.

251. There are pros and cons to both these types of levy regimes. Requiring the regulator to consult on their work programme and funding needs can promote efficiency in the regulator’s activities and provides a useful accountability mechanism to consumers, regulated suppliers and other stakeholders. On the other hand, there can be a perception of a conflict of interest by the regulator consulting regulated parties on its funding requirements, even if the final decision rests with the Minister.
252. In contrast, a Ministerial led regime creates a degree of separation between the regulator and regulated parties. However, the inherent accountabilities of a regulator led regime are lost and there is potential for regulator funding requirements to be subject to a higher degree of political decision making.

42	<p>Do you think that the levy regime should:</p> <p>A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister?</p> <p style="text-align: center;">OR</p> <p>B) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?</p>
43	Are there any other levy design features that should be considered?

⁹⁷ The Minister may elect to refer to the decision to Cabinet if the Minister considers the decision meets the thresholds set out in the Cabinet Manual.

⁹⁸ The Minister may elect to refer to the decision to Cabinet if the Minister considers the decision meets the thresholds set out in the Cabinet Manual.

Part D – Implementation and Regulatory Stewardship

- 13 How should economic and consumer protection regulation interface with other aspects of three waters regulation and governance?

253. In line with other countries, New Zealand’s Three Waters Reform programme will result in a number of service delivery, regulatory, and policy agencies that each have an important part to play in delivery better outcomes for New Zealanders:

Table 11 – Agencies or entities with policy, regulatory, or implementation/service delivery responsibilities

AGENCIES WITH POLICY OR STEWARDSHIP RESPONSIBILITIES	AGENCIES WITH REGULATORY RESPONSIBILITIES	ENTITIES WITH IMPLEMENTATION OR SERVICE DELIVERY RESPONSIBILITIES
<ul style="list-style-type: none"> • Ministry of Health (public health regulation) • Ministry for the Environment (environmental regulation) • Ministry of Business, Innovation and Employment (economic and consumer protection regulation) • Department of Internal Affairs (lead agency for Water Services Bill and Water Services Entities Bill) 	<ul style="list-style-type: none"> • Taumata Arowai • Regional councils • Economic regulator • Consumer protection regulator • Consumer dispute resolution schemes 	<ul style="list-style-type: none"> • National Transition Unit • Four Water Services Entities • Community/private schemes • Self-suppliers

254. Given the range of agencies and entities that have a role in the three water system, effective implementation and system stewardship arrangements will therefore be integral to the long-term success of the reforms.
255. The Government has already made decisions on a comprehensive package of governance and accountability arrangements that will apply to the four new Water Services Entities, including transitional arrangements. Officials will also report back to the Three Waters Ministers on the longer term stewardship arrangements in September 2024 once the core system components have been established. This chapter therefore focusses on how the economic and consumer protection regulator(s) will coordinate with other players in the three waters regulatory system.

How should the economic and consumer protection regulator(s) coordinate their work with Taumata Arowai and other regulatory bodies?

256. Coordination across drinking water, environmental, economic, and consumer protection regulation will be essential for the delivery of high quality outcomes. For example, both Taumata Arowai, the economic regulator, and the consumer protection regulator will have responsibility for different aspects of the quality of water services received by consumers.
257. In this context, effective system governance will require:
- *clear outcomes*: system outcomes need to be comprehensive and clear to system players
 - *role clarity*: system players need to understand their respective roles
 - *strategy and delivery*: the arrangements to deliver the system outcomes need to be clear and effective
 - *performance and risk management*: system performance needs to be effectively monitored so any underperformance is able to be identified and addressed quickly.
258. There are a range of approaches that can be taken to ensure that system governance is effective. Often these include the development of a 'regulatory charter' that sets out the system objectives, roles of key players, and how the system objectives will be delivered and monitored. Strategy, delivery, and performance/risk management functions are often advanced by a 'council of regulators' or similar coordination arrangements that involve key policy and regulatory bodies meeting regularly to share information about system performance and discuss system issues that require coordination across agencies.

44

Do you consider that *regulatory charters* and a *council of water regulators* arrangements will provide effective system governance? Are there other initiatives or arrangements that you consider are required?

What other aspects of three waters regulation and governance will economic and consumer protection regulation need to interface with?

How should the economic and consumer protection regulator(s) interface with and contribute to Government's expectations for the three waters sector?

259. The Government is proposing that the forthcoming Water Services Entities Bill will include provision for a Government Policy Statement (GPS). The proposed GPS would provide high-level strategic direction to the new Water Services Entities to inform and guide the entities' decisions and actions in fulfilling their statutory purpose and objectives, i.e. it would not be pitched at an operational level, or seek to provide direction on specific projects. Water Services Entities would be required to give effect to the GPS.

- 260.** Development of the GPS would be undertaken by the Government in close consultation with regulators, iwi/Māori, local government, and Water Services Entities. In particular, it is expected that the Government would seek advice from:
- the economic regulator on the potential cost, quality and efficiency implications for consumers arising from the outcomes specified in the GPS
 - the consumer protection regulator on any implications for service quality and longer term consumer welfare arising from the GPS.
- 261.** While the statutory independence of the economic and consumer protection regulator(s) would mean that they would not have to ‘give effect’ to the GPS, there may be benefit in the Government having the ability to transmit the GPS to the economic and consumer protection regulator(s) so that they can have regard to it in fulfilling their statutory functions. For example, section 26 of the Commerce Act provides that the Commerce Commission shall have regard to the policies of the Government transmitted from time to time by the responsible Minister. However, any such transmission of Government policies is: (i) required to be Gazetted and tabled in the House of Representatives as soon as practicable after it is transmitted; and (ii) not a direction for the purposes of the Crown Entities Act.

45

Do you consider it is useful and appropriate for the Government to be able to transmit its policies to the economic and consumer protection regulator(s) for them to have regard to?

Should the economic and consumer protection regulator(s) be able to share information with other regulatory agencies?

- 262.** Allowing agencies with regulatory responsibilities in the three waters system to efficiently and effectively share information is one of the simplest and most effective ways of promoting system cohesion and advancing system objectives. There are also significant benefits for regulated suppliers, as allowing regulators to share information can avoid multiple regulators collecting the same information from suppliers. For example, allowing the economic regulator to share the information collected from its information disclosure regime about suppliers’ asset management practice with Taumata Arowai would remove, or significantly reduce, the need for Taumata Arowai to collect the same information for its statutory purposes.⁹⁹
- 263.** In our view, allowing the economic and consumer protection regulator(s) to share information with other regulatory agencies is a core part of a modern and cohesive regulatory system.

46

What are your views on whether the economic and consumer protection regulator should be able to share information with other regulatory agencies? Are there any restrictions that should apply to the type of information that could be shared, or the agencies that information could be shared with?

⁹⁹ We note that s 194 of the Water Services Bill would allow Taumata Arowai to share information with other regulatory agencies.

14 Recap of questions

1	What are your views on whether there is a case for the economic regulation of three waters infrastructure in New Zealand?
2	What are your views on whether the stormwater networks that are currently operated by local authorities should be economically regulated, alongside drinking water and wastewater?
3	What are your views on whether the four statutory Water Services Entities should be economically regulated?
4	What are your views on whether economic regulation should apply to community schemes, private schemes, or self-suppliers? Please explain the reasons for your views.
5	What are your views on whether the Water Services Entities should be subject to information disclosure regulation?
6	What are your views on whether Water Services Entities should be subject to price-quality regulation in addition to information disclosure regulation?
7	What are your views on the appropriateness of applying individual price-quality regulation to the Water Services Entities?
8	<p>A) Do you consider that the economic regulation regime should be implemented gradually from 2024 to 2027, or do you consider that a transitional price-quality path is also required?</p> <p>B) If you consider a transitional price-quality path is required, do you consider that this should be developed and implemented by an independent economic regulator, or by Government and implemented through a Government Policy Statement?</p>
9	<p>A) What are your views on whether the Minister of Commerce and Consumer Affairs should be able to reduce or extend the application of regulation on advice from the economic regulator?</p> <p>B) What factors do you consider the economic regulator should include in their advice to the Minister?</p>

10	<p>A) What are your views on whether the purpose statement for any economic regulation regime for the water sector should reflect existing purpose statements in the Telecommunications Act and Part 4 of the Commerce Act given their established jurisprudence and stakeholder understanding?</p> <p>B) What are your views on whether the sub-purpose of limiting suppliers' ability to extract excessive profits should be modified or removed given that Water Services Entities will not have a profit motive or have the ability to pay dividends?</p> <p>C) Are there any other considerations you believe should be included in the purpose statement, or as secondary statutory objectives?</p> <p>D) What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of an economic regulatory regime for the three waters sector?</p>
11	<p>What are your views on whether a sector specific economic regulation regime is more appropriate for the New Zealand three waters sector than the generic economic regulation regime provided in Part 4 of the Commerce Act?</p>
12	<p>What are your views on whether the length of the regulatory period should be 5 years, unless the regulator considers that a different period would better meet the purposes of the legislation?</p>
13	<p>A) What are your views on whether the economic regulator should be required to develop and publish input methodologies that set out the key rules underpinning the application of economic regulation in advance of making determinations that implement economic regulation?</p> <p>B) What are your views on whether the economic regulator should be able to minimise price shocks to consumers and suppliers?</p> <p>C) What are your views on whether the economic regulator should be required to set a strong efficiency challenge for each regulated supplier? Would a strong 'active' styled efficiency challenge potentially require changes to the proposed statutory purpose statement?</p>
14	<p>A) What do you consider are the relevant policy objectives for the structure of three waters prices? Do you consider there is a case for parliament to directly control or regulate particular aspects in the structure of three waters prices?</p> <p>B) Who do you consider should have primary responsibility for determining the structure of three waters prices:</p> <ol style="list-style-type: none"> a. The Water Services Entity, following engagement with their governance group, communities, and consumers? b. The economic regulator? c. The Government or Ministers? <p>C) If you consider the economic regulator should have a role, what do you think the role of the economic regulator should be? Should they be empowered to develop pricing structure methodologies, or should they be obliged to develop pricing structure methodologies?</p>

15	What are your views on whether merits appeals should be available on the regulators decisions that determine input methodologies and the application of individual price-quality regulation?
16	Do you broadly agree that with the compliance and enforcement tools? Are any additional tools required?
17	Who do you think is the most suitable body to be the economic regulator for the three waters sector? Please provide reasons for your view.
18	What are your views on whether the costs of implementing an economic regulation regime for the three waters sector should be funded via levies on regulated suppliers?
19	Do you think that the levy regime should: A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister? OR B) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?
20	Are there any other levy design features that should be considered?
21	A) What are your views on whether additional consumer protections are warranted for the three waters sector? B) What are your views on whether the consumer protection regime should contain a bespoke purpose statement that reflects the key elements of the regime, rather than relying on the purpose statements in the Consumer Guarantees Act and Fair Trading Act? If so, do you agree with the proposed limbs of the purpose statement?
22	What are your views on whether the consumer protection regulator should be able to issue minimum service level requirements via a mandated code that has been developed with significant input from consumers?
23	What are your views on whether the consumer protection regulator should also be empowered to issue guidance alongside a code?
24	What are your views on whether it is preferable to have provisions that regulate water service quality (not regulated by Taumata Arowai) in a single piece of economic regulation and consumer protection legislation?
25	What are your views on whether minimum service level requirements should be able to vary across different types of consumers?
26	What are your views on whether the regulatory regime should include a positive obligation to protect vulnerable consumers, and that minimum service level requirements are flexible enough to accommodate a wide range of approaches to protecting vulnerable consumers?
27	What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of a consumer protection regime for the three waters sector?

28	<p>A) Do you consider that the consumer protection regime should apply to all water suppliers, water suppliers above a given number of customers, or just Water Services Entities? Could this question be left to the regulator?</p> <p>B) Do you support any other options to manage the regulatory impost on community and private schemes?</p>
29	Do you broadly agree that with the compliance and enforcement tools proposed? Are any additional tools required?
30	Do you agree with our preliminary view that the Commerce Commission is the most suitable body to be the consumer protection regulator for the three waters sector?
31	What are your views on whether the regulator should be required to incentivise high-quality consumer engagement?
32	What are your views on whether there is a need to create an expert advocacy body that can advocate technical issues on behalf of consumers?
33	What are your views on whether the expert body should be established via an extension to the scope of the Consumer Advisory Council's jurisdiction?
34	What are your views on whether there is a need for a dedicated three waters consumer disputes resolution scheme?
35	What are your views on whether these kinds of disputes should be subject to a dispute resolution schemes? Are there any other kinds of issues that a consumer dispute resolution provider should be able to adjudicate on?
36	What are your views on whether a mandatory statutory consumer disputes resolution scheme should be established for the water sector?
37	Do you consider that a new mandatory statutory consumer disputes resolution scheme should be achieved via a new scheme or expanding the jurisdiction of an existing scheme or schemes?
38	Do you consider that the consumer disputes resolution schemes should apply to all water suppliers, water suppliers with 500 or more customers, or just Water Services Entities?
39	Do you think the consumer dispute resolution scheme should incentivise water suppliers to resolve complaints directly with consumers?
40	Do you consider that there should be special considerations for traditionally under-served or vulnerable communities? If so, how do you think these should be given effect?
41	What are your views on whether the costs of implementing a consumer protection regime for the three waters sector should be funded via levies on regulated suppliers?

42	<p>Do you think that the levy regime should:</p> <p>A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister? OR</p> <p>B) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?</p>
43	<p>Are there any other levy design features that should be considered?</p>
44	<p>Do you consider that <i>regulatory charters</i> and a <i>council of water regulators</i> arrangements will provide effective system governance? Are there other initiatives or arrangements that you consider are required?</p>
45	<p>Do you consider it is useful and appropriate for the Government to be able to transmit its policies to the economic and consumer protection regulator(s) for them to have regard to?</p>
46	<p>What are your views on whether the economic and consumer protection regulator should be able to share information with other regulatory agencies? Are there any restrictions that should apply to the type of information that could be shared, or the agencies that information could be shared with?</p>

To Ministry of Business, Innovation and Employment

Submission by

Waimakariri District Council

In the matter of

*Economic Regulation and Consumer Protection for
Three Waters Services in New Zealand*

7 December 2021

Person for Contact: Gerard Cleary, Manager – Utilities & Roading



Introduction

Succeeding review of the discussion paper on *Economic Regulation and Consumer Protection for Three Waters Services in New Zealand* the following questions and feedback are provided in response to the Ministry of Business, Innovation and Employment's request for submissions.

The following provides questions and feedback in response to the questions outlined in the template provided, as well as content on other matters.

1 ***What are your views on whether there is a case for the economic regulation of three waters infrastructure in New Zealand?***

Response:

Waimakariri District Council (WDC) consider the establishment of an economic regulator essential, especially under the proposed four Water Services Entities (WSE). Given the significance of the entities, being by far the largest organisations in New Zealand, there needs to be economic regulation and associated enforcement. Firstly in order to protect communities, the assets, and to force accountability, but also to assist the entities in managing Three Waters responsibly on behalf of communities as they establish and set new processes.

Other comments:

Considering the purpose of Taumata Arowai and the proposed economic regulator, the greatest area where environmental outcomes and costs need to be traded-off will be stormwater networks. This needs to be balanced between Taumata Arowai and the Economic Regulator to ensure both aspects are considered rather than weighting one more significantly. The discussion paper does not seem to recognise this important consideration. When read in detail and as a whole it appears to us that the discussion paper has been developed in isolation of a full understanding of the three waters reform and how each component will work with each other to achieve alignment.

Section 44 states that one of the starting points is; *"Where stormwater network specific assets are attached to assets owned by another party (e.g. treatment devices attached to roading assets), these assets will be economically regulated."*

This is an unexpected and concerning approach and implies that the three waters economic regulation will reach quite far into other Council services such as rural land drainage, roading, recreation and reserves, and buildings and property. A clear delineation is required as we consider this well beyond the scope of the three waters reform that has been promoted by the Government and advised to Councils to date.

Section 45 states; *"These kind of arrangements may be the subject of some form of **service level agreement** between the water services entity and relevant roading control authority or other land/asset owners."*

This is a significant understatement and demonstrates a lack of understanding of stormwater in the discussion paper. The interrelationship between stormwater and other Council services to the Community are very complex and intertwined.

Section 47 states; *"Including stormwater in the economic regulation regime also avoids the complexity and compliance costs that arise from having regulated and unregulated services operated by the same supplier. In particular, it avoids the cost allocation issues that can arise from needing to allocate common costs between the regulated and unregulated business operations."*

We consider this a weak argument but accept it is relevant. In keeping with this position, we think that through the water reform process the relationship between urban stormwater, rural drainage and roading has been underestimated. Based on the line of reasoning in the discussion paper it would lead to the conclusion that stormwater should not be included in the four large WSE and therefore should be left with Councils. Urban stormwater has far more interconnection with and relationship to other Council three waters services, and the proposed model will be very complex and have significant cost allocation challenges.

Section 48 states; *“Our preliminary view is that stormwater networks should be economically regulated, but recognise that the benefits and costs of doing so are likely to be more finely balanced than they are for drinking water and wastewater networks.”*

The benefit is a trade-off between environmental outcomes and cost. Reference to a collaborative approach between Taumata Arowai, the Economic Regulator and Regional, District and City Councils should be included.

2

What are your views on whether the stormwater networks that are currently operated by local authorities should be economically regulated, alongside drinking water and wastewater?

Response:

Yes, we consider that stormwater networks should be economically regulated for the same reasons as outlined in our response to question 1. If stormwater is taken over by the WSE it should be regulated in the same way as water and wastewater to achieve consistency, accountability, efficiency and transparency as well as community outcomes.

Other comments:

p. 24, Section 55 states that; *“The Government’s three water reforms have been designed to result in new Water Services Entities that have sufficient scale to be able to affordably address the infrastructure deficit, and generally deliver better outcomes for consumers. Each of the four Water Services Entities will serve populations of between 800,000 to 1,700,000 consumers and maintain the strong natural monopoly characteristics that are present in the current service delivery arrangements.”*

We note that the large WSE will have stronger monopoly characteristics than Councils currently do due to;

- Size
- Disconnect from Community
- Lack of ability for Community to ‘vote out’

The four WSE proposal will amplify monopoly characteristics which could have lasting adverse economic and social effects on communities.

The need for flood response is becoming more regular as a result of climate change as we continue to experience more severe weather events, it is currently managed in a very localised manner with teams who are familiar with the area and its assets deployed to inspect infrastructure and direct any emergency works required to protect life and property. This is not a one size fits all approach. Responding to flood events is reactive and requires staff to be willing and motivated to work in adverse conditions often during the night, this is not an issue in our District because staff are keen to use their expertise in these events to assist the communities we serve and have an existing relationship with. The WSE are proposed to cover vast areas, a concern raised prior to the Government mandating the reform was how flood

management and response would work, especially given that in our District the current arrangements are successful.

With increasing environmental regulation and enhanced treatment of stormwater discharges being required, it is likely that the cost of managing urban stormwater networks will increase significantly in the future.

p. 25, Section 56 states; *“The Government has established governance arrangements to reduce the risks of entities becoming less responsive to community needs. The proposed governance arrangements for the Water Services Entities are set out in Figure 6 below, and obligations on each of the Water Services Entities to:*

- *establish consumer fora to act as a key vehicle for consumer views to be heard on issues such as price-quality trade-offs*
- *engage with the wider community in the development of key strategic documents such as the Statement of Intent, Asset Management Plan, and Funding and Pricing Plan.”*

The second bullet point should say *“engage with wider community”* **and Councils as owners**. There is a real lack of acknowledgment of local Councils through the entire discussion paper. This is an example where there is an important and obvious role for Councils, not only as the owner of the three waters assets, but also as a representative of the community.

In terms of Figure 6; why not include Councils as part of the consultation and engagement?

p. 25, Section 57 states; *“While the governance arrangements and consumer engagement requirements will ensure that consumer voices are heard by the entities, the scale of the entities and the absence of competition means there are still significant risks that the entities do not act in the long-term interests of consumers.”*

We agree with the point made and add there are very significant risks that the entities do not act in the long term interest of their collective Customers and communities. Economic regulation will help to avoid this.

3

What are your views on whether the four statutory Water Services Entities should be economically regulated?

Response:

Refer to question 1 response as follows; Waimakariri District Council (WDC) consider the establishment of an economic regulator essential, especially under the proposed four Water Services Entities (WSE). Given the significance of the entities, being by far the largest organisations in New Zealand, there needs to be economic regulation and associated enforcement. Firstly in order to protect communities, the assets, and to force accountability, but also to assist the entities in managing Three Waters responsibly on behalf of communities as they establish and set new processes.

Yes, if an economic regulator is considered to be required to regulate Councils, to avoid under-investment, low valuations and other concerns raised through the Three Waters Reform, the entities should be subject to the same level of scrutiny to avoid similar issues arising again in the future. We do not consider it worthwhile economically regulating Councils before the handover in 2024, given the resource required to set up such a process which won't be long term and also when staff will be required to resource the transition on top of business as usual.

The entities will be new and will require shaping which can be done to some extent by Taumata Arowai, but establishment of an economic regulator would help ensure that all

aspects of the entities are managed appropriately to provide the best outcome for Communities.

4 *What are your views on whether economic regulation should apply to community schemes, private schemes, or self-suppliers? Please explain the reasons for your views.*

Response:

Domestic self-supplies where one domestic dwelling has its own supply, as defined in the Act is excluded from the Water Services Act and therefore shouldn't be subject to economic regulation. Noting that the costs would likely outweigh the benefits, and these schemes are of a scale where users can have a direct line of sight to owners.

Because the entity won't manage self-supplies such as private wells, the economic regulator shouldn't be involved. This is a water supply that the private landowner(s) is responsible for managing and maintaining to appropriate standards, similar to a Right of Way. We also note that smaller collectively owned supplies will have far more direct line of sight to the owners of the scheme and therefore an ability to directly engage and influence the trade-off between cost and level of service. On balance, the cost of compliance with economic regulation for small community is likely to be prohibitive, however given the number a supply source risk could be significant.

5 *What are your views on whether the Water Services Entities should be subject to information disclosure regulation?*

Response:

Yes, they definitely should be subject to information disclosure regulation, this should be publically available and subject to LGOIMA requirements to promote transparency and trust within communities.

Reporting should be to a high level but without making the process unproductive in terms of cost/benefit.

Other comments:

p. 29, Section 71 reference to the absence of a profit motive weakens the argument for an economic regulator. We do not agree with this premise. A counter argument could be put that the motive of requiring a profit helps drive efficiencies. Our view is that there are benefits of price quality regulation regardless of whether there is a profit motive or not.

p. 29, Section 72 states; ***"The lack of profit motive for councils does not appear to have been sufficient to ensure New Zealanders receive high-quality, affordable water services, or that water infrastructure is managed efficiently.*** Overseas experience regulating water services, as well as domestic experience regulating other utilities, suggest that price-quality regulation is a highly effective tool in attaining the sorts of outcomes the Three Waters Reform aims to achieve, i.e. incentivising suppliers to provide affordable, high-quality water services. In particular, price- quality regulation often plays a crucial role in driving economic efficiency within regulated suppliers to ensure that water services are as affordable as possible for consumers."

We do not agree with this broad brush statement and contend that Councils do manage the current three waters services efficiently given the legislative constraints that they operate under.

6 *What are your views on whether Water Services Entities should be subject to price-quality*

regulation in addition to information disclosure regulation?

Response:

Yes, the WSE should be subject to price-quality regulation, but this should have a phasing in period. Level of service and standards set out by Taumata Arowai should be contained in a framework that informs price-quality regulation in order to steer WSE improvements.

Level of service provided by the entities may vary based on geographical location or community preference. For example, if a chlorination exemption is in place when the WSE takes over in 2024 the life of the exemption will be given effect to and then it is proposed that the community affected will be consulted with in terms of applying for further exemptions. This situation would affect price-quality, and proves that not all areas will be subject to the same quality. Administering water, wastewater and stormwater is not a one size fits all.

Other comments:

p. 30, Section 76 states; *“Combining the strong objectives that the government has around service quality and affordability, and the reformed three waters sector comprising four large Water Services Entities, our view is that individual price-quality regulation is the most appropriate form of price-quality regulation.”*

We agree, due to the massive size of the 4 entities.

7

What are your views on the appropriateness of applying individual price-quality regulation to the Water Services Entities?

Response:

We consider this necessary, based on question 6 response provided. The entities will be different sizes with individual features. It should be noted also that standards are intended to increase when the WSE are established, therefore standards today should be a baseline that is not reduced.

Regional, City and District Councils should have a voice in establishing the regulations based on local knowledge, as well as providing mechanism to advocate for communities.

8

A) Do you consider that the economic regulation regime should be implemented gradually from 2024 to 2027, or do you consider that a transitional price-quality path is also required?

B) If you consider a transitional price-quality path is required, do you consider that this should be developed and implemented by an independent economic regulator, or by Government and implemented through a Government Policy Statement?

Response:

A) Yes, this should be transitional to avoid rapid change for ratepayers and to ensure standards are specific to the community concerned.

B) A transitional price-quality path should be developed by the Economic Regulator in conjunction with Taumata Arowai as well as Regional, City and District Councils. As mentioned in question 7 response, input from local government would not only provide local knowledge but also provide opportunity to advocate for communities.

It is important to note that the model for calculating regulated maximum allowable revenue as described in section 22 on page 16 is a completely different model to the way Councils

fund the lifecycle of their assets. Under the proposed model for the 4 new entities they will effectively not fund depreciation. The entities will deplete the asset value over time without building any financial reserves for future renewals.

- 9
- A) What are your views on whether the Minister of Commerce and Consumer Affairs should be able to reduce or extend the application of regulation on advice from the economic regulator?**
- B) What factors do you consider the economic regulator should include in their advice to the Minister?**

Response:

A) Yes, we consider that the regulation should be reviewed, but the Minister should rely on advice from Regional, City and District Councils as well as the economic regulator.

B) We consider that there should be consideration of community wellbeing and economic impact on communities including employment.

Also we agree with those listed in Section 90, as follows;

- *“whether a supplier has the ability and incentive to exercise substantial market power in, taking into account the effectiveness of existing regulation and governance arrangements (including ownership arrangements and consumer voice arrangements)*
- *whether the benefits of extending or reducing economic regulation materially exceed the costs, and the form(s) of economic regulation that should be extended or reduced*
- *any material long-term efficiency and distributional considerations associated with recommendations to extend or reduce the application of economic regulation.”*

Other comments:

p. 35, Section 92 has a very narrow focus outlined in sub-sections a) to d).

p. 36, Section 96 states; *“One modification that may be desirable is to amend or remove limb (d) of the above example because the Water Services Entities that will most likely be the focus of the economic regulation regime will be publically owned statutory entities that will not have a profit motive, access to equity capital, or the ability to pay dividends. However, this modification could potentially limit the regime’s ability to regulate private, community or other hybrid schemes in the future if they were to reach a scale that would make economic regulation desirable.”*

However, may need replacing with (something like) justify cross subsidies, or justify efficiencies.

- 10
- A) What are your views on whether the purpose statement for any economic regulation regime for the water sector should reflect existing purpose statements in the Telecommunications Act and Part 4 of the Commerce Act given their established jurisprudence and stakeholder understanding?**
- B) What are your views on whether the sub-purpose of limiting suppliers’ ability to extract excessive profits should be modified or removed given that Water Services Entities will not have a profit motive or have the ability to pay dividends?**
- C) Are there any other considerations you believe should be included in the purpose**

statement, or as secondary statutory objectives?

D) What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of an economic regulatory regime for the three waters sector?

Response:

B) should be replaced with something that is relevant to three waters.

The perspective that this document is written from replicates the telecommunications and electricity sector, however these services are very different to supplying water, wastewater and administering stormwater networks and associated discharges. Electricity and telecommunications have less variables, they are supplied in the same form across the country so nationally applied standards are more easily met. In keeping with this theme that appears throughout the discussion paper, it is considered that the repeated reference to consumer is a reflection of this industry administering a transactional relationship with its Customer, as opposed to working with communities. It isn't anticipated that the WSE be operated in isolation from Councils and communities solely for the purpose of providing services for a charge. Communities value the ability to input and have a strong sense of ownership over their three waters assets. .

11

What are your views on whether a sector specific economic regulation regime is more appropriate for the New Zealand three waters sector than the generic economic regulation regime provided in Part 4 of the Commerce Act?

Response:

We consider that a sector specific regulation regime would be appropriate. As described throughout the document, delivering three waters services is complex and can vary based on multiple factors therefore regulation needs to reflect this. Three waters, in particular stormwater are very different community services from electricity and telecommunications.

12

What are your views on whether the length of the regulatory period should be 5 years, unless the regulator considers that a different period would better meet the purposes of the legislation?

Response:

Unsure

Other comments:

p. 39, Section 108, third bullet point states; *"Input methodologies typically cover issues such as the: allocation of common costs where a regulated supplier undertakes activities that are economically regulated alongside those that are not (e.g. if a supplier undertakes commercial activities in a market where there is workable competition)"*.

Agree with the above with the additional of the following aspects;

- Operations
- Capital
- Level of Service
- Growth
- Renewals

p. 39, Section 111 states; *"Our preliminary position is that the economic regulator should be obligated to develop and publish input methodologies that set out the key rules underpinning*

the application of economic regulation in advance of making determinations that implement the economic regulation regime. However, this is a 'on balance' judgement."

Agree, it will be important for entities to establish with some idea of what the rules of the game will be, this will influence how they set themselves up.

In p. 40, Section 113 on the third line, what is meant by "altering depreciation"? This is deeply concerning. You cannot alter depreciation, this would not be transparent. Funding of depreciation should be handled in a transparent manner. It's also an important point to note that the Government is burdening the new entities with non-three waters debt on day one. This is not aligned with the practice that Councils adhere to in terms of ring fencing projects and ensuring that rates collected for a specific purpose are spent on that type of asset (e.g. water has to be spent on water projects).

p. 40, Section 116 states; *"Active approaches that set out robust efficiency challenges or targets that are accompanied by rewards (e.g. fast track investment approvals) if they are achieved, or penalties (e.g. consumer rebates or compensation) if they are not achieved."*

We need to be careful not to drive unforeseen outcomes that may not be in the best interests of the Community overall. Potentially initial passive phase over 3-5 years and then consider active carefully beyond this point.

p. 41, Section 117 states; *"Economic regulation regimes in New Zealand have tended to take a passive approach to the achievement of efficiency gains. However, the Government's strong focus on affordability and the potential for significant amounts of free cash-flow to be available - because of the absence of active owners demanding a return on equity though dividend payments - suggests that a more active approach to efficiency is highly desirable. This focus on cash efficiency is likely to require some modifications to the 'building blocks' approach outlined in Chapter 2, potentially to provide a stronger focus on ensuring that Water Services Entities having the minimum efficient level of cash required to finance their operations."*

It is important to note the significant amounts of free cash flow because the entities are not going to fund depreciation as Councils do. This is a significant departure from current practice.

13

- A) What are your views on whether the economic regulator should be required to develop and publish input methodologies that set out the key rules underpinning the application of economic regulation in advance of making determinations that implement economic regulation?**
- B) What are your views on whether the economic regulator should be able to minimise price shocks to consumers and suppliers?**
- C) What are your views on whether the economic regulator should be required to set a strong efficiency challenge for each regulated supplier? Would a strong 'active' styled efficiency challenge potentially require changes to the proposed statutory purpose statement?**

Response:

A) Yes, the regulator should be required to do this.

B) Yes, the regulator should be able to minimise price shocks.

C) Passive 3-5 years, then review. There should be a requirement of the regulator to look at sustainability and how water is used, including leakage of the system.

Other comments:

In relation to p.41, Section 120; what about sustainability, resilience, well-beings, economy, employment, cost to service, deprivation, lifestyle choice, level of service? These appear to have been missed but are all significant to the conversation.

In relation to p.42, Section 121; is inter-entity cross subsidisation a consideration? We understood that a significant driver for reform was to have equity across the country. However this is not achieved in the current proposed 4 Entity model unless the Government is considering cross subsidisation between entities.

14

A) ***What do you consider are the relevant policy objectives for the structure of three waters prices? Do you consider there is a case for parliament to directly control or regulate particular aspects in the structure of three waters prices?***

B) ***Who do you consider should have primary responsibility for determining the structure of three waters prices:***

a) *The Water Services Entity, following engagement with their governance group, communities, and consumers?*

b) *The economic regulator?*

c) *The Government or Ministers?*

C) ***If you consider the economic regulator should have a role, what do you think the role of the economic regulator should be? Should they be empowered to develop pricing structure methodologies, or should they be obliged to develop pricing structure methodologies?***

Response:

None of the above (a, b, c) we suggest d), being Councils as owners and community representatives in conjunction with the Government and Ministers.

A) The policy objectives need to be consulted as a primary document and should start with Councils and Commerce Commission.

C) Very similar to set up that is used for electricity, but with a more robust assessment of pricing with the communities involved.

Pricing needs to reflect health needs of people (WHO), Te Mana o te Wai, sustainability, climate change, and resilience.

15

What are your views on whether merits appeals should be available on the regulators decisions that determine input methodologies and the application of individual price-quality regulation?

Response:

Broadly we agree with this, as per the preliminary view outlined in Section 135, as follows; *“Our preliminary view is therefore that merits review should be available on the input methodologies developed by the economic regulator, and determinations that implement individual price-quality regulation. However, we do not consider merits reviews should be available on the regulator’s determinations that implement procedural processes, such as information disclosure regulation.”*

Other comments:

The economic regulator and WSE need to have a relationship agreement given that there are

no alternative competitors. Both parties will be established long term and should be working for the best overall outcome for the community.

16 **Do you broadly agree that with the compliance and enforcement tools? Are any additional tools required?**

Response:

We broadly agree, compliance and enforcement will be critical. Collaboration between Taumata Arowai and the economic regulator's compliance teams is vital to ensure the approach isn't disjointed, and to ensure that the best outcomes are achieved. This relationship will require information sharing across organisations which will require coordination in terms of information disclosure.

The regulation should;

- Encourage open disclosure, transparency and learning
- Should be proactive and two way
- There should be more focus on proactive education, regulator getting along with supplier in a collaborative manner
- Phase in over-time to allow establishment
- Ratchet up provisions when deliberative lack of action (warning systems)

Compliance teams should be established to administer a collaborative approach that supports entities to become compliant with provisions increasing over time.

Other comments:

Agree to the following with all policy direction (well-beings), p. 49, Section 141, first bullet point which states; *"For these reasons, international experience and experience from other sectors in New Zealand suggests that high performing economic regulators: are independent and operate at arms-length from Government and regulated suppliers in achieving their statutory objectives."*

Having the economic and quality regulator as one entity does have some merit. This would allow the most for costs/quality trade-off with one regulator in relation to p. 50, Section 145, Taumata Arowai bullet point, as follows; *"In our view, the assessment criteria above suggest there are three potential options for the economic regulator:*

- *Taumata Arowai – Taumata Arowai is a new 'the new' (there is a typo in the discussion document here) drinking water regulator that will also have functions regulating the environmental impacts of wastewater and stormwater networks. The entity is currently in establishment phase and is expected to commence its regulatory functions in the second half of 2021 when the Water Services Bill becomes law. As a Crown Agent under the Crown Entities Act 2004, Taumata Arowai is required to give effect to Government policy."*

17 **Who do you think is the most suitable body to be the economic regulator for the three waters sector? Please provide reasons for your view.**

Response:

On balance, we consider the Commerce Commission to be the most appropriate as the Commerce Commission already has mandate for electricity and other responsibilities in protection of consumers. However this is with significant reservation. They must work closely

with Taumata Arowai and Local Government to achieve trade-offs. In the future, a Water Commissioner could be established to achieve these objectives. As articulated elsewhere in this submission we consider that neither the Department of Internal Affairs, nor the Commerce Commission have a good understanding or handle on three water services, particularly in the challenging areas associated with Stormwater. The Commerce Commission has by definition a very narrow focus and mandate that would not necessarily fit well with three waters services and we expect there would need to be some allowance for transition from the current model to the new regime.

It will be important that the economic regulator treats all WSE consistently to ensure a dependable relationship and associated processes are established with Taumata Arowai as well as upholding Te Mana o te Wai. A consistent approach will also ease comparison across the WSE allowing differences to be reconciled.

18 *What are your views on whether the costs of implementing an economic regulation regime for the three waters sector should be funded via levies on regulated suppliers?*

Response:

Yes, we agree that these costs should be funded via levies on regulated suppliers. This should be very transparent and available for public scrutiny with an expectation that the bill received by members of the community will include a breakdown and shows this costs and charge.

19 *Do you think that the levy regime should:*

A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister? OR

B) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?

Response:

We do not have enough information to give a view here. We do note once again that Councils as the asset owners and community representatives, have not been considered in this assessment.

20 *Are there any other levy design features that should be considered?*

Response:

There should be consideration to whether cross subsidies between entities could be used to achieve best national outcomes (e.g. support tourism, national health and economic benefit, national resilience).

Other comments:

p. 60, Section 166 states; *“As with the economic regulation regime, a clear legislative statement of the objectives of a consumer protection regime can help to guide the interpretation and implementation of that legislation. The paramount objective of the consumer protection regime will be improving service quality to reflect the demands of water consumers, including through:*

- *enhancing the quality of water services over time (focussing on aspects of quality not regulated by public health, environmental or economic regulators)*

- *providing consumers with a strong voice in how water services are delivered*
- *providing consumers with effective redress where the quality of service does not meet appropriate standards*
- *providing consumers with transparency regarding water charges.”*

We agree but if Councils had more direct control this would help. Again there should be reference to and consideration of Communities, both present and future, rather than just consumers.

21

- A) *What are your views on whether additional consumer protections are warranted for the three waters sector?***
- B) *What are your views on whether the consumer protection regime should contain a bespoke purpose statement that reflects the key elements of the regime, rather than relying on the purpose statements in the Consumer Guarantees Act and Fair Trading Act? If so, do you agree with the proposed limbs of the purpose statement?***

Response:

A) We agree that additional consumer protections are warranted given the health implications relevant to the sector when delivering services to communities.

B) Individuals and communities will need help and empowerment to deal with massive monopoly entities.

Other comments:

In reference to p. 61, Section 168, bullet point 7, requirement should include engaging with Communities, not just consumers and also engaging with Councils. This is consistent with other feedback we've provided. This document lacks connectivity between Communities, the regulator and Councils.

p. 62, Section 171 states; *“Mandatory codes involve the regulator setting minimum service quality requirements that apply to some, or all, regulated water service providers. The main benefit is that the regulator is able to directly control the requisite quality service levels.*

- *However, mandatory codes can be costly to develop, monitor and enforce, and may also impose significant compliance burdens on industry. Some of these costs may be able to be mitigated by allowing or requiring the code to be periodically reviewed, so that it focusses on areas of service quality that have the biggest net impacts on consumer welfare.”*

We consider that one size fits all mandatory codes could lead to sub-optimal outcomes. Careful consideration needs to be given to achieve the best overall community outcomes rather than being driven purely by mandatory compliance.

22

- What are your views on whether the consumer protection regulator should be able to issue minimum service level requirements via a mandated code that has been developed with significant input from consumers?***

Response:

Yes, we agree that the consumer protection regulator should be able to issue minimum service level requirements via a mandated code. We agree that it is critical that the local community has a voice in this process, as water quality needs to be driven by local considerations. Discussions about level of service should be had at a community level given

that a higher level of service costs more (generally), but minimum standards may not lead to optimal outcomes.

Other comments:

Local mana whenua should be involved in setting minimum service level requirements that affect water quality.

WSE should work closely with communities to educate in terms of water demand management and efficiency, obligations under bylaws and to enhance water literacy in terms of level of service agreed to be delivered.

23 **What are your views on whether the consumer protection regulator should also be empowered to issue guidance alongside a code?**

Response:

Yes, they should. Guidance is good, but should be non-mandatory.

24 **What are your views on whether it is preferable to have provisions that regulate water service quality (not regulated by Taumata Arowai) in a single piece of economic regulation and consumer protection legislation?**

Response:

Our preference would be for a single piece of regulation, but this will need careful consideration.

Other comments:

p. 65, Section 182 states; *“Vulnerability generally refers to the likelihood of a negative outcome or experience of harm, which is a product of the circumstances of a consumer that result in them experiencing barriers to participating in essential services.⁵⁶ Vulnerability can be a transient, sporadic, or permanent state. Many water consumers experience vulnerability at some point in their lives, and there are many factors that can give rise to it:*

- *experiencing financial instability or low financial resilience (sudden, acute, or chronic) causing genuinely difficulty in paying their bills*
- *a risk of harm to health or wellbeing by reason of age, health, disability in the case of disconnection*
- *dependent on supply of a particular volume of water for critical medical treatment*
- *an inability to advocate for, or represent, their interests in interactions with water suppliers (including small businesses)*
- *difficulty in obtaining or assimilating information*
- *an inability to buy, choose, or access adequate water supply where this access to a reticulated network is not available.”*

In relation to the last bullet point, we are unsure what this means. Current unserved properties should not have an expectation that they will be given services as this may not be efficient, affordable or practical.

25 **What are your views on whether minimum service level requirements should be able to vary across different types of consumers?**

Response:

Yes, we consider that they should be able to vary, but again this should not be focused just on consumers, a community lens is required here and Councils should play an important role in this area.

- 26 ***What are your views on whether the regulatory regime should include a positive obligation to protect vulnerable consumers, and that minimum service level requirements are flexible enough to accommodate a wide range of approaches to protecting vulnerable consumers?***

Response:

We strongly agree, this should be made possible. Given the size and monopoly characteristics of the entities, this will be essential. This is particularly important as individuals and communities will no longer have the current benefits of democracy they currently have with Councils delivering these services on their behalf.

- 27 ***What are your views on how Treaty of Waitangi principles, as well as the rights and interests of iwi/Māori, should be factored into the design of a consumer protection regime for the three waters sector?***

Response:

The Three Waters framework has to be fair and equitable for all. We support factoring the rights and interests of iwi/Maori into the design of a consumer protection regime for the three waters sector, but are unsure how it should work.

- 28 ***A) Do you consider that the consumer protection regime should apply to all water suppliers, water suppliers above a given number of customers, or just Water Services Entities? Could this question be left to the regulator?***
B) Do you support any other options to manage the regulatory impost on community and private schemes?

Response:

A) Yes, it should apply to all water suppliers. If the four WSE are established it should apply to them.

C) It is important to understand the delivery of smaller Community and private schemes as to the pricing and health and safety risks that may exist.

- 29 ***Do you broadly agree that with the compliance and enforcement tools proposed? Are any additional tools required?***

Response:

We broadly agree. Initially this should proactively be based on educate, supporting and collaborating. This will require a good level of funding and resourcing provided. Over time it is expected that there would be a transition to using more of the reactive compliance tools provided the proactive initiatives are also continued.

There should be mandatory reporting to Councils to hold entities to account.

Other comments:

Should "Economic Regulator" read as 'Consumer Protection Regulator' within p. 73, Section

204 as follows; “Pulling together the considerations in the previous two paragraphs, we suggest an appropriate assessment criteria for evaluating options for the **economic regulator** is:” This appears to be a typo.

30 *Do you agree with our preliminary view that the Commerce Commission is the most suitable body to be the consumer protection regulator for the three waters sector?*

Response:

Yes, and in relation to earlier Question 17, we agree with some serious reservations. We agree but with some serious reservations. There is an apparent benefit in being the same as the Economic Regulator. We do raise the following questions;

- What about ‘Community’?
- How can Councils be advocates for broader interests for Community?
- How can Councils have teeth in this system?
- If Councils are owners, how can they assert their rights as owners?
- Again, there is a narrow focus on consumer not Community.
- We are concerned that there is a lack of understanding of three waters.

Other comments:

p. 76, Section 208 states “Recognising these barriers, the Government has agreed that mechanisms to give consumers and communities a voice should be incorporated throughout the design of the Water Services Entities and the broader system to ensure that the system is responsive and accountable to consumers and communities.”

It is good to finally see reference to ‘communities’, this is lacking throughout the document.

p. 76, Section 209 outlines the three obligations of the Water Services Entities to allow for consumer and community voice, these include representation on the Governor’s Representative Group, establishment of a consumer forum and engagement, publishing and reporting requirements. There is no mention of engaging with Councils as advocates and representatives for our communities. This is concerning and needs consideration.

p. 77, Section 210, again this section needs to include reference to Councils and their communities.

31 *What are your views on whether the regulator should be required to incentivise high-quality consumer engagement?*

Response:

Yes, it should be an obligation to engage with Councils, again this should be with communities not just the consumer.

32 *What are your views on whether there is a need to create an expert advocacy body that can advocate technical issues on behalf of consumers?*

As per Question 33 response.

How can Councils play a role on behalf of Communities in this? Our view is that the need for an expert advocacy body who can advocate technical issues on behalf of consumers is not

necessary, because Councils are already engaged with communities and in a position to perform this function.

33 *What are your views on whether the expert body should be established via an extension to the scope of the Consumer Advisory Council's jurisdiction?*

Response 32 & 33:

How can Councils play a role on behalf of Communities in this? Our view is that the need for an expert advocacy body who can advocate technical issues on behalf of consumers is not necessary, because Councils are already engaged with communities and in a position to perform this function.

Other comments:

p. 79, Section 216 states; *“At present, most water consumers in New Zealand have limited recourse to dispute resolution with water providers. This is because a majority of water consumers receive their three waters services on a statutory basis from local authorities, rather than on a contractual basis. While consumers have some ability to raise service provision concerns with democratically elected councillors, and also with the Ombudsman who is able to deal with complaints about Local government agencies, both these options have a limited time/resource to deal with consumer complaints about the delivery water services.”*

We consider this ability for community members and communities to hold Councils to account will be lost in the new entities. We also think the reference to ‘some’ ability to raise service provisions significantly understates that current situation. Councils are well connected and responsive to their communities.

p. 79, Section 217 states; *“The Water Services Bill creates a backstop consumer complaints framework designed to ensure that consumer concerns about drinking water are properly investigated by suppliers. Drinking water suppliers are obligated to establish and maintain a consumer complaints process, and report annually to Taumata Arowai on that process.”*

Agree, this is necessary.

34 *What are your views on whether there is a need for a dedicated three waters consumer disputes resolution scheme?*

Response:

Yes, we support this, it will be essential. It needs to be focused on being accessible to all community members and communities. If the Commerce Commission is being considered, it should follow these principles that are already mandated.

35 *What are your views on whether these kinds of disputes should be subject to a dispute resolution schemes? Are there any other kinds of issues that a consumer dispute resolution provider should be able to adjudicate on?*

Response:

We agree the kinds of disputes listed in 228 should be included. We do note that this is very narrow and should be expanded on significantly to cover the types of issues that arise with all three water services. These would include levels of service such as resolution of drainage and flooding of issues.

It appears that this topic has been missed all together and has had limited consideration with no exposure documents to date outlining how developers will be catered for and how their appeals process will be dealt with.

36 *What are your views on whether a mandatory statutory consumer disputes resolution scheme should be established for the water sector?*

Response:

We consider that a mandatory statutory consumer disputes resolution scheme should be established, all WSE should be subject to this and consumers should have free access to raise disputes. The service could be paid for by the entities in addition to having an in-house disputes/customer complaints team. Any issues unable to be resolved by the entities could be referred within mandated timeframes/deadlines to avoid on-going disputes. We also consider that Councils should have the ability to have an influence on outcomes and in representing communities or individual community members in this process.

37 *Do you consider that a new mandatory statutory consumer disputes resolution scheme should be achieved via a new scheme or expanding the jurisdiction of an existing scheme or schemes?*

Response:

We consider that Councils should have an active role in this as both the asset owners and community representatives.

This needs a formal assessment of options and assessment of the capability of existing services. It does not appear from reading this discussion paper that there is enough information to reach a conclusion on this.

38 *Do you consider that the consumer disputes resolution schemes should apply to all water suppliers, water suppliers with 500 or more customers, or just Water Services Entities?*

Response:

Initially we can see the benefits for the large entities only. Smaller schemes should have less need as they have a clearer line of sight and connection with the scheme they are served by. This could be reviewed in the future.

This should cover all three waters services, not just water suppliers.

39 *Do you think the consumer dispute resolution scheme should incentivise water suppliers to resolve complaints directly with consumers?*

Response:

We consider this to be appropriate.

This should cover all three waters services, not just water suppliers.

40 *Do you consider that there should be special considerations for traditionally under-served or vulnerable communities? If so, how do you think these should be given effect?*

Response:

We support special considerations for vulnerable communities.

We would like to take this opportunity to remind the Government of the historical scheme that existed prior to 2000, where Government supported smaller communities in their development of three waters infrastructure. Removal of this fund has significantly impacted the ability of these smaller at risk communities to provide the appropriate level of service. Removing the grant also removed the affordability factor for these smaller communities. We would support a proposal of this nature, however should the 4 entity proposal go ahead advocates should be available at the cost of the entity. The service should be run in a way that does not need experts representing the applicant. Councils could be involved in this and should have some authority in the process.

41 ***What are your views on whether the costs of implementing a consumer protection regime for the three waters sector should be funded via levies on regulated suppliers?***

Response:

Yes, should be transparent (for example, shown on three waters bill).

42 ***Do you think that the levy regime should:***

- A) Require the regulator to consult on and collect levy funding within the total amount determined by the Minister? OR***
- B) Require the Ministry to consult on the levy (on behalf of the Minister) and collect levy funding within the total amount determined by the Minister?***

Response:

The methodology and cost regardless should be transparent and made available to the suppliers for consideration. The decision of the levy should be independent of the supplier and determined by the regulator. Needless to say endorsement should be given by the Minister.

43 ***Are there any other levy design features that should be considered?***

Response:

Councils should have a say in how the levy regime is established and operated. Given we consider Councils should be involved in this process, we also consider that the funding of Council activities in this service should be provided to Councils.

Other comments:

p. 89, Section 253 includes Table 11. We have added the highlighted bullet points.

AGENCIES WITH POLICY OR STEWARDSHIP RESPONSIBILITIES	AGENCIES WITH REGULATORY RESPONSIBILITIES	ENTITIES WITH IMPLEMENTATION OR SERVICE DELIVERY RESPONSIBILITIES
<ul style="list-style-type: none"> • Ministry of Health (public health regulation) • Ministry for the Environment (environmental regulation) • Ministry of Business, Innovation and Employment (economic and consumer protection regulation) • Department of Internal Affairs (lead agency for Water Services Bill and Water Services Entities Bill) • Councils – Owner/Council representation 	<ul style="list-style-type: none"> • Taumata Arowai • Regional councils • Economic regulator • Consumer protection regulator • Consumer dispute resolution schemes • City & District Council <ul style="list-style-type: none"> • Building Act • RMA, LGA • Drainage Act • District Plan 	<ul style="list-style-type: none"> • National Transition Unit • Four Water Services Entities • Community/private schemes • Self-suppliers • City & District Council <ul style="list-style-type: none"> • Rural drainage • Roading • Growth & development planning • Regional Council <ul style="list-style-type: none"> • Flood protection • Fresh water outcomes

What about Councils as;

- Owners of the assets
- Community representatives
- Significant drivers and governors of communities
- Partners in servicing communities
- Important to have integrated functions, services and growth

p. 90, Section 256 states; *“Coordination across drinking water, environmental, economic, and consumer protection regulation will be essential for the delivery of high quality outcomes. For example, both Taumata Arowai, the economic regulator, and the consumer protection regulator will have responsibility for different aspects of the quality of water services received by consumers.”*

There should be reference to Councils three waters, integrated with services Council provides including;

- Rural drainage
- Roothing
- Growth & development
- Coordination of all of the above

you consider are required?**Response:**

No. We consider that communities will not be best served by the proposed model. The system proposed will go some way to addressing the concerns of Councils. However by mandating the 4 entity model other alternatives which better serve communities have not been considered. A particular concern is that Councils should be involved in terms of coordination on key strategic directions, access to services, growth, etc.

45

Do you consider it is useful and appropriate for the Government to be able to transmit its policies to the economic and consumer protection regulator(s) for them to have regard to?**Response:**

Yes, we also consider that Councils should have this ability.

46

What are your views on whether the economic and consumer protection regulator should be able to share information with other regulatory agencies? Are there any restrictions that should apply to the type of information that could be shared, or the agencies that information could be shared with?**Response:**

Agree with serious reservations. It should be proactive and be cohesive and consider trade-offs, giving consideration to each other's functions. However the protection of individuals and communities rights should be well considered. There should be controls and safeguards to achieve this.

Other comments

p.13, Section 13 states; *"Consumers should be paramount"*.

Which consumer is this referring to; the individual today of Community in the future? We think there is a need for the discussion document to consider this and give a clear explanation of who the consumer is. Our view is that the term consumer is very narrow and does not reflect the communities serviced by three waters which cover the individual today right though to future generations and the whole community.

p. 18, Section 31 states; *"Compliance costs incurred by regulated suppliers are more difficult to quantify as they tend to spread across suppliers' cost bases as a general cost of delivering services to consumers. As such, it is likely that they are met by some combination of the supplier's shareholders and consumers. The fact that consumers end up bearing a significant portion of the costs of any economic regulation regime means that care is required to ensure that any economic regulation regime is designed in a way that provides net benefits to consumers."*

Compliance costs need to be a significant consideration. We consider that the economic regulator should be proactive in understanding the extent of costs and the trade offs that will be required in achieving desired outcomes, prioritising and the costs involved. Council should be a central part of this assessment and trade off as they are asset owners and democratically elected representatives of their communities.

p. 18, Section 32 states; *"While the New Zealand three waters sector has strong natural*

monopoly characteristics, it has not been subject to economic regulation to date. This is likely because attempting to regulate a three waters sector involving 67 councils would be more likely to delivery net costs rather than net benefits to consumers, and society more generally.”

Despite no economic regulator, Councils have been close to and held to account by ratepayers through direct engagement, access to Elected Members and Special Consultative Procedure requirements under the Local Government Act 2002. Councils are every concerned that large monopoly entities that they have no control over will not always act in the best interests of our community. We therefore strongly support economic and consumer protection regulation.

p. 19, Sections 33 & 34. We do not agree that this is an accurate reflection.

In relation to Section 33 we would like to ask, where has this been the case? Funding for Three Waters is ring fenced by Councils. The new Water Services Entities are going to be burdened by Debt from non-Three Waters expenditure proposed by the Government (Reform funding for Councils including “no worse off” and “better off” components) from day one.

p. 19, Section 35 states; *“While the scale of the four Water Services Entities should significantly increase their likelihood of delivering these objectives, there is a flip-side risk that the entities become less responsive to consumer and community needs as a result of their increased scale and expanding range of stakeholders. The Government is alert to this risk and has proposed a range of governance and consumer voice protections to mitigate the risk. However, economic regulation provides a strong and complementary regulatory backstop.”*

We do not believe that the scale of the Water Services Entities would increase the likelihood of delivering objectives, however we do strongly agree with the flip-side risk mentioned in section 35, where entities becomes less responsive.

p. 19, Section 36. We agree with the conclusion made here, particularly if water services taken from the Councils by the Government are moved into large entities.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CPR-08-032 / TRIM 211125189273

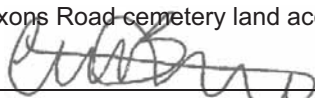
REPORT TO: COUNCIL


DATE OF MEETING: 7th December 2021

AUTHOR(S): Chris Brown

SUBJECT: Dixons Road cemetery land acquisition

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1. This report outlines the details of a proposal received by staff which would see land gifted to Council to create a cemetery to service the Rangiora area. The proposal identifies the land as being approximately 12 hectares and is accessed from Dixons Road North of Rangiora.
- 1.2. In September 2019 staff requested approval from the Community and Recreation Committee to carry out further investigations into the proposal from Mr Robertson prior to considering a land ownership transfer from Kyleston Farms Limited. Staff have completed these investigations and the feedback is included within this report.
- 1.3. This report explains the process to legally transfer the land to Council from Kyleston Farms Limited through the Public Works Act.
- 1.4. This report seeks approval for the acquisition of 12 hectares of land at 90 Dixons Road, Loburn by Council for the purpose of a future cemetery.
- 1.5. A Resource Consent has been granted to Council from Environment Canterbury for the development of a cemetery at Dixons Road. This report notes the conditions of the Resource Consent which would need to be met were approval given for the acquisition of the land.

Attachments:

- i. Proposal from Don Robertson (Trim 190906124922)
- ii. Proposed Rangiora Cemetery Map (Trim 190906124924)
- iii. Concept Plan (Trim 211124188336)
- iv. Report for future Rangiora Cemetery (Trim 190906124915)
- v. Example of consultation letter to neighbours (Trim 211126189525)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. TRIM 211125189273.
- (b) **Notes** That staff have received Resource Consent from Environment Canterbury to develop a cemetery at Dixons Road, Loburn.

- (c) **Delegates** to the Chief Executive and the Manager Community and Recreation authority to acquire approximately 12 hectares of the property referred to as at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341, under the Public Works Act 1981, subject to the following terms:
- i. The land would be vested to Council at no cost. However Council would be responsible for both legal and survey costs associated with the land transfer. These are estimated to be between \$5000 – 10,000.
 - ii. Council continue to refine the current concept plan (attachment iii) for the cemetery in agreement with Kyleston Farms Limited.
 - iii. A section of land (approximately half a hectare in size) will be set aside in the concept plan specifically for the Robertson family (*See Concept Plan, attachment iii*).
 - iv. The land is not to be used by the general public until the Rangiora Cemetery is full, unless for the Robertson family burials as mentioned above. An area within the Concept Plan is designated for a pet cemetery which may be used earlier than this time. Appropriate investigation into the vegetated upper slopes of the site would be carried out prior to use.
 - v. A management committee be set up for the land which has at least two members of the Robertson family and two Council representatives.
 - vi. Time frames for the vesting of the land to be agreed between the Council and Kyleston Farms Limited representatives.
 - vii. While the land would be vested as a Council asset it would be leased at a peppercorn rental, on a five year term, back to Kyleston Farms Limited until such time as it is required for public use.
 - viii. That the vesting of the land be used to offset any future reserve development contributions which would apply to development of the wider Kyleston Farms area.
- (d) **Notes** that staff will be applying for funding through the next Long Term Plan process for the establishment of screen planting along the Western boundary if the acquisition of the land is approved.

3. **BACKGROUND**

In 2019 staff were approached by Don Robertson seeking information regarding the process to allow for the future burial of his father on the family farm currently owned by Kyleston Farms Limited. The family farm is located north of Rangiora at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341.

- 3.1. Noting the above, staff investigated the legal framework surrounding the burial of individuals on private land. Staff determined that burial on private land is heavily restricted by the current Burial and Cremations Act 1964. With this in mind, staff advised Mr Robertson that one of the possible ways he would be allowed to bury his father on the family farm would be for a section of the farm to be in Council ownership with a designated area for the Robertson family. Staff advised Mr Robertson that there would be an investigative process involved for Council to consider the land for a future cemetery. (*See Attachment v. Report for future Rangiora Cemetery Trim 190906124915*).
- 3.2. After receiving this information Mr Robertson's father requested that staff undertake some high level soil tests to see if the land could accommodate burials. Staff contracted Delta Utility Services to undertake a number of test digs at the site. The test digs did not identify anything that would stop a cemetery from being developed on the land.

- 3.3. Following the above discussion and the soil tests Mr Robertson proposed to transfer the land to Council. The transfer was proposed at no cost apart from assistance with the survey and any water supply requirements. Mr Robertson also requested the following:
- 3.3.1. The proposed cemetery would not be used by the general public until the current Rangiora lawn cemetery on Coldstream Road has been filled.
 - 3.3.2. Approximately half a hectare of the land would be reserved for Robertson's family internments. The Robertson family would maintain the land until the public have access to the cemetery.
 - 3.3.3. The remainder of the land would be leased back to Kyleston Farms Limited on a five yearly basis peppercorn rental with rights of renewal.
- 3.4. In September 2019 staff requested approval from the Community and Recreation Committee to undertake the following investigations prior to considering the agreement of land transfer with Kyleston Farms Limited:
- 3.4.1. Seeking legal advice on the appropriate process to be followed in order to have land vested in the Council for the purpose of a cemetery.
 - 3.4.2. Obtain further information regarding the suitability of the land.
 - 3.4.3. Undertake consultation with Ngāi Tūāhuriri and surrounding neighbours.
 - 3.4.4. Complete an assessment of current Cemetery provision in Rangiora to determine the likely timeframe that any future cemetery would be required.
- 3.5. In the report to the Community and Recreation Committee in September 2019, staff recommended that Council receive the proposal from Mr Robertson and endorse staff progressing with the investigations mentioned above. The Community and Recreation Committee approved staff carrying out the requested investigations.
- 3.6. In addition to the investigations identified above staff looked to undertake a cemetery strategy for the district in parallel. This strategy was done to inform the Long Term Plan and identified the current provision of cemeteries in the district and the levels of service that council provides.

4. ISSUES AND OPTIONS

- 4.1. Staff developed a draft Concept Plan to assess the suitability of the site for the layout of a cemetery and to locate a designated area for Robertson family internments. The concept plan includes a main entrance located on Dixons Road, provision for different burial types, including traditional, ashes, green burials as well as a pet cemetery, an area for the Robertson family internments, an internal road, walking paths and plantings to create different areas within the cemetery, boundary planting on the east and west sides of the property of up to 10m wide of native and exotic plantings, and tree and shrub plantings throughout the cemetery.
- 4.2. A pet cemetery is proposed on the upper North Western slopes of the site where the land would be too steep to accommodate berms. The Waimakariri District Council Cemetery Strategy notes that in the Waimakariri District there is a pet cremation service but no privately owned pet cemeteries available, however most Councils generally do not provide any areas for pet interments either associated with human cemeteries or stand alone. Therefore, Council does not have any areas set aside for pets to be interred. The agreement highlighted within this report identifies a pet cemetery within the Concept Plan

and identifies that this could be developed prior to Rangiora Cemetery reaching capacity. The timing of any development of a pet cemetery would still be subject to future infrastructure funding through a future Long Term Plan process. It is not known what demand would exist for a pet cemetery at this stage.

- 4.3. The current Concept Plan has been developed in consultation with the Robertson family who after a number of changes have indicated their support.
- 4.4. In order to ensure that the land would be suitable for a cemetery, staff undertook to gain a Resource Consent from Environment Canterbury. In 2020 Tonkin and Taylor carried out an assessment of groundwater levels at the site to confirm that burials would not occur in standing water. An assessment was carried out of the potential influence of the Ashley fault on groundwater levels, and consequently whether the layout of a future cemetery should take this into consideration. Groundwater level and water quality readings were also taken from monitoring bores at the Dixons Road site.
- 4.5. As a result of these investigations bore hole tests indicated that groundwater levels were above 3m from ground level in the upper Eastern slopes of the site. For this reason the Concept Plan was updated to relocate ash burials to this area of the site as this type of burial is much shallower. Should approval be gained for the acquisition of the site for a future cemetery, groundwater levels and water quality would continually be monitored to ensure water levels remain at minimum 3m below ground level and there is no groundwater contamination.
- 4.6. Resource Consent was granted with the following notable conditions:
- The maximum excavation depth is shown on the Resource Consent plans CRC214769A. Where the depth is not shown on plan CRC214769C, the maximum excavation depth shall not exceed 1.4m below ground level.
 - No full burials (un-cremated human remains) shall occur at a depth:
 - a) Less than 0.5 metres below ground level; and
 - b) Where there is less than one metre above groundwater level.
 - The maximum number of full burials per year shall not exceed 40 burials.
 - There shall be no full burials:
 - A) Within 20 metres of any surface waterbody or artificial watercourse; and
 - B) Within 50 metres of any water supply bore.
 - There shall be no ash burials (cremated human remains) or pet burials within 10 metres of any surface water body, artificial watercourse or water supply bore.
- 4.7. Staff believe that the following conditions are suitable and will allow the cemetery to operate effectively. The limit of 40 burials per year would exceed current burial rates and with increased ashes internments is likely to be suitable long term.

Vesting the land in Council

- 4.8. Following approval by the Community and Recreation Committee in September 2019 for staff to carry out further investigations, the appropriate process to have the land vested in Council was investigated. Staff sought advice from lawyers Buddle Finlay.
- 4.9. Buddle Finlay advised that the simplest way to acquire the land would be for the Council to enter into a Sale and Purchase Agreement with Kyleston Farms Limited. The Burial and Cremation Act 1964 provides that a cemetery is a public work so therefore the Council can acquire the land under the Public Works Act 1981. On that basis the Agreement would provide for the land to be purchased for the public works purpose of a cemetery.
- 4.10. Council would be required to meet the associated legal and survey costs of Kyleston Farms Limited and registration costs in relation to effecting the acquisition. As the purchase will be for \$1.00, there will be no other extra compensation payments required. The survey costs are estimated to be \$5000 - \$10,000 which would need to be paid for by Council.
- 4.11. In order to subdivide the Land from Kyleston Farms Limited, a standard Public Works Act acquisition process would need to be followed. This would involve a survey plan being prepared which would survey the land into a separate parcel from the balance of the Kyleston Farms Limited land. That plan would then be approved and actioned by way of a transfer instrument. Kyleston Farms Limited would transfer the land as surveyed to Council for the cemetery purposes. On registration of that transfer, a separate title would be issued for the Land in the name of the Council, with the cemetery purposes noted on the title. A new title would then also be issued in the name of Kyleston Farms Limited for the balance of land shown on the survey plan. There would be no resource consent required for the subdivision.
- 4.12. The Agreement for Sale and Purchase would also specify the arrangements in relation to Mr Robertson's family being able to utilise half a hectare of the Land for family internments and would include details as to the grazing lease for the balance of the land.
- 4.13. The land would be leased back to Kyleston Farms Limited on a five yearly basis for a peppercorn rental with rights of renewal for grazing purposes.

Consultation

- 4.14. Consultation has been provided to Ngai Tuahururi with the opportunity to provide feedback through Mahaanui Kurataiao Ltd. To date no response has been received. Following the Concept Plan's approval by the Robertson family, a letter including the concept plan was sent to neighbours immediately surrounding the site explaining the future proposal and asking for feedback.
- 4.15. Chris Brown met with residents of 308B Dixons Road who raised concerns around the amount of screening between the cemetery and their property. Following this discussion, the residents of this property were in agreement that the proposed screening would be acceptable. However, to establish screening of a height and depth that screens the site effectively upon the cemetery being used by the public in the future, staff suggest that planting along the western boundary be carried out prior to the cemetery being developed.
- 4.16. The residents of 308B Dixons Road also raised concerns around a pinch point where their driveway meets the boundary of the site and explained that they would benefit from acquiring 2-3m of additional land from the proposed site to ease the angle of the fence line and make access to their rear property block more useable. Staff are open to working with

the residents to further investigate a possible option to allow for this access should the land be in Council ownership. This would not affect the operation of the cemetery.

- 4.17. Chris Brown held a phone conversation with residents of 308A Dixons Road who were not opposed to the development but enquired as to what sort of burials would be proposed for the cemetery.
- 4.18. Staff are in support of the acquisition of this land for the purposes of a cemetery. It is Councils obligation under the Burial and Cremations Act 1964 to ensure that there is sufficient land available for burials. While there is currently, a number of decades of available space within the current Rangiora Lawn Cemetery, Staff believe that it is still wise to look to the future to ensure long-term provision in suitable areas is secured.
- 4.19. Staff have determined the following benefits in relation to acquiring the land as recommended in this report.
- There are a number of conditions requested by Kyleston Farms Limited including the offset of reserve development contributions. These conditions are suitably offset by the size of the land transfer and the opportunity provided for future cemetery use.
 - The current Environment Canterbury rules require cemeteries to be in areas where the ground water table is a minimum 3m below the surface. As sea level rises, this is likely to heighten the level of groundwater in the eastern parts of our district. This will make it more difficult to consent cemeteries in this area of the district.
 - The location is within close proximity to the districts main township and has easy accessibility. It is difficult to obtain land for cemeteries due to public perception. The majority of land surrounded by the proposed land is owned by Kyleston Farms Limited and other neighbours are in general support. This is quite rare.
 - There is likely a high opportunity cost of not taking this piece of land for a future cemetery. Should this land transfer not be approved, staff will still need to identify land in order to meet the obligation under the Burial and Cremations Act 1964. This transfer has a willing seller and less than minor effects on neighbouring properties while also being able to meet current ECAN restrictions.
- 4.20. Council has a number of options which include:
- Option 1: Acquire the land as proposed in the recommendations in this report. Staff support this option for the reasons identified above.
 - Option 2: Acquire the land with modified conditions. Staff have worked with Kyleston Farms Limited to ensure the conditions are favourable for both Kyleston Farms Limited, Council and the wider community.
 - Option 3: Don't acquire the land. Staff do not support this option. If this option is supported, it would be advisable for Council to recommend staff investigate other land parcels which may be suitable for future cemetery purposes to meet our obligations as above.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by the subject matter of this report. Consultation material has been provided to Ngai Tuahuriri with the opportunity to provide feedback through Mahaanui Kurataiao Ltd. To date no response has been received.

5.2. Groups and Organisations

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

5.3. Wider Community

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

The Waimakariri District Council Cemetery Strategy notes that *“Cemeteries play an important role in our society. They support our sense of community and reflect the history of local people and cultures that founded and influenced our district”*.

It is Councils obligation under the Burial and Cremations Act 1964 to ensure that there is sufficient land available for burials. While there is currently available space within the current Rangiora Lawn Cemetery, Staff believe it is important to look to the future to ensure long-term solutions for the community by having land available for cemeteries.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. Were the land acquisition approved there would be survey costs involved to transfer land ownership to Council. The amount required is not yet confirmed but staff believe that survey costs will fall between \$5,000 and \$10,000. This expenditure is appropriate to ensure the successful and legal acquisition of land by Council for a cemetery.

Budget would be required to fund the establishment of screen planting on the Western boundary of the site, prior to the cemetery being developed, if the acquisition of the land is approved.

Budget to fund these projects is not currently included in the Annual Plan/Long Term Plan, however staff will be applying for funding through the next Long Term Plan process for

6.2. Sustainability and Climate Change Impacts

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

In other areas of the Waimakariri district issues have arisen through rising sea and ground water levels. Staff have ensured the long term use of the subject piece of land as a cemetery through carrying out the appropriate investigations and gaining Resource Consent to develop the land. The conditions of the granted Resource Consent ensure a successful development.

6.3 Risk Management

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

As noted above there are risks associated with developing a site where there has been some indication of ground water levels above the 3m below ground level required by ECAN. To overcome this staff amended the draft concept to suit by located ash burials only in this area of the site. Bore holes will continue to be monitored on site to ensure ground water levels do not exceed 3m elsewhere on the site.

Mr Robertson would like the opportunity to bury his father on the proposed land. Staff need to ensure that the investigation work is undertaken in a timely manner to potentially allow this to happen or provide Mr Robertson the time to make other arrangements.

6.3 Health and Safety

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

If the recommendations in this report are approved, there will be health and safety requirements in managing consultants and staff access to the proposed land. This will be managed in accordance with current contract processes and the Safe Working in the Field Manual.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Burial and Cremations Act 1964
Resource Management Act 1991

7.3. Consistency with Community Outcomes

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

There is a strong sense of community within our District

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

Governance

- Effect is given to the principles of the Treaty of Waitangi,
- There are wide ranging opportunities for people to contribute to the decision making that effects our District

Environment

- There is a safe environment for all,
- There is a healthy and sustainable environment for all

Places and spaces

- The community's cultures, art and heritage are conserved and celebrated,
- Public spaces and facilities are plentiful, accessible and high quality,

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

7.4. **Authorising Delegations**

Council have the delegation to approve the acquisition of the land at 90 Dixons Road for the purposes of a cemetery with the included conditions.

Dear Chris

Thank you for your email dated 17 June 2019 where you require further information regarding the Cemetery Proposal.

Background Information –

Our family has owned a Property in Ashley since the early 1900's. The current owner is Kyleston Farms Limited.

We are interested in vesting some of the land in Council ownership for the creation of a future Lawn Cemetery. The approximate area of land is 12 hectares (subject to survey) and comprises a block of land that slopes upwards from Dixon's Road towards a hill block which would also include a section of moderately steep hill for future reserve development.

While overall the land is close to Rangiora it is ultimately not suitable for sub-division as it has two transpower high voltage lines bi-secting the Property.

We feel a far more practical and beneficial use of this land would be to create a Reserve for the enjoyment of subsequent generations.

We are aware of the Burial and Cremations Act 1964 and understand the broad requirements under that Act.

Proposal –

Our family under the umbrella of Kyleston Farms Limited will transfer the land (as identified in the accompanying map) to the Council for the creation of a future Lawn Cemetery.

This will be at no cost to the Council apart from assistance with the survey and any water supply requirements.

We envisage working with the Council to develop an appropriate landscape plan and would welcome the opportunity to not only contribute but participate with that development.

We would request a section of the land (approximately half a hectare) being reserved for our specific family internments. Until the community have full access to the facility, we would maintain that area.

The Cemetery would not be used by the General Public until the current Rangiora Lawn Cemetery on Coldstream Road has been filled. This is subject to discussions regarding the potential for the hill block to be converted into some form of Pet Cemetery in future years, whereby general public access would may be more appropriate but we would anticipate, apart from family internments, that no others are laid to rest until Rangiora Lawn Cemetery has been filled.

We would support the establishment of a specific management committee for the land, comprising with at least two members of our extended family along with Council Staff.

We are happy to transfer the land to the Council within mutually agreeable time frames.

The land would be owned by the Council. Leased back to Kyleston Farms (or successors) on a five yearly bases (Peppercorn Rental) with Rights of Renewal until the Council require the land for Internments.

The Kyleston Farm land runs the length of Dixon's Road – from Cones Road through to Boundary Road and the land that borders on the Loburn Lea sub-division has been identified as suitable for more intensive sub-division. This has recently been recommended and approved by the Council in relation to the district plan review.

It is the intention in the future for the Company to undertake a sub-division. We understand that any sub-division is subject to Reserve Development contributions. We would anticipate that our Reserve Contributions would be offset against the land that we are prepared to vest in the Council. This is naturally subject to appropriately planning any potential sub division access ways and potential Green Spaces that would be incorporated in any future sub-division.

I trust this suitably outlines the proposal and we are more than happy to engage further with the Council and their staff to discuss any matters that arise from this.

Yours faithfully
Don Robertson

p.s. who would it be best to talk to regarding the re-zoning and what we need to do next





WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CPR-04-03-04 / 190906124915

REPORT TO: Community and Recreation Committee

DATE OF MEETING: 17 September 2019

FROM: Chris Brown, Manager Community and Recreation

SUBJECT: Potential Future Rangiora Cemetery

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

Department Manager

pp 

Chief Executive

1. SUMMARY

- 1.1 This report outlines the details of a proposal received by staff which would see land gifted to Council to create a cemetery to service the Rangiora area. The proposal identifies the land as being approximately 12 hectares and is accessed from Dixons Road north of Rangiora.
- 1.2 The proposal identifies a number of conditions including the setting aside of some of the land for a family cemetery and the relief from Reserve Development Contributions for future subdivisions of the surrounding land.
- 1.3 This report outlines the proposal in detail and seeks endorsement from the Committee to progress with further analysis of the land and process relating to the potential vesting of the land in Council ownership for the purpose of a cemetery.

Attachments:

- i. Proposal from Don Robertson (Trim 190906124922)
- ii. Proposed Rangiora Cemetery Map (Trim 190906124924)

2. RECOMMENDATION

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 190906124915.
- (b) **Supports** staff progressing with further investigation to determine the viability of a proposal to have 12 hectares of land adjacent to Dixons Road vested in Council for the purpose of a future cemetery.
- (c) **Notes** that budget to undertake the work will be funded from existing operational funding within the Recreation Account.
- (d) **Note** that once the investigation work is complete staff will report the findings to the incoming Council.

3. **BACKGROUND**

- 3.1 In early 2019, staff were approached by Don Robertson seeking information regarding the process to allow for the future burial of his father on the family farm currently owned by Kyleston Farms Limited. The family farm is located north of Rangiora bordering Dixons Road as per the image include as attachment ii.
- 3.2 Noting the above, staff investigated the legal framework surrounding the burial of private individuals on private land. Staff have determined that burial on private land is heavily restricted by the current Burial and Cremations Act 1964. It is in fact only lawful if there is no public cemetery within 32 kilometres of the place of death. Alongside the practical exception based on distance, the Act recognises some very limited circumstances in which an individual may be buried in a place of particular significance other than an established cemetery, burial ground or urupā. Section 47 of the Act provides for burial “in any private burial place” which has been used for burials before the commencement of the Act. The permission of a District Court Judge is required for this. Section 48 of the Act also makes provision for burial in a “special place” provided the Minister certifies in writing that “he is satisfied that there are exceptional circumstances which make the burial of that body in that place particularly appropriate.”
- 3.3 The Act provides no guidance as to the objective of this provision or the circumstances under which burial in a special place may be regarded as appropriate. However, the Ministry of Health’s guidelines suggest the provision should be understood within the broader context of the Act’s prohibition on private burial grounds – in other words, approvals will be reserved for truly exceptional cases. By itself, a long association with an area or piece of land would not normally be sufficient to justify an exemption under this provision.
- 3.4 It is currently the duty of every local authority to establish and maintain a suitable cemetery. With this in mind staff advised Mr Robinson that one of the possible ways he would be allowed to bury his father on the family farm would be for a section of the farm to be in Council ownership. Staff advised that there would be a process associated with Council considering any land for a future cemetery.
- 3.5 It is possible for Council when in ownership of a cemetery to sell either in perpetuity or for a limited period the exclusive right of burial in any part of a cemetery. This would allow Mr Robinson to have an area of a Council owned cemetery for the exclusive burial of his father.
- 3.6 After receiving this information Mr Robinsons father requested that staff undertake some high level soil tests to see if the land could accommodate burials. Staff contracted Delta Utility Services who currently perform the sexton services for the district to undertake a number of test digs. The test digs did not identify anything that would stop a cemetery from being developed on the land.
- 3.7 Following the test digs Mr Robinson submitted a formal proposal. This proposal suggests gifting land to Council for the purpose of establishing a cemetery. The proposal has some conditions associated with it.
- 3.8 The Council owns a number of cemeteries throughout the district. Currently these cemeteries provide for the traditional methods of burial and cremation of ashes. There is a growing number of alternative burial types. Council staff will be undertaking a review of current levels of service for cemeteries and reporting this back to Council as part of the next Long Term Plan. This piece of work will also look at the long term provision of cemetery space in the district.

4. ISSUES AND OPTIONS

- 4.1. The proposal submitted by Mr Robinson, included in this report as attachment i, can be summarised as follows:
- 4.1.1. Approximately 12 hectares of land to be vested in Council ownership. The land in question as shown on the aerial map below slopes upwards from Dixons Road towards a hill block which would also include a section of moderately steep hill for future reserve development. Situated on the land are Transpower Pylons which reduce the suitability for future rural residential development.
 - 4.1.2. The land would be vested to Council at no cost however Council would be responsible for assistance with survey costs and servicing of the land.
 - 4.1.3. It is proposed that the Council work with the current owners on the development of a concept development plan for the cemetery as well as participating in the actual development itself.
 - 4.1.4. A section of land (approximately half a hectare in size) is to be set aside as a family interment area specifically for the Robinson family.
 - 4.1.5. The land is not to be used by the general public until the Rangiora Cemetery is full unless potentially for a pet cemetery area and for the family burials as mentioned above.
 - 4.1.6. A management committee be set up for the land which has at least two members of the Robinson family and Council members.
 - 4.1.7. Time frames for the vesting of the land to be agreed between the Council and Kyleston Farm representatives.
 - 4.1.8. While the land would be vested as a Council asset it would be leased at a peppercorn rental, on a five year term, back to Kyleston Farms until such time as it is required for public use.
 - 4.1.9. That the vesting of the land be used to offset any future reserve development contributions which would apply to development of the wider Kyleston Farms area.
- 4.2. Before the Council would be in a position to consider entering into an agreement with Kyleston Farms Limited staff would recommend that there are a number of things which first need to be completed. These include the following:
- 4.2.1. Seeking legal advice on the appropriate process to be followed in order to have land vested in the Council for the purpose of a cemetery.

Staff have contacted the Christchurch City Council to seek advice on the process for vesting land as a cemetery. Other than the future memorial ashes cemetery within the Regeneration area in Kaiapoi it has been a very long time since the Waimakariri District Council considered vesting land for use as a cemetery. The Christchurch City Council has been through this process in both Belfast and Templeton recently.

The Christchurch City Council representatives provided some useful feedback. The guidance highlighted the need to have suitable advice on the consents that may be required from both Waimakariri District Council and Environment Canterbury.
 - 4.2.2. Obtain further information regarding the suitability of the land. This would be done to determine the land stability, potential for flooding and identify any land contamination. As already mentioned staff have undertaken initial high level soil testing. Before committing to the land staff believe that further investigation is required. Some of this work can be done in-house by the Project Development

Unit however any geotechnical and land contamination testing would be contracted.

- 4.2.3. Undertake consultation with the Ngāi Tūāhuriri and surrounding neighbours. Currently there are limited neighbours as the land is surrounded on three sides by Kyleston Farms. There are three directly adjacent neighbours that staff would recommend are consulted with.
- 4.2.4. Complete an assessment of current Cemetery provision in Rangiora to determine the likely timeframe that any future cemetery would be required.
- 4.3. This report seeks endorsement from Council to proceed with the above steps. The cost of implementing the proposed steps would be covered utilising existing operation budget from within the Greenspace Budget, Asset Management Planning.
- 4.4. If the recommendations in this report are approved staff will undertake the above work and then report the findings back to Council with a recommendation regarding the vesting of the land in question. If the land is vested staff would look to prepare a master plan for the site.
- 4.5. In addition to the work identified above staff will be undertaking a cemetery strategy for the district. This strategy is being done to inform the Long Term Plan and will look at the current provision of cemeteries in the district and the levels of service that we provide.
- 4.6. Staff believe that the Committee have two primary options in response to the proposal received from Mr Robinson.
- 4.6.1. **Option 1 – Receive the proposal from Mr Robinson and endorse staff progressing with the investigation works identified in 4.2.**
- This is the recommendation from staff. Staff do not believe that the conditions that are being proposed by Kyleston Farms Limited are unreasonable. While it is likely to be many decades before additional land for a cemetery in Rangiora is actually required for the public, securing land to be used as a cemetery can be very difficult. Approving the recommendations in this report does not commit Council to having the land vested however; it does give staff the mandate to undertake further investigation and report back.
- 4.6.2. **Option 2 – Receive the proposal from Mr Robinson. Thank Mr Robinson however do not endorse staff progressing with further investigation.**
- Staff do not recommend this option. Staff believe that further investigation including consultation should be undertaken in order to better inform Council before a final decision is made on whether to enter into an agreement with Kyleston Farms Limited.
- 4.7. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. **Groups and Organisations**

This report would provide the mandate for staff to undertake consultation with Ngāi Tūāhuriri regarding the received proposal. There are other groups or organisation that staff would be consulting with at this stage.

5.2. **Wider Community**

This report would provide the mandate for staff to undertake consultation with the adjacent landowners to seek their views. There are three landowners, which share a boundary with Kyleston Farms. If the recommendations in this report were approved staff would work with Kyleston Farms regarding the consultation of the surrounding neighbours.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

It is proposed that the investigation work is funded from existing operation funding from within the Recreation Account. The budget called Asset Management Planning will be used. The total amount required is not yet confirmed but staff believe that it will fall between \$7,500 and \$12,000. Staff believe that this expenditure is appropriate to ensure due diligence is completed in regards to any decision to vest the proposed land.

6.2. **Community Implications**

It is Councils obligation under the Burial and Cremations Act 1964 to ensure that there is sufficient land available for burials. While there is currently, a number of decades of available space within the current Rangiora Lawn Cemetery staff believe that it is still wise to look to the future to ensure long-term provision in suitable areas is secured.

6.3. **Risk Management**

The investigation work that staff is proposing will ensure that Council is fully informed before making any decisions regarding potential vesting of the proposed land. This investigation will identify any potential risks that the Council may need to consider.

Mr Robinson would like the opportunity to bury his father on the proposed land. Staff need to ensure that the investigation work is undertaken in a timely manner to potentially allow this to happen or provide Mr Robinson the time to make other arrangements.

6.4. **Health and Safety**

If the recommendations in this report are approved, there will be health and safety requirements in managing consultant and staff access to the proposed land. This will be managed in accordance with current contract processes and the Safe Working in the Field Manual.

7. **CONTEXT**

7.1. **Policy**

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

7.2. **Legislation**

Burial and Cremations Act 1964

Resource Management Act 1991

7.3. **Community Outcomes**

7.4. **Delegations**

The Community and Recreation Committee are specifically responsible for Cemeteries. The Committee has the delegation to recommend to Council the sale and purchase of land for use as a cemetery and the authority to approve work programmes that Council has budgeted for.

Dear Chris

Thank you for your email dated 17 June 2019 where you require further information regarding the Cemetery Proposal.

Background Information –

Our family has owned a Property in Ashley since the early 1900's. The current owner is Kyleston Farms Limited.

We are interested in vesting some of the land in Council ownership for the creation of a future Lawn Cemetery. The approximate area of land is 12 hectares (subject to survey) and comprises a block of land that slopes upwards from Dixon's Road towards a hill block which would also include a section of moderately steep hill for future reserve development.

While overall the land is close to Rangiora it is ultimately not suitable for sub-division as it has two transpower high voltage lines bi-secting the Property.

We feel a far more practical and beneficial use of this land would be to create a Reserve for the enjoyment of subsequent generations.

We are aware of the Burial and Cremations Act 1964 and understand the broad requirements under that Act.

Proposal –

Our family under the umbrella of Kyleston Farms Limited will transfer the land (as identified in the accompanying map) to the Council for the creation of a future Lawn Cemetery.

This will be at no cost to the Council apart from assistance with the survey and any water supply requirements.

We envisage working with the Council to develop an appropriate landscape plan and would welcome the opportunity to not only contribute but participate with that development.

We would request a section of the land (approximately half a hectare) being reserved for our specific family internments. Until the community have full access to the facility, we would maintain that area.

The Cemetery would not be used by the General Public until the current Rangiora Lawn Cemetery on Coldstream Road has been filled. This is subject to discussions regarding the potential for the hill block to be converted into some form of Pet Cemetery in future years, whereby general public access would may be more appropriate but we would anticipate, apart from family internments, that no others are laid to rest until Rangiora Lawn Cemetery has been filled.

We would support the establishment of a specific management committee for the land, comprising with at least two members of our extended family along with Council Staff.

We are happy to transfer the land to the Council within mutually agreeable time frames.

The land would be owned by the Council. Leased back to Kyleston Farms (or successors) on a five yearly bases (Peppercorn Rental) with Rights of Renewal until the Council require the land for Internments.

The Kyleston Farm land runs the length of Dixon's Road – from Cones Road through to Boundary Road and the land that borders on the Loburn Lea sub-division has been identified as suitable for more intensive sub-division. This has recently been recommended and approved by the Council in relation to the district plan review.

It is the intention in the future for the Company to undertake a sub-division. We understand that any sub-division is subject to Reserve Development contributions. We would anticipate that our Reserve Contributions would be offset against the land that we are prepared to vest in the Council. This is naturally subject to appropriately planning any potential sub division access ways and potential Green Spaces that would be incorporated in any future sub-division.

I trust this suitably outlines the proposal and we are more than happy to engage further with the Council and their staff to discuss any matters that arise from this.

Yours faithfully
Don Robertson

p.s. who would it be best to talk to regarding the re-zoning and what we need to do next



Our Reference: RES-09 / 211018168339

Tuesday 18 October 2021

Dear

New Cemetery for the Waimakariri District – 90 Dixons Road, LOBURN

The Council are planning for a new cemetery in the Waimakariri District, as we're expecting more burial plots will be required in the next 30 years.

Approximately 12 hectares of land is being secured at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341. A location map is enclosed showing the location and boundaries of the proposed cemetery.

The site will not be used for public burials for at least 30 years. However we have developed a high-level concept design to show the different features and buffer zones from adjacent properties. The focus at this time is to secure cemetery land for the future, and answer any questions or address any concerns from neighbouring properties.

Why we need a cemetery:

- Waimakariri is one of New Zealand's fastest growing areas and our population will near 100,000 over the next 30 years. We need to make sure we provide land suitable to provide for future burials.
- The Council has a statutory responsibility under the Burial and Cremation Act 1964 to provide for burials.
- We need to make sure we meet the long-term needs of our growing and changing District.
- Council projections show that more cemetery land will be needed for burial plots in 30 years' time.

About the site:

- The Council is currently negotiating the ownership of a 12 hectare block of land on Dixons Road for the purpose of a cemetery. The current owners wish to gift the land to the Council subject to certain conditions including the development of a small family section.
- It is a large area of land that slopes upwards from Dixons Road towards a hill block, which would also include a moderately steep hill for future reserve development. High-level testing has shown low groundwater and suitable soils.
- A resource consent has been granted from Environment Canterbury to use the land for the purpose of a cemetery.
- The nearest residential property is located approximately 100 metres from the cemetery land, and is easily accessible and close to Rangiora, Waimakariri's largest town.
- It will greatly increase burial capacity for the Waimakariri District and allow the Council to provide for the changing burial types as these emerge.

The concept design

The concept plan enclosed is a high-level outline of the key features of the cemetery, and will likely be refined in later years when the time comes that the land is needed for burials.

The concept design includes:

- A main entrance located on Dixons Road.
- Provision for different burial types, including traditional, ashes, green burials as well as a pet cemetery.
- An area set aside for the family of the current landowners in return for 'gifting' the land to the Council. This area would likely be the only area that would have burials in the next 30 years based on current availability at Rangiora Lawn Cemetery.
- Roads, walking paths and plantings to create different areas within the cemetery to cater for burial areas and more intimate spaces.
- Boundary planting on the east and west sides of the property to provide a 'buffer' of up to 10metres wide of native and exotic plantings. This will help screen the cemetery for adjacent properties.
- Trees, shrubs and plantings throughout the cemetery.
- While the cemetery was not being developed and used for general community burials the Council would look to lease the land back to the current owners to continue to be used for grazing.

Cemeteries play an important role in our community. They provide a place where family and friends can remember and mourn the loss of loved ones consistent with their culture and beliefs.

We know that from the usage behaviour patterns of our existing cemeteries across the District, that they are quiet, passive areas of reflection and mourning.

We would like to know if you have any specific concerns about the proposed cemetery, so that we can look to address these before future development. We are also seeking feedback from Ngāi Tūāhuriri Runanga, Transpower and Heritage New Zealand.

We would be happy to come and visit you to discuss the proposed cemetery, and answer any questions you may have.

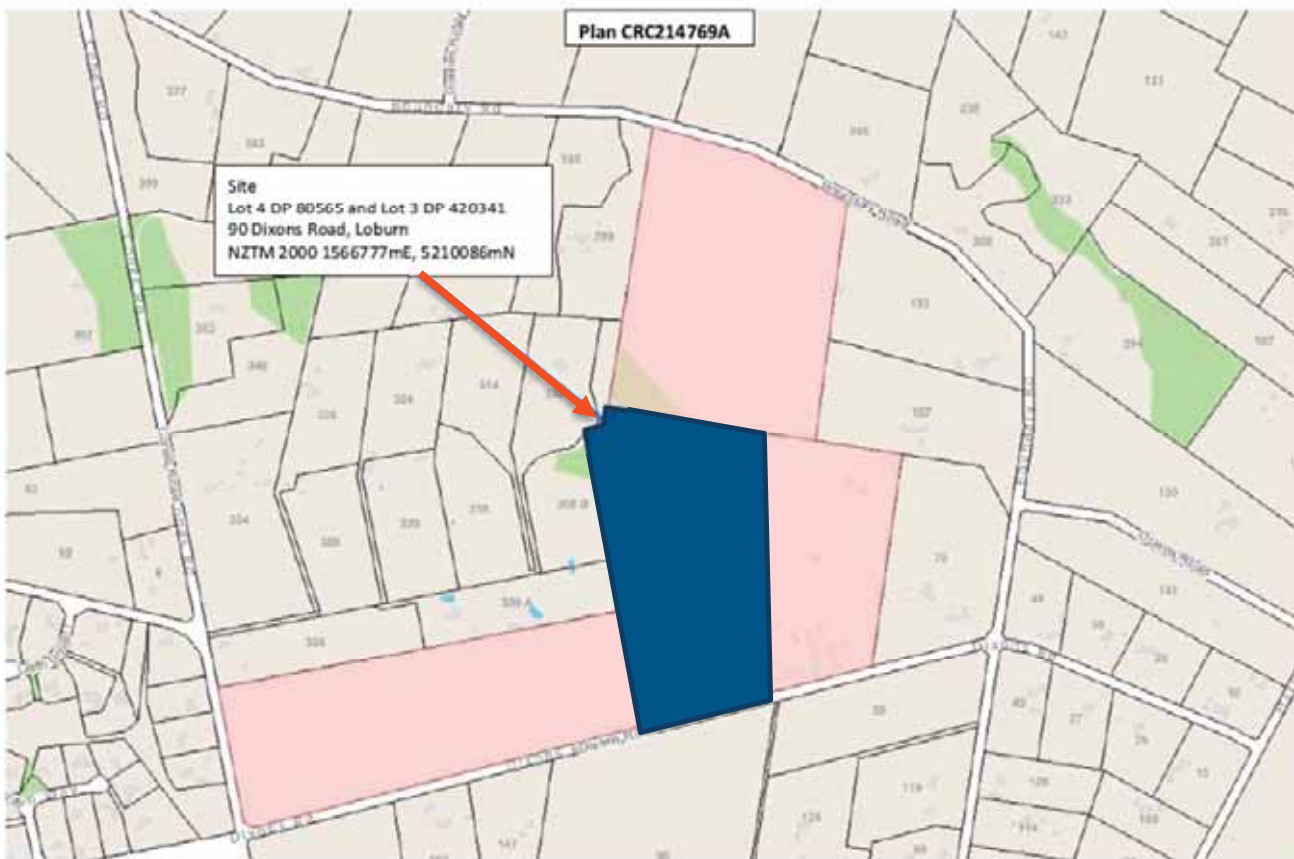
Please feel free to call me on 021 430 438 or 0800 965 468 to arrange a time to meet, or email chris.brown@wmk.govt.nz to let me know of any feedback or questions you may have.

Yours sincerely



Chris Brown
Manager Community and Recreation

Location of cemetery site – 90 Dixons Road, Loburn





WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-07-02/211102175823

REPORT TO: COUNCIL

DATE OF MEETING: 7 December 2021

AUTHOR(S): Gina Maxwell, Policy Technician on behalf of the Hearing Panel:
Councillors: P Redmond (Chair), K Barnett and W Doody

SUBJECT: Adoption of The Dangerous, Affected and Insanitary Buildings Policy 2021
Recommendation of the Hearing Panel

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

SIMON MARKHAM
Department Manager

[Signature]
Chief Executive

1. SUMMARY

- 1.1. This report is to recommend that the Council adopt The Dangerous, Affected and Insanitary Buildings Policy 2021.
- 1.2. On 17 August 2021 the District Planning & Regulation Committee approved the review of The Dangerous, Affected and Insanitary Buildings Policy, and agreed to consult via a special consultative procedure as described in the *Local Government Act 2002*, s83.
- 1.1. Public submissions were sought between 30 August 2021 and 24 September 2021. Three submissions were received. Two people took the opportunity to express their views, one did not make any comments and none wanted to present to the Hearing Panel in person. No responses were received against the proposal.
- 1.2. The Hearing and Deliberation meeting was undertaken on 14 October 2021.

Attachments:

- i. Existing Dangerous and Insanitary Buildings Policy 2016 (Trim: 160526049240)
- ii. Proposed Dangerous, Affected and Insanitary Buildings Policy 2021 (Trim:210712112657)
- iii. Minutes of the Hearing and Deliberations meeting (Trim: 211014166134)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 211102175823
- (b) **Revokes** The Dangerous and Insanitary Buildings Policy 2016
- (c) **Adopts** The Dangerous, Affected and Insanitary Buildings Policy 2021 to come into effect on 7th December 2021.

3. BACKGROUND

- 1.1 The policies required under Section 131 of the *Building Act 2004* were last reviewed on 19 July 2016, so are due for review in 2021, as required by section 132 (4) of the Act.

1.2 Since then, the *Building Act 2004* has been amended by Section 121A which defines the meaning of an Affected Building, and by the addition of Section 132A requiring a policy to take into account affected buildings.

1.3 An affected building is one that may or will be impacted by the failure of another building in any other event than an earthquake.

For example:

a) An adjoining building severely damaged by fire and which has lost its structural integrity – this would cause neighbouring buildings to be classified as affected.

b) Snow or wind damage that could either cause an impending collapse or subsequently cause injury to occupants of an adjoining building would cause the building to be classified as affected.

1.4 These changes are more than minor and under Section 132 (1) must be adopted in accordance with the special consultative procedure in section 83 of the Local Government Act 2002.

1.5 In May 2021, the Building Unit and the Policy and Strategy Unit conducted a review of the existing Dangerous and Insanitary Buildings Policy within the following framework:

- a. Intent of Section 131 of the *Building Act 2004*;
- b. Effectiveness of the policy over the previous five years locally;
- c. National Guidance and relevant determinations;
- d. Does the policy continue to meet the intent of the act and provide sufficient guidance to staff?

1.6 The main areas of proposed change, between the 2016 policy and the policy recommended by the Hearing Panel is detailed are summarised briefly below:

- Name of the Policy- which has been amended from Dangerous and Insanitary Building to Dangerous, Affected & Insanitary Buildings Policy to better reflect the (S 121/131 amendments)
- Section 1 – *meaning of Affected Building added*
- Section 2 – Policy context reworded
- Section 3 – Policy objectives revised to become more all-encompassing objectives and the public changed to people
- Section 4 – the additional of “if the building is an affected building”
- Section 4.2 – the addition of “Consult with the owner of any affected buildings and decide on an appropriate course of action.”
- The addition of Section 4.3 – Notifying the Council may invoke its powers under Section 126 of the Act to recover costs
- Section 4.4 – the addition of “affected buildings” notes added to LIM’s

4. ISSUES AND OPTIONS

4.1. The Council can either adopt the recommendations as proposed, decline to adopt them or refer the matter back to the Hearings Panel to consider changes to the proposal.

4.2. Adopting the proposed Dangerous, Affected and Insanitary Buildings Policy 2021 is the recommended option as the Policy provides a means to reduce the potential risk posed to people by dangerous, affected and insanitary buildings. The proposed amendments to the Policy will make it more robust and align with best practice.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The Policy seeks to ensure there is a safe environment for all.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

Both Residential and Commercial Building Owners may be affected and have an interest in the amendments to this policy. These groups have been included in the SCP process.

5.3. Wider Community

The wider community may be affected by and have an interest in the subject matter of this report due to placement of hoardings or barriers for public safety especially those that are erected in the Central Business District.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report, apart from staff and elected members time to run the special consultative procedure.

6.2. Sustainability and Climate Change Impacts

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

6.3 Risk Management

Risks to the public are minimised through implementation of this policy.

Health and Safety

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

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Sections 131 and 132 of the *Building Act 2004*.

7.3. Consistency with Community Outcomes

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

- There are wide ranging opportunities for people to contribute to the decision making that affects our District
- There is a safe environment for all

7.4. Authorising Delegations

The Council has the delegation to approve the recommendations within this report.

POLICY

Buildings

DANGEROUS AND INSANITARY BUILDINGS POLICY

1 INTRODUCTION

Section 131 of the *Building Act 2004* (the Act) requires Territorial Authorities to develop a policy on dangerous and insanitary buildings. The Act defines dangerous and insanitary buildings as follows:

Meaning of Dangerous Buildings (section 121)

A building is dangerous for the purposes of this Act if, –

- (a) *in the ordinary course of events (excluding the occurrence of an earthquake), the building is likely to cause –*
 - (i) *injury or death (whether by collapse or otherwise) to any persons in it or to persons on other property; or*
 - (ii) *damage to other property; or*
- (b) *in the event of fire, injury or death to any person in the building or to persons on other property is likely.*

Meaning of Insanitary Buildings (section 123)

A building is insanitary for the purposes of this Act if the building –

- (a) *is offensive or likely to be injurious to health because-*
 - (i) *of how it is situated*
 - (ii) *it is in a state of disrepair; or*
- (b) *has insufficient or defective provisions against moisture penetration so as to cause dampness in the building or in any adjoining building; or*
- (c) *does not have a supply of potable water that is adequate for its intended use; or*
- (d) *does not have sanitary facilities that are adequate for its intended use.*

The policy is required to state:

- the approach that the Waimakariri District Council will take
- the priorities in applying the policy
- how the policy will apply to heritage buildings.

2 POLICY CONTEXT

Notice of dangerous and insanitary buildings usually comes to the Council as a complaint, commonly by tenants or neighbours, and also by inspection or observation by Council staff. Often the building state is a result of an unconsented conversion such as turning a garage into a second dwelling.

3 POLICY OBJECTIVE

The purpose of the policy is that Council will be pro-active to:

- Respond to and investigate all building complaints;
- Identify from these complaints any buildings that may be dangerous or insanitary;
- Notify the owners of the building to take action to reduce or remove the danger or prevent the building remaining insanitary;
- Liaise with the New Zealand Fire Service when appropriate in accordance with section 121(2) of the Act for the purposes of determining whether a building is dangerous;
- Liaise with the Medical Officer of Health as required. This is especially the case if occupants are considered neglected or infirm.



POLICY

Buildings

DANGEROUS AND INSANITARY BUILDINGS POLICY

4 POLICY STATEMENT

4.1 Assessment Criteria

Assessment will be made in accordance with sections 121 and 123 the *Building Act 2004*. Assessment will include:

- if the building is occupied;
- the use of the building;
- if the building is likely to cause injury or death to people;
- if the building is likely to damage other property;
- if the building condition present a danger to the health of occupants;
- if the building constitutes a fire hazard.

4.2 Taking Action on Dangerous and Insanitary Buildings

The Council will:

- Notify the owner, or the owner's agent, of the building if it is found to be dangerous or insanitary;
- May request a report from the New Zealand Fire Service;
- Attach a notice to the building requiring work to be carried out within a time stated to be not less than 10 working days, to reduce or remove the danger or prevent the building from remaining insanitary;
- Give copies of the notice to the owners, owner's agent, occupiers and every person who has an interest in the land, and if the building is a heritage building, to Heritage New Zealand;
- Contact the owner, or the owner's agent, at the expiry of the time period set down in the notice to that access to the building can be gained to assess compliance with the notice;
- Determine if enforcement action should be pursued under the Act if the requirements of the notice are not met.

If immediate action is required, the Council will:

- cause action to be taken to remove the danger or fix the insanitary conditions, which may include excluding people from the building;
- take action to recover all costs from the owner, or the owner's agent;
- inform the owner, or the owner's agent, that the amount recoverable by the Council will become a charge on the land on which the building is situated.

4.3 Record-Keeping

Any building identified as dangerous or insanitary will have a note placed on the property file.

The Land Information Memorandum (LIM) will note that:

- the building is dangerous or insanitary;
- include a copy of the notice;
- include any report on how the matter is to be rectified.

4.4 Access to Information

Information will be on the LIM. The requirements of the *Local Government Official Information and Meetings Act 1987*, and *Local Government Act 2002* will apply.

4.5 Heritage Buildings

Heritage buildings will comply with this policy.



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 Issue: 3
 Date: 23 May 2016
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POLICY

Buildings

DANGEROUS AND INSANITARY BUILDINGS POLICY

4.6 Priorities

Priorities will be assigned by risk. Generally, because the number of dangerous and insanitary building complaints is few, a high priority is assigned to these complaints.

Priority will be given where immediate action is required to remove danger and fix insanitary conditions. Where immediate action is not required, Council action will be subject to the timelines of any notice.

5 LINKS TO LEGISLATION, OTHER POLICIES AND COMMUNITY OUTCOMES

Local Government Official Information and Meetings Act 1987

Local Government Act 2002

Community Outcomes:

There is a safe environment for all

- *Harm to people from natural and man-made hazards is minimised and our district has the capacity and the resilience to respond to natural disasters.*

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

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

6 ADOPTED BY AND DATE

Adopted by the Resource Management and Regulation Committee on 19 July 2016.

7 REVIEW

In accordance with section 132 (4) of the *Building Act 2004* this policy will be reviewed within five years from adoption, or sooner by resolution of Council.



POLICY

Buildings

DANGEROUS, AFFECTED AND INSANITARY BUILDINGS POLICY

1 INTRODUCTION

Section 131 of the *Building Act 2004* (the Act) requires Territorial Authorities to develop a policy on dangerous and insanitary buildings. The Act defines dangerous and insanitary buildings as follows:
 Meaning of *Dangerous Buildings* (section 121)

A building is dangerous for the purposes of this Act if, –

- a) *in the ordinary course of events (excluding the occurrence of an earthquake), the building is likely to cause –*
 - i. *injury or death (whether by collapse or otherwise) to any persons in it or to persons on other property; or*
 - ii. *damage to other property; or*
- b) *in the event of fire, injury or death to any person in the building or to persons on other property is likely.*

Meaning of *Affected Building* (section 121a)

A building is an affected building for the purpose of this Act if it is adjacent to, adjoining, or nearby

- a) *a dangerous building as defined in section 121; or*
- b) *a dangerous dam within the meaning of section 153(b).*

Meaning of *Insanitary Buildings* (section 123)

A building is insanitary for the purposes of this Act if the building –

- a) *is offensive or likely to be injurious to health because-*
 - i. *of how it is situated*
 - ii. *it is in a state of disrepair; or*
- b) *has insufficient or defective provisions against moisture penetration so as to cause dampness in the building or in any adjoining building; or*
- c) *does not have a supply of potable water that is adequate for its intended use; or*
- d) *does not have sanitary facilities that are adequate for its intended use.*

The policy is required to state:

- the approach that the Waimakariri District Council will take
- the priorities in applying the policy
- how the policy will apply to heritage buildings.

2 POLICY CONTEXT

The Dangerous, Affected and Insanitary Buildings Policy (Policy) has been prepared by the Waimakariri District Council to comply with section 131 of *the Building Act 2004*. The Act requires Council to have a policy on Dangerous, Affected and Insanitary Buildings.

POLICY

Buildings

DANGEROUS, AFFECTED AND INSANITARY BUILDINGS POLICY

This policy supersedes Council's Dangerous and Insanitary Buildings Policy 2016 and sets out the policy adopted by Waimakariri District Council in accordance with the requirements of the Act.

3 POLICY OBJECTIVE

The purpose of the policy is to:

- Reduce the potential risk posed to people by dangerous, affected and insanitary buildings.
- To provide a clear framework for Council's decision making when managing potentially dangerous, affected and insanitary buildings.
- Earthquake prone buildings are managed under the Section 121 of the *Building Act 2004* and are therefore excluded from this policy.

4 POLICY STATEMENT

4.1 Assessment Criteria

Council will not actively inspect all buildings in the District, but will make it a priority to quickly and efficiently respond to any information or complaints received regarding potentially dangerous, affected or insanitary buildings.

Assessment will be made in accordance with sections 121 and 123 the *Building Act 2004*. Assessment will include:

- if the building is occupied;
- the use of the building;
- if the building is likely to cause injury or death to people;
- if the building is likely to damage other property;
- if the building condition presents a danger to the health of occupants;
- if the building constitutes a fire hazard;
- If the building is an affected building.

4.2 Taking Action on Dangerous Affected and Insanitary Buildings

The Council will:

- Notify the owner, or the owner's agent, of the building if it is found to be dangerous or insanitary;
- May request a report from the Fire and Emergency New Zealand (FENZ);
- Attach a notice to the building requiring work to be carried out within a time stated to be not less than 10 working days, to reduce or remove the danger or prevent the building from remaining insanitary;
- Give copies of the notice to the owners, owner's agent, occupiers and every person who has an interest in the land, and if the building is a heritage building, to Heritage New Zealand;
- Contact the owner, or the owner's agent, at the expiry of the time period set down in the notice to that access to the building can be gained to assess compliance with the notice;
- Determine if enforcement action should be pursued under the Act if the requirements of the notice are not met;
- Consult with the owner of any affected buildings and decide on an appropriate course of action.

POLICY

Buildings

DANGEROUS, AFFECTED AND INSANITARY BUILDINGS POLICY

If immediate action is required, the Council will:

- cause action to be taken to remove the danger or fix the insanitary conditions, which may include excluding people from the building;
- take action to recover all costs from the owner, or the owner's agent;
- inform the owner, or the owner's agent, that the amount recoverable by the Council will become a charge on the land on which the building is situated.

4.3 Costs

Council may issue a notice under Section 124(2)(c) of the action requiring work to be carried out on Dangerous or Insanitary buildings to reduce or remove the danger, or to prevent the building from remaining Insanitary. If work required under such a notice issued by Council is not completed or proceeding with reasonable speed, Council may invoke its powers under Section 126 of the Act and apply to the District Court to gain authorisation to carry out building work required in the notice.

If Council carries out building work, it is entitled to recover costs associated with that work from the building owner Set out in Section 126(3) of the Act.

4.4 Record-Keeping

Any building identified as dangerous, insanitary or affected will have a note placed on the property file.

The Land Information Memorandum (LIM) will note that:

- the building is dangerous, insanitary or affected;
- include a copy of the notice;
- include any report on how the matter is to be rectified.

4.5 Access to Information

Information will be on the LIM. The requirements of the *Local Government Official Information and Meetings Act 1987*, and *Local Government Act 2002* will apply.

4.6 Heritage Buildings

Heritage buildings will comply with this policy.

4.7 Priorities

Priorities will be assigned by risk. Generally, because the number of dangerous and insanitary building complaints is few, a high priority is assigned to these complaints.

Priority will be given where immediate action is required to remove danger and fix insanitary conditions. Where immediate action is not required, Council action will be subject to the timelines of any notice.

5 LINKS TO LEGISLATION, OTHER POLICIES AND COMMUNITY OUTCOMES

Local Government Official Information and Meetings Act 1987

Local Government Act 2002



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POLICY

Buildings

DANGEROUS, AFFECTED AND INSANITARY BUILDINGS POLICY

Community Outcomes:

There is a safe environment for all

- *Harm to people from natural and man-made hazards is minimised and our district has the capacity and the resilience to respond to natural disasters.*

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

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

6 ADOPTED BY AND DATE

Adopted by Council on 7 December 2021

7 REVIEW

In accordance with section 132 (4) of the *Building Act 2004* this policy will be reviewed within five years from adoption, or sooner by resolution of Council.

WAIMAKARIRI DISTRICT COUNCIL

**MINUTES OF THE HEARING OF THE REVIEW OF THE DANGEROUS, AFFECTED, OR
INSANITARY BUILDINGS POLICY HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET,
RANGIORA ON THURSDAY 14 OCTOBER 2021 COMMENCING AT 9AM**

PRESENT

Councillors K Barnett, W Doody and P Redmond

IN ATTENDANCE

W Taylor (Building Unit Manager), G Maxwell (Policy Technician), G Wilson (Building Officer) and K Rabe (Governance Advisor).

K Rabe opened the Hearing and called for nominations for a Chairperson for the Hearing Panel.

1. APPOINT A HEARING PANEL CHAIRPERSON

Moved: Councillor Barnett Seconded: Councillor Doody

That Councillor P Redmond be elected as the Chairman of the Hearing Panel to Review the Dangerous, Affected, or Insanitary Building Policy.

CARRIED

Councillor Redmond took the Chair and introduced the Panel and attending staff members.

2. APOLOGIES

There were no apologies.

3. CONFLICTS OF INTEREST

No conflicts of interest were declared.

4. REPORT

Review of the Dangerous, Affected, or insanitary Buildings Policy – Submissions – W Taylor (Building Unit Manager), G Maxwell (Policy Technician) and G Wilson (Building Officer)

W Taylor took the report as read and the amendments to the policy were discussed with clarification on building related matters provided by G Wilson.

It was noted that the Building Act of 2004 had been amended by Section 121A which defined the meaning of an Affected Building, and by the addition of Section 132A which required the policy to take into account affected buildings. The inclusion of earthquake prone buildings into the Building Act meant that one document encapsulated everything to do with buildings enabling Councils and building owners to work together to resolve difficulties and find solutions that worked for everyone concerned.

Amendments made included:

- The word 'Affected' had been added to the title of the Policy as well as to the content and a definition was included in the Introduction section of the Policy. Staff noted the error to

the section number mentioned in the Introduction of the Policy should be amended to read 'section 121A'.

- 3. Policy Objectives:
 - The words *the public* was amended to *people* which would reflect that not only the public would be protected from possible risk but also the owner(s) and staff of the establishments and are therefore excluded from this policy.
 - A further bullet point to be added to read "*Earthquake prone buildings are managed under the Buildings and Earthquake Prone Buildings Amendment Building Act 2016*" and are therefore excluded from this policy. All references to earthquake prone buildings were included in the Building Act since 1 July 2017 so that all legislation and guidance would be contained within one document.
- 4.1 Assessment Criteria
 - A further bullet point be added to read "if the building is an Affected building " and under 4.2 "*Consult with the owner of any affected building(s) and decide on an appropriate course of action*". This was a change to the policy as no mention had been made to building(s) affected by a dangerous buildings in previous reviews. This meant that building(s) adjacent to, opposite or adjoined to a dangerous building would be protected from further risk. Councillor Barnett clarified if this aspect of the policy had been consulted on and was assured that it had.

Councillor Barnet enquired what would be the Council's recourse if building owners did not co-operate. Staff replied that the first step would be to work with the owners concerned to achieve the best outcomes, however there was provision in the Act for Council's to take action to mitigate any danger and then recover the costs via rates or some other means.

Councillor Doody enquired if an affected building was closed what arrangements would be made regarding rent and other expenses. Staff noted that if the building is an Affected Building, closing it would be a last resort and other options would be investigated to ensure that the building was safe enough for tenants to continue to trade.

- New item 4.3 Costs

"The Council may issue a notice under Section 124 (2)(c) as set out the action requiring work to be carried out on Dangerous or Insanitary building to reduce or remove the danger, or to prevent the building from remaining Insanitary. If work required under such a notice issued by Council is not completed or proceeding with reasonable speed, Council may invoke its powers under Section 126 of the Act and apply to the District Court to gain authorisation to carry out building work required in the notice. If Council carries out building work, it is entitled to recover costs associated with that work from the building owner as set out in Section 126(3) of the Act."
- 4.3 Record Keeping – due to previous new item, renumbered as 4.4. Amended to include reference to dangerous, affected or insanitary buildings.
 - That a note regarding dangerous or affected buildings be included on LIMs and the property files to ensure that possible future owners would be aware that the building was deemed either dangerous or affected by a dangerous building. It was noted that the Council had a legal obligation to ensure possible owners/tenants knew the status of buildings they occupied.

Councillor Barnett queried how the Council was keeping track of the status of earthquake prone buildings. G Wilson explained that staff were required to monitor and review all known earthquake prone buildings and submit an annual report to the Minister of Business Innovation.

Moved: Councillor Redmond

Seconded: Councillor Barnett

THAT the Hearing Panel:

- (a) **Receives** report No. 210929157384
- (b) **Considers** all submissions to the Dangerous, Affected, or Insanitary Buildings Policy review.
- (c) **Notes** staff will prepare a report to Council on behalf of the Hearing Panel recommending the adoption of the reviewed Dangerous, Affected, or Insanitary Buildings Policy 2021.

CARRIED

Councillor Barnett noted that there had been little response to this review of policy through the public consultation process and believed the policy was well received. She noted it was good to have the opportunity to tidy up some of the wording so that the Policy worked well in conjunction with the amended Building Act.

Councillor Doody was happy to support the amendments made to the policy and felt that the tweaks made this a practical and useful document.

Councillor Redmond noted that the policy had not been met with an overwhelming number of submissions, however this was an important Policy that was worthwhile reviewing.

5. HEARING PANEL DELIBERATIONS

After the discussion of the proposed amendments to the Dangerous, Affected and Insanitary Building Policy, and reviewing the submissions that had been included in the agenda the Panel was confident that due diligence had been done in the reviewing of the policy.

Moved: Councillor Redmond

Seconded: Councillor Barnett

That the Dangerous, Affected and Insanitary Building Policy, subject to the amendments being included, be referred to the Council for adoption at its 14 December 2021 meeting.

CARRIED

There being no further business the Hearing concluded at 9.33am.



P Redmond
Chairperson

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: 211111181162

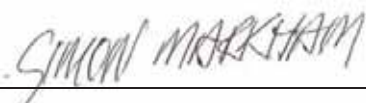
REPORT TO: Council

DATE OF MEETING: 7 December 2021

AUTHOR(S): Vanessa Thompson, Business & Centres Advisor

SUBJECT: District Parking Strategy for adoption

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1 This report seeks approval from Council for the adoption of the final District Parking Strategy following a month long public consultation period covering 18 October to 14 November 2021. The Community Boards and Councillors provided feedback on the draft Strategy before it went out for public consultation.
- 1.2 The District Parking Strategy was primarily developed as a result of changes to the National Policy Statement on Urban Development, which removes the minimum parking standards from the District Plans of tier 1, 2 and 3 local authorities, and a recommendation from Waka Kotahi (New Zealand Transport Agency) that local authorities develop an overarching parking strategy to manage the impact of those changes.
- 1.3 Minimum parking standard requirements will be removed from the Operative District Plan by February 2022, so the adoption of the District Parking Strategy in December 2021 supports these changes and communicates Council's stance on public parking and its policy response in this area while providing guidance to staff in implementing parking management controls.
- 1.4 The District Parking Strategy aims to provide a framework which guides our efforts and decision making in managing all parking related matters within the Waimakariri district. It includes 18 policy response areas designed to respond to key parking issues.

Attachments:

- i. District Parking Strategy - 211118184590
- ii. Consultation feedback summary – 211117183832
- iii. Bang the Table Draft District Parking Strategy Detailed Report - 211117183643

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report no. 211111181162;
- (b) **Notes** the final District Parking Strategy at attachment (i) that is presented for adoption;
- (c) **Notes** the consultation feedback summarised at attachment (ii) with staff comments and the full Bang the Table Engagement Report at (iii);

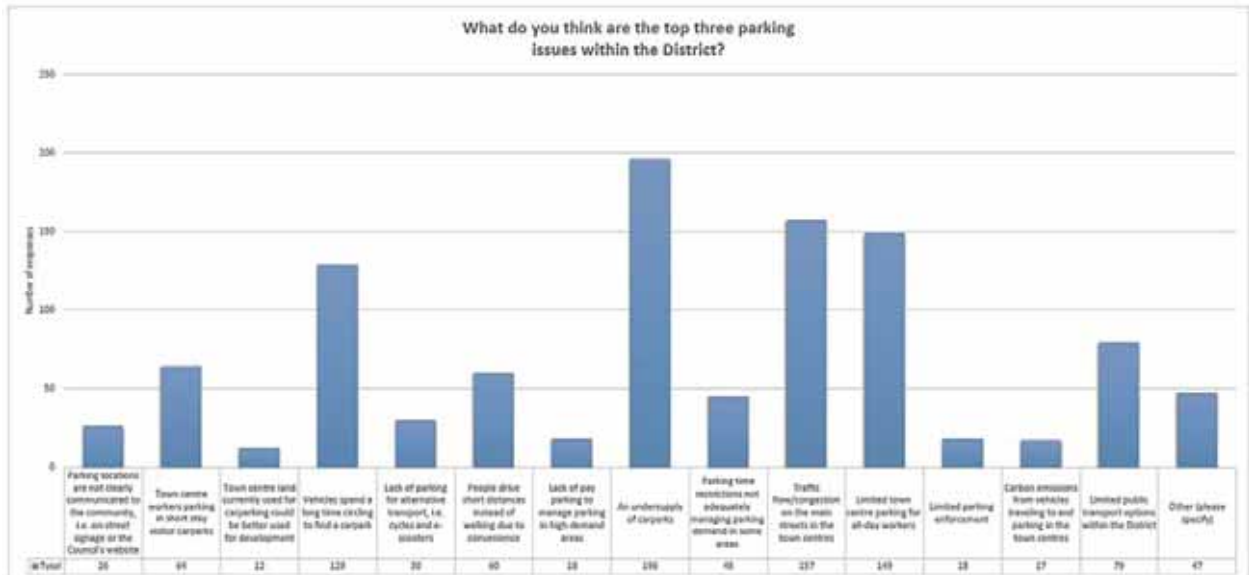
- (d) **Notes** the District Parking Strategy reflects feedback (where appropriate and practicable) from the Community Boards as well as Ableys Transportation Consultants;
- (e) **Notes** the proposed timing in February 2022 for the removal of the minimum parking standards from the Operative District Plan, and that the adoption of the final District Parking Strategy in December 2021 provides direction for staff as to how the Council will manage public parking requirements in the future, while evidencing Council's response to perceived current and future parking issues in the absence of minimum parking requirements in the Proposed District Plan;
- (f) **Notes** that disability parking provision will be further addressed as part of the Accessibility Strategy Review in mid 2022;
- (g) **Notes** a report on proposed carparking provision in Rangiora will be presented to the Council's Draft Annual Plan 2022/23 meeting in early February 2022;
- (h) **Approves** the final District Parking Strategy (attachment i) for adoption.

3. **BACKGROUND**

- 3.1 Work on the draft District Parking Strategy was largely prompted by recent changes to the National Policy Statement for Urban Development (NPS-UD) which removes the minimum parking standards for new developments from operative district plans. Waka Kotahi have recommended that Councils look at creating parking strategies to help them deal with these changes alongside any strategies they implement to manage parking effectively and efficiently within their respective locations.
- 3.2 In February 2021, a staff working group was established to contribute to the development of the draft District Parking Strategy. The working group was made up of Council staff from the Business and Centres, Roding, Development Planning, Policy, Project Delivery Unit, Environmental Services and the Planning Implementation Units. On 5 March the working group met to identify some key parking issues within the district, with the aim of informing any policies that might be included within the draft Strategy. Parking issues identified by staff have been included in the Key Issue section of the Strategy.
- 3.3 At an 11 May briefing to Council about the draft Strategy's development, Council asked staff to undertake pre-engagement with the community around perceived parking issues so this information could also be reflected in the draft Strategy.
- 3.4 Staff completed a short public car parking survey in June, which aimed to gather community perceptions about parking with a particular focus on key parking issues as defined from the community's perspective. The online 'Let's Talk Parking' survey ran from 6th June to 5th July. It logged a total of 904 visits to the site, and 614 'Informed Visitors' defined as people who visited the site and navigated their way through information on the project page. A total of 400 people went on to complete the survey, which asked six questions:
 - What do you think are the top three parking issues within the District?
 - What are your thoughts about the Council investing into additional parking supply for the District?
 - Are you using existing park-n-ride facilities in the District?
 - If you are an owner of a mobility scooter, e-scooter or bicycle, have you had any issues with parking in any of the town centres?

- What are your thoughts about potentially introducing paid parking (user pays) to better manage parking demand, vehicle turnover and help fund an increased parking supply?
- Do you have any other comments about parking?

3.1. The following graph highlights how respondents ranked the top parking issues within the District.



- 3.1. The community's top issues were an undersupply of car parks (196 participants), followed by traffic congestion on the main streets of the Town Centres (157 participants). The third highest ranked issue was limited Town Centre parking for all-day workers (149 participants), followed by the issue of vehicles spending a long time circulating to find a park (129 participants) in fourth place. Holistically, two of these issues relate to parking supply, and two to congestion in certain areas.
- 3.2. A high level assessment of the question asking participants for their thoughts on further Council investment into parking showed around 81% of people in favour of this (19% were not in favour). In terms of the introduction of paid parking, only 34% of respondents were open to this, with 66% (two thirds) opposing the idea.
- 3.3. The draft Strategy was developed by the Business and Centres Unit between May to July 2021, and then refined with support from the Roading and Policy teams. It has been influenced by Waka Kotahi's 'National Parking Management Guidance' document which seeks to provide direction on best-practise management of public parking throughout New Zealand, and both Christchurch and Auckland's current parking management documentation. It has also been informed by staff identification of wider district parking issues, 2020 parking survey data for Rangiora and Kaiapoi, and 2021 survey data identifying key parking issues based on community perceptions.

4. ISSUES AND OPTIONS

Consultation and Communications

- 4.1. Public consultation on the draft Strategy commenced on Monday 18 October and closed on Sunday 14 November (a period of four weeks).
- 4.2. A range of communication channels and tactics were used to support strong visibility of the consultation process.
- A presence on our 'Let's Talk' consultation webpage utilising the 'Bang the Table' engagement platform
 - Let's Talk flyer and draft Strategy available at Council Service Centres and Libraries
 - Council website news article
 - Media release
 - Adverts on the digital screens in reception
 - Articles in the Community noticeboards
 - Newspaper advertising
 - Facebook advertising and engagement
 - Compass FM – On Air Chat
 - Email to the 400 submitters that completed the Let's Talk Parking Survey from June 2020
 - General Council subscriber email
 - Targeted engagement (via email) with businesses, community and special interest groups.
- 4.3. Some key interactions achieved during the month long public consultation period included:
- A total of 128 copies of the draft district parking consultation documents were downloaded by members of the public. The full 'Draft District Parking Strategy 2021' received 116 views or downloads and the 'Draft District Parking Strategy – A Quick Look' received 26 views or downloads;
 - A total of 10 copies of the full 'Draft District Parking Strategy' were publicly available for review (or collection) from the service centres;
 - A total of 200 copies of the summary 'Draft District Parking Strategy – A Quick Look' were publicly available for review (or collection) from the service centres;
 - Facebook advertising received the following level of engagement – 21,487 reach, 663 link clicks and 300 landing page views;
 - The Bang the Table online webpage ("Draft District Parking Strategy") received: 488 total visits (of which, 176 were 'informed' visitors; 446 were 'aware' visitors and 7 people were engaged visitors). 'Aware' visitors visited the project webpage but took no further action, while 'informed' visitors clicked on something and engaged further, while engaged visitors contributed feedback in some way (question or a submission);
 - The estimated open rate for the email-outs (400+ people) was around 77%.
- 4.4. Key points from the community feedback included:
- Opposition to the implementation of paid parking in the district
 - Ensure that evening parking in the town centres is free of parking restrictions
 - Ensure that large event days in the town centres are free from parking restrictions/fines, i.e. parking wardens to take a day off

- Dissatisfaction with the loss of angled parking on High Street
 - Concerns about the regulation of housing development and the adverse impact on shopping behaviours and town centre parking
 - Concerns about the potential undersupply of accessible parks
 - High Street traffic congestion due to the supply of pedestrian crossings between King Street and Ivory/Ashley Streets
 - Council to encourage workers to park on the periphery of the town centre, and to encourage community members (who live close to the town centre) to walk/cycle into town.
- 4.5. Some of the consultation feedback points to unrealistic public expectations about how additional parking supply might be funded – there is a reluctance for this to be absorbed within rates, yet some community members also oppose paid parking (a user pays model) being implemented across the district. One or both of these approaches is likely to be required to support the development of public parking infrastructure of scale, even with the financial support of the private sector. This points to a lack of understanding about the commercial realities of the cost of supplying public parking, likely by a sizeable portion of the community as indicated by survey results at items 3.1 and 3.2. Should paid parking ever be implemented in the district then this move should be accompanied by an appropriate public communications campaign to provide information about the key supply issues and the rationale for funding additional parking supply in this way.
- 4.6. An assessment of the adequacy of disability parking opportunities across the district, particularly in the town centres, will be further addressed through the Accessibility Strategy Review completed in 2022.
- 4.7. Staff have completed a number of A5 flyer drops to businesses and retail outlets in the town centres of Rangiora and Kaiapoi over the last 1.5 years to remind workers not to park all day in the short-stay parks. The flyers also included a map that identified all-day parking options in the town centres. However, the flyers appear to have little impact on parking behaviour as within a couple of weeks of each drop the non-complying workers quickly returned to their old habits (as per feedback from the Council's parking wardens). Therefore, staff question the effectiveness of allocating staff time and resource to an approach that doesn't yield meaningful results. It might be more useful to promote change through marked increases in parking monitoring and enforcement (which likely requires budget for increased staffing levels) since the tactic of "encouraging" compliance does little to effect lasting change.

Operative District Plan and the removal of minimum parking standards

- 4.8. It's important to adopt the District Parking Strategy at the 7 December 2021 Council meeting as minimum parking standard requirements will be removed from the Operative District Plan by February 2022. The adoption of the District Parking Strategy in December 2021 evidences Council's response to perceived current and future parking issues in the absence of minimum parking requirements in the Proposed District Plan.

District Parking Strategy Summary

- 4.9. The general purpose of the District Parking Strategy (attachment i) is to:
- Outline a range of parking policies that guide our actions and help us respond to and manage parking more effectively and efficiently.
 - Provide guidance about where and when it may be appropriate to supply additional parking.
 - Address key parking issues within the district.
 - Demonstrate to the public how public parking is to be managed.

- 4.10. The scope of the document covers Council owned or managed parking (on or off street) on public or private land and does not materially address private parking owned by individuals or businesses.
- 4.11. Key draft Strategy objectives include:
1. **Parking is managed efficiently and effectively.**
We must allocate the right controls at the right time to ensure all Council owned and managed parking is fully maximised to best serve the community. We should be looking to provide additional parking stock only when/where it is most needed after we have applied all available parking restrictions and resources at our disposal to better manage demand.
 2. **Parking occupancy is maintained at desired levels.**
The desired occupancy rate in our town centre environments is 85% (standard best practice) for the optimal use of parking space to ensure business land dedicated to parking is not being underutilised and there is a sufficient supply of available parking for those that want it.
 3. **Alternative transport mode infrastructure is prioritised.**
One way we can help support transport emission targets is by providing and incentivising alternative and active transport mode parking infrastructure within our town centres and activity areas. While the district will likely continue to accommodate motorised transport of some kind due to its rural nature, we should be helping to facilitate a move to other transport modes in those areas of the community where we can, and be looking to actively support community members who choose to adopt new technologies and public transport by providing access to appropriate parking infrastructure.
 4. **Good urban design is achieved.**
Our residents and visitors enjoy the unique character of our town centres so it is important to retain the look and feel of them while still providing all the contemporary amenity that people have come to expect and enjoy in these locations. We should be looking to ensure that town centre parking integrates with its surroundings so these environments retain their charm and appeal for people.
 5. **Parking management and provision is cost effective.**
The ongoing cost of managing and supplying parking is expensive, expanding parking supply is even more so. We must carefully assess community need and expectations against all available parking response options to determine the best return on ratepayer investment.
 6. **The road is safe for all users.**
The safety of all road users must always be at the forefront of any parking interventions or controls that we implement.
 7. **Economic development is supported.**
We need to ensure that public parking and alternative transport mode opportunities and options support relative ease of access to our town centres and other activity areas so that these continue to thrive and support the ongoing economic growth of our district.
- 4.12. A comprehensive list of key parking issues can be found on pages eight to ten of the draft Parking Strategy, which cover parking supply and demand, kerb space management, transport emission and ratepayer perceptions of district parking opportunities.

4.13. The draft Strategy outlines 18 policy responses which aim to respond to some of the key parking issues. These are:

- **Policy 1** – Road prioritisation table
- **Policy 2** – Parking supply management
- **Policy 3** – Repurposing existing parking
- **Policy 4** - Divestment of off-street parking land
- **Policy 5** – Parking intervention triggers
- **Policy 6** – Parking restrictions
- **Policy 7** – Priced parking and its application
- **Policy 8** – Parking demand in non-town centre employment or retail/business locations
- **Policy 9** - Parking demand in non-centre event, sports or cultural locations
- **Policy 10** - Parking demand in park 'n' ride locations
- **Policy 11** - All day parking
- **Policy 12** – Parking buildings
- **Policy 13** – Parking on berms, verges or footpaths
- **Policy 14** – Parking on strategic or arterial Roads
- **Policy 15** - Parking performance monitoring
- **Policy 16** - Parking enforcement
- **Policy 17** - Parking awareness
- **Policy 18** – Parking management plans

4.14. The policies cover:

- **Policy 1** looks at on street parking and determines what uses should be prioritised in the town centre (commercial or key activity area), residential, industrial and rural areas.
- **Policies 2-4** primarily address parking supply across the district.
- **Policies 5 and 6** look at the application of parking restrictions and the situations under which parking interventions and controls might need to be implemented.
- **Policy 7** summarises how Council would manage priced parking should it be implemented sometime in the future. Currently public parking within the Waimakariri district is free.
- **Policies 8 – 14** outline a range of parking actions or principles for specific parking demand and scenarios across the district that require a bespoke, rather than generalised, response.
- **Policy 15** shows how Council will monitor and measure the ongoing performance of the existing parking network through regular surveying to support future strategic decision making about parking.
- **Policies 16 and 17** relate to public awareness of parking through enforcement measures and greater visibility around parking with better signage in our town centres.
- **Policy 18** proposes the creation of parking management plans that align with the draft parking strategy and provide a course of action as to how parking issues will be specifically managed in locations like our town centres.

4.15. The draft Strategy does include a high level work programme to support its implementation. Key actions to be completed over the short to long term include:

- Remove the minimum parking standards from the operative District Plan
- Conduct a review of the Parking Bylaw (no later than December 2024)
- Review the District Parking Strategy on a triennial basis
- Review parking restrictions on a triennial basis
- Complete parking surveys (by an external transport consultant) for Rangiora and Kaiapoi on a biennial basis
- Creation of a Parking Management Plan for Kaiapoi and review triennially

- Update the existing Parking Management Plan for Rangiora and review triennially
- Investigate smart parking options for Rangiora and Kaiapoi.

Implications for Community Wellbeing

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

Transport and urban development work undertaken through the Rangiora Town Centre Strategy review (adopted in July 2020) show that on current growth forecasts we could expect to see significantly greater levels of commercial activity (6 – 8 hectares of GFA) within the town centre over the next 30 years, which in itself would generate the need for up to 800 additional car parking spaces.

Moreover, changes to the National Policy Statement on Urban Development which remove minimum parking requirements for new developments may place an additional burden on Council to make up any public parking supply shortfalls across the district.

Even when accounting for higher adoption levels of alternative transport modes like bicycles or e-scooters, ride car share services or improvements in public transport opportunities, as the district is rural in nature there is likely to remain a high reliance on cars for travel and access purposes in the future. Particularly as some active transport modes are not always appropriate for wide intra-district travel, which makes it harder to transition the community out of their vehicles.

Therefore, it's important that district parking is managed effectively and efficiently as the management of parking makes a contribution to social and economic wellbeing by enabling access for residents to local services, and businesses to their customers.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Disability parking is a matter that has been raised at Rūnanga liaison meetings and will be further addressed in 2022 through the Accessibility Strategy Review.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this specific report. They had an opportunity to provide feedback on the draft District Parking Strategy during the public consultation period covering 18 October to 14 November.

5.3. Wider Community

The wider community had the opportunity to provide feedback on the draft District Parking Strategy during the public consultation period covering 18 October to 14 November.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

A number of the parking policies do have flow on financial implications that warrant further consideration from Council.

Policy 2 (Parking Supply Management) includes some criteria that seeks to maximise kerb space and parking efficiencies. This criteria, alongside level of service targets (85% maximum parking occupancy) under Policy 5 (Parking Intervention Triggers) places some expectation that parking efficiencies will be fully maximized within the district's parking supply. While this could be done manually through staff and/or transport consultant

assessment of parking data for the district, there is a general understanding across the transport sector that maximal efficiencies are usually completed with the aid of smart parking technology. In 2020, staff loosely looked at the costs associated with the introduction of smart parking to Council's off-street carparks. It was estimated that it would cost around \$500,000 for five years with most of those costs occurring in the first year. However, a more detailed analysis will need to be undertaken as the estimate was crude and based on high level data available at the time related to the cost of sensor, gateways, signage etc. Essentially, the recommendations relating to parking efficiencies will have financial implications depending on how Council wishes to address the application or not of smart parking technology systems, or prefers instead to take a manual approach which is still likely to require external transport consultant support.

The option to implement priced parking under Policy 7 will also have financial implications in the form of infrastructure and/or staffing resources that may be required to manage its application operationally. However, a bonus under this policy is that Council can collect parking revenue through infringements to help fund the required resources, as well as other parking associated expenditure generally across the district.

Policies 8, 9 and 10 which deal with parking demand in specific non-town centre locations prioritise alternative transport mode infrastructure, so there may be an additional consideration towards infrastructure at these locations. However, it is anticipated that infrastructure of this nature can be absorbed by existing project budgets (those that have already been anticipated in the current LTP cycle) or included in the scope for new projects that may arise in the future. On occasion as transport technologies evolve, staff may make requests through the annual plan process to support opportunities that may arise which help deliver alternative transport mode outcomes for the district.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have minor sustainability and/or climate change impacts. A number of the policies seek to prioritise alternative transport mode infrastructure or the advocacy of stronger public transport connections throughout the district in an effort to reduce reliance on motor vehicle travel.

Efficient and effective parking management and visible communication of parking opportunities through appropriate signage minimises wasteful circling in town centres by people seeking parking spaces.

6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report. The public facing nature of the Strategy may result in increased public expectations around parking, particularly in relation to the criteria/fulfilment of certain policies principles.

Staff have sought to manage public expectation (and any associated financial implications) by providing an option for Council toward the 'consideration' of various policy principles/tactics/interventions throughout the Strategy. This also provides a degree of flexibility to Council over the next ten years in responding to certain principles within the policies on an as needed (or as funded) basis.

Health and Safety

There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Land Transport Management Act 2003

Land Transport Act 1998

7.3. **Consistency with Community Outcomes**

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

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

- The Council makes information about its plans and activities readily available
- The Council takes account of the views across the community including mana whenua
- The Council makes known its views on significant proposals by others affecting the District's wellbeing

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's transportation system is keeping pace with increasing traffic numbers
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes
- Public transport serves our District effectively

7.4. **Authorising Delegations**

Council has the delegated authority to adopt Council strategies/plans and recommend these for public consultation.



DISTRICT PARKING STRATEGY

December 2021

Summary

Parking plays a critical role within Waimakariri by supporting economic growth through appropriate access to commercial and retail activity, as well as to important social and recreation services.

As a result of changes to the National Policy Statement on Urban Development, which will remove minimum parking standards from the District Plans of tier 1, 2 and 3 local authorities, and a desire to ensure parking continues to meet current and future demand, we have developed this District Parking Strategy to provide a framework which guides our efforts and decision-making in managing parking related matters within the Waimakariri District.

Our overarching goal with this parking strategy is to ensure parking is managed appropriately and effectively for our context, which means balancing a competing set of issues that have an influence upon parking supply requirements and management criteria.

This parking strategy outlines 18 policy responses that address the competing demands for public parking space and a diverse range of parking issues, covering such areas as: the allocation of roadside parking space, who should be prioritised, provision of additional supply, parking restrictions and the potential introduction of priced parking, amongst other considerations.

Through the policy responses, we seek to balance community parking needs while also being mindful of changes in the wider transport landscape, such as the move away from petrol vehicles to a range of transport technologies like electric vehicles, micro-mobility or e-bicycles, and the associated infrastructure and space requirements needed for these as well as greater public transport options within our communities.

This parking strategy provides guidance to Council planning and operational staff as to what responses should be applied and when.



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Introduction

Public parking is an integral part of the transport network for the Waimakariri District, it affects many aspects of a journey including accessibility, safety, congestion, travel times and the appeal of the District as a destination. It can also support the District's economic development and growth potential by providing access to a range of employment, business, retail, recreational and social activities.

Waimakariri District Council is responsible for managing public parking to ensure equitable access for residents and visitors. In our role, we supply car parking and enforce parking regulations, as well as facilitate parking results that fulfil desired strategic outcomes. On a day-to-day basis we oversee all on and off-street public parking across the Waimakariri District. Moving forward, a key issue for us is balancing the future supply of parking against transport emission reduction targets and the needs of our growing communities. We will also need to provide parking for other transport modes such as cycling within our town centre areas.

Waimakariri District's population is expected to grow from just under 65,000 to approximately 97,000 by 2048, so demand for parking will increase, putting more pressure on our town centres and other key activity areas. The rural nature of our District sees a strong reliance on cars and with limited public transport options, we must cater to the different needs of our communities over this time by addressing a wide range of parking requirements and by maintaining the right balance of parking stock. This can be challenging, as community surveys show that public perceptions of adequate supply can often be at odds with technically optimal levels.

When balancing community expectations against need, we must carefully consider the interrelationship between climate change-related transport emission targets and the ongoing provision of parking supply; we should not be looking to oversupply on parking to incentivise a petrol transport fleet. Future car parking will still be required for a growing supply of electric vehicles and as new transport technologies develop and evolve, there will be increasing competition for public car parking spaces, which must also accommodate a range of alternative transport modes like bicycles and e-scooters. Cars do not reduce congestion or improve road safety, whereas public and active transport does both. So prioritising the allocation of some parking to support alternative transport is a positive step which may help reduce public parking demand over time and support Council in more efficiently managing limited parking resources.

We must also be mindful of future parking supply not coming at the expense of progress toward important urban design outcomes. Public parking can take up valuable land that could be better used to support the development of additional commercial, housing or social/recreational infrastructure for our communities.

The supply of additional parking also comes at a price which can sometimes be borne by the community, so Council must weigh up the benefits of additional supply against any financial considerations.

Taking all these things into account, this District Parking Strategy outlines the ways in which Council will supply and manage public parking to ensure parking is provided at the right location, at the right time, at the right price and with the right management controls.



Parking Strategy purpose

The purpose of this Parking Strategy is to:

- Outline a range of parking policies that guide our actions and help us respond to and manage parking more effectively and efficiently
- Provide guidance about where and when it may be appropriate to supply additional parking
- Address key parking issues within the District
- Demonstrate to the public how public parking is to be managed.

Scope

This document primarily addresses Council owned or managed parking (on or off-street) on public or private land and does not materially address private parking owned by individuals or businesses.

The District Plan provides guidance to developers about the design requirements for private parking spaces, including minimum supply requirements for accessible car parks.

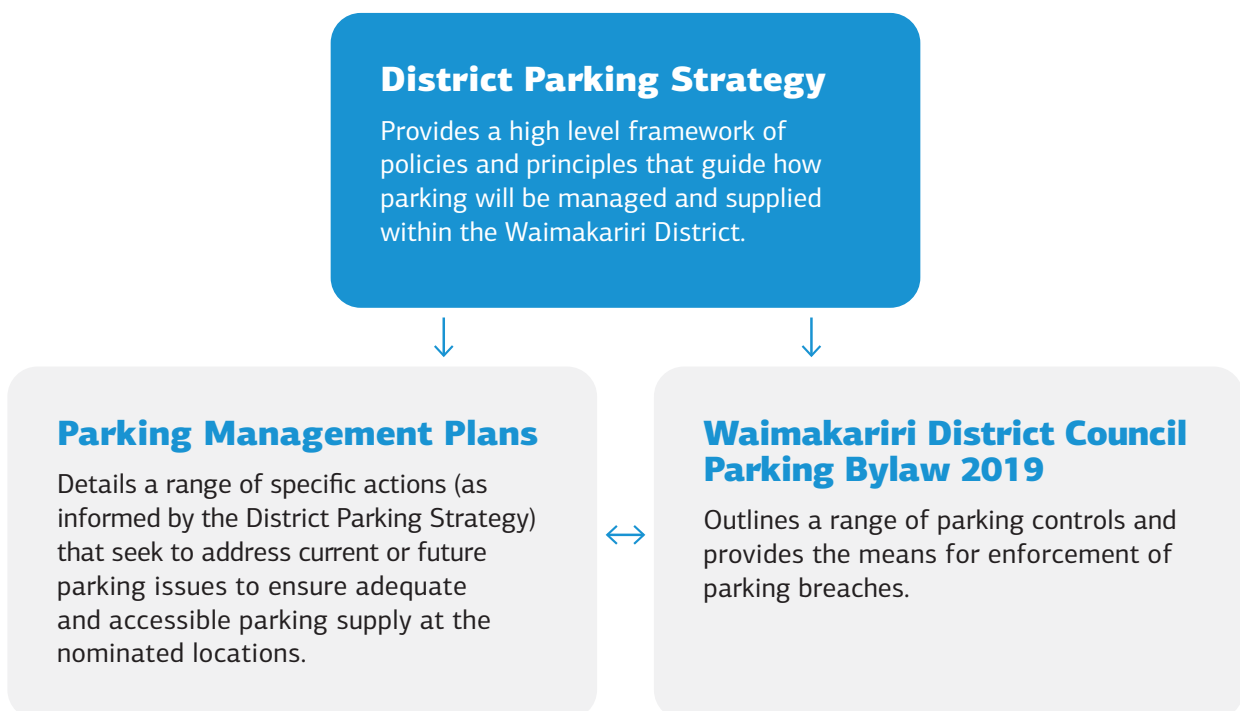
Strategic context

The strategic direction for parking management in the Waimakariri District is set out in this District Parking Strategy.

Parking management plans will outline locale specific parking actions that seek to address known issues, as informed by appropriate policies within this Strategy.

The Waimakariri District Council also has an enforceable Parking Bylaw (2019), which sets out the general requirements for parking controls related to vehicle traffic on the road or in any other areas under the management or control of the Waimakariri District Council.

Council's parking management documentation is organised as follows:



The wider transport and accessibility strategic context for the District Parking Strategy is as follows:

NATIONAL

- National Policy Statement on Urban Development 2020
- Government Policy Statement on Land Transport 2021/22-2030/31
- Climate Change Response (Zero Carbon) Amendment Act 2019
- NZTA National Parking Management Guidance (draft)
- Climate Change Commission's Ināia tonu nei: a low emissions future for Aotearoa

REGIONAL

- Christchurch Urban Development Strategy and Action Plan
- Our Space 2018-2048: Greater Christchurch Settlement Pattern Update
- Canterbury Regional Public Transport Plan 2018
- Christchurch Greenhouse Gas Emission Inventories for Financial Years 2018/19 and 2016/17

LOCAL

- District Development Strategy 2048
- Long Term Plan 2021-2031 community outcomes
- Waimakariri District Plan
- Walking and Cycling Strategy 2017-2022
- Rangiora Town Centre Strategy Blueprint to 2030+ and Beyond
- Kaiapoi Town Centre Plan 2028 and Beyond
- Oxford Town Centre Strategy
- Woodend Pegasus Area Strategy
- Waimakariri Accessibility Strategy 2017-2021
- Waimakariri District Council Parking Bylaw 2019
- Business Zone 1 & 2 Public Spaces Policy

Parking Strategy development

This Strategy has been developed by Council and has been informed by 2020 parking survey data for Rangiora and Kaiapoi, 2021 survey data identifying key parking issues based on community perceptions, and Waka Kotahi's 'National Parking Management Guidance' document which seeks to provide direction on best-practice management of public parking throughout New Zealand.

In February 2021, a working group was established to contribute to the development of the Parking Strategy. The working group was made up of Council staff from the Business & Centres, Rooding, Development Planning, Policy, Greenspace, Project Delivery, Environmental Services and Planning Implementation Units.

The draft Parking Strategy was primarily developed during May to July 2021, then released for a month long public consultation period during October and November 2021.

The final District Parking Strategy was adopted by Council on 7 December 2021.



Objectives

Below are our objectives for the effective management and supply of public car parking within the Waimakariri District.

1. Parking is managed efficiently and effectively

We must allocate the right controls at the right time to ensure all Council owned and managed parking is fully maximised to best serve the community. We should be looking to provide additional parking stock only when/where it is most needed and after we have applied all available parking restrictions and resources at our disposal to better manage demand.

- All policies

2. Parking occupancy is maintained at desired levels

The desired occupancy rate in our town centre environments is 85% (standard best practice) for the optimal use of parking space to ensure business land dedicated to parking is not being underutilised and there is a sufficient supply of available parking for those that need it.

- Policy 5 – Parking intervention triggers
- Policy 6 – Parking restrictions
- Policy 7 – Priced parking
- Policy 15 – Parking performance monitoring
- Policy 16 – Parking enforcement
- Policy 17 – Parking awareness

3. Alternative transport mode infrastructure is prioritised

One way we can support transport emission targets is by providing and incentivising parking infrastructure for alternative and active transport modes within our town centres and activity areas. While the District will likely continue to accommodate motorised transport of some kind due to its rural nature, we should be helping to facilitate a move to other transport modes in those areas of the community where we can, and be looking to actively support community members who choose to adopt new technologies and public transport by providing access to appropriate parking infrastructure.

- Policy 1 – Road prioritisation table
- Policy 6 – Parking restrictions

- Policy 8 – Parking demand in non-town centre employment or retail/business locations.
- Policy 9 – Parking demand in non-town centre event, sports or cultural locations
- Policy 10 – Parking demand in park and ride locations
- Policy 12 – Parking buildings

4. Good urban design is achieved

Our residents and visitors enjoy the unique character of our town centres so it is important to retain the look and feel of them while still providing all the contemporary amenity that people have come to expect and enjoy in these locations. We should be looking to ensure that town centre parking integrates with its surroundings so these environments retain their charm and appeal for people.

- Policy 1 – Road prioritisation table
- Policy 3 – Repurposing existing parking
- Policy 12 – Parking buildings
- Policy 13 – Parking on berms, verges or footpaths
- Policy 18 – Parking management plans

5. Parking management and provision is cost effective

The ongoing cost of managing and supplying parking is expensive, and expanding parking supply is even more so. We must carefully assess community needs and expectations against all available parking response options to determine the best return on ratepayer investment.

- Policy 2 – Parking supply management
- Policy 4 – Divestment of off-street parking land
- Policy 15 – Parking performance monitoring
- Policy 16 – Parking enforcement

6. The road is safe for all users

The safety of all road users must always be at the forefront of any parking interventions or controls that we implement.

- Policy 1 – Road prioritisation table
- Policy 6 – Parking restrictions
- Policy 8 – Parking demand in non-town centre employment or retail/business locations
- Policy 13 – Parking on berms, verges or footpaths
- Policy 14 – Parking on strategic or arterial roads
- Policy 17 – Parking awareness

7. Economic development is supported

We need to ensure that public parking and alternative transport mode opportunities and options support relative ease of access to our town centres and other activity areas so that these continue to thrive and support the ongoing economic growth of our District.

- Policy 2 – Parking supply management
- Policy 4 – Divestment of off-street parking land
- Policy 5 – Parking intervention triggers
- Policy 15 – Parking performance monitoring

Key issues

The following issues contribute to, or influence the parking situation within the Waimakariri District as of 2021. These issues were identified through research, observations and community surveys.

1. Parking supply

- The Rangiora Town Centre Strategy Blueprint to 2030+, which was adopted by Council in 2020, highlighted the need to supply an additional 600-800 carparks in the Rangiora Town Centre by 2048 to support projected growth.
- The National Policy Statement on Urban Development 2020 (NPS-UD) and the removal of minimum parking standards for new developments may place an additional burden on Council to make up any parking supply shortfalls.
- There is limited land available in some of our town centres on which to develop new carparks, and there is increasing tension between urban design/place making outcomes for this land versus parking needs.
- Council currently relies on the temporary use of some private carparks to bolster the public parking supply but may lose access to these should private development occur at these sites, meaning the public parking supply will be affected.
- There are some narrow residential streets in specific residential areas and as a result of the NPS-UD parking requirement changes, there's potential for more of these. Some developers may choose not to accommodate typical levels of on-street parking as part of their developments, which may result in additional parking pressure and a potential undersupply of car parks when accounting for current car ownership levels per household as well as visitors to these areas. 2018 census data shows that 59.45% of New Zealand homes have access to two or more cars per household.
- The cost of supplying additional car parking is expensive and can range from \$5,500 for one ground-level park to around \$30,000-\$35,000 for a park in a multi-level parking building. As the District grows, it will require additional parking which, combined with increasing pressure on town centre land limiting cheaper parking supply options, will place a burden on the community to pay for more expensive parking infrastructure.

2. Parking demand

- There is a high demand for parking in the Blake and Ashley Street public carparks in Rangiora, resulting in localised pressures that are, at times, above desired occupancy levels and warrant an appropriate management response.
- The District supports some activity areas that sustain commercial (small suburban or rural shopping centres) or residentially located (retirement homes, schools, churches etc.) developments of scale which can place pressure on the localised parking supply when these areas are at peak operation.
- Public perceptions of parking availability can be at odds with actual supply, as evidenced through community surveys and anecdotal feedback. This highlights a disconnect between technically optimal supply levels as determined by specialist transport consultants (that aim to make the best use of land resources dedicated to parking to ensure the right level of user access) and some public expectations, where much higher supply levels may be preferred.
- Public parking behaviour as evidenced through enforcement monitoring shows that some people prefer to park in immediate proximity to their desired destination as walking for 2-10 minutes may be perceived as a barrier to town centre/ destination access.
- There is a growing demand for all-day parking options within the town centre for workers who do not wish to park in residential areas on the periphery of the town centres.
- Traditionally, public car parking in the Waimakariri District has been free of charge. As the cost of managing existing parking and funding an increased supply escalates, Council must explore the ways in which it can make parking infrastructure more affordable for the ratepayer. While the implementation of priced parking (user pays) could generate parking revenue to aid in this process, there is some hesitancy in introducing priced parking schemes in case it has an adverse impact on future shopping/visitation behaviour and the economic performance of the District. Appropriate research in this area is required to aid any decision-making process.
- High parking demand in some areas can exacerbate road congestion, road safety and existing network performance issues prompting the need to review management controls at

these locations, i.e. add additional supply, review current restrictions or incentivise parking elsewhere in less subscribed locations in order to balance the distribution of parking more evenly.

- Parking management opportunities are not being fully optimised by Council due to a lack of budget to support the implementation of technologies like smart parking and additional staffing dedicated to parking enforcement.

3. On-street parking space management

- Changing priorities in transport use including the move to alternative transport modes (bicycles, e-scooters, car ride share services etc.) place increasing demand on and competition for some parks.
- The changing demographics of our communities and our aging population require different prioritisations in on-street parking space management. Subnational population estimates for the Waimakariri District in 2020 estimate that 34% of the local population is aged 40-64 years and 20% are 65 years or over.

4. Transport emissions

- As the District is rural in nature, there is a high reliance on cars for travel and access purposes in contrast to metropolitan areas where there are usually more options. Rangiora is seen as the main service town of the District providing key access to a range of business and retail services. Due to limited public transport options, and with active transport modes (bicycles, e-scooters) not always being appropriate for wide intra-district travel, it is harder to transition the community out of their vehicles. A reasonably high level of car parking is still likely to be required to meet the travel and access needs of the community for district services.
- Council is mindful of not over supplying on parking to incentivise a growing petrol fleet with its implication of increased transport emissions. However, sufficient parking must still be provided to meet the needs of the community at different stages as we transition through the various transport changes over the coming years such as the move to electric vehicles and other alternative transport technologies.

- Transport emissions targets and future changes in travel could result in a reduction in parking demand over the long term depending on the type of technologies that are commonly adopted.
- Public transport options within the District are few and offer limited coverage of our towns/ some settlements due to the spread out nature of our communities.

5. Ratepayer perceptions

- Council completes a regular customer satisfaction survey to gain insight into the perception of residents to the services and facilities provided by Council. The 2019 survey showed that 60.5% were generally satisfied with Rangiora off-street parking, while 32.9% were generally dissatisfied. 53.2% were satisfied with Kaiapoi off-street parking, while 13.3% were generally dissatisfied. While parking supply is currently sufficient for both town centres, there is a disconnection between what is deemed technically optimal supply to what is preferable by some members of the community.
- The same survey highlighted that 54.1% of the community were satisfied with the provision for cycling (parking infrastructure and the like) while 14.7% were dissatisfied. Given the growing ownership of e-bikes, there is a need to review the levels of cycling infrastructure in our activity areas to ensure supply is consistent with demand and incentivises adoption of this active transport mode.
- The provision for park and ride shows that 34.9% were generally satisfied, while 16.6% were dissatisfied. This was before the establishment of the new Rangiora (River Road and Southbrook Road/South Belt) and Kaiapoi (Charles Street and Wrights Road) park and ride sites.
- A short community parking survey (Let's Talk Parking) was completed in 2021 to identify the top three parking issues within the District from the community's perspective. 400 people contributed to the survey and the top three issues identified were: an undersupply of carparks (49% of contributors), traffic flow/ congestion on the main streets in the town centres (39%), and limited town centre parking for all-day workers (37%).



Policies

The following parking policies provide a framework that responds to parking issues within the District. They outline a range of actions or principles that respond to different parking requirements and scenarios.

- Policy 1 looks at on-street parking and determines what uses should be prioritised in the town centre (commercial or key activity area), residential, industrial and rural areas.
- Policies 2-4 primarily address parking supply across the District.
- Policies 5 and 6 look at the application of parking restrictions and the situations under which parking interventions and controls might need to be implemented.
- Policy 7 summarises how Council would manage priced parking should it be implemented sometime in the future. Currently public parking within the Waimakariri District is free.
- Policies 8-14 outline a range of parking actions or principles for specific parking demand and scenarios across the District that require a bespoke, rather than generalised, response.
- Policy 15 shows how Council will monitor and measure the ongoing performance of the existing parking network through regular surveying to support future strategic decision making about parking.
- Policies 16 and 17 relate to public awareness of parking through enforcement measures and greater visibility around parking with better signage in our town centres.
- Policy 18 proposes the creation of parking management plans that align with the parking strategy and provide a course of action as to how parking issues will be specifically managed in locations like our town centres.



Policy 1 – Road prioritisation table

The following parking priority table provides a generalised framework for how parking space should be allocated and what type of use takes priority in certain locations.

Order	Town Centre or Key Commercial/Retail Areas	Residential	Rural	Industrial
1	Pedestrian amenity	Existing property access	Efficient movement of goods and people	Existing property access
2	Urban design and place making	Pedestrian amenity	Existing property access	Efficient movement of goods and people on the roads
3	Existing property access	Residents parking	Urban design, amenity and place making	Loading zones
4	Mobility parking	Long-stay parking	Parking	Pedestrian amenity
5	Short-stay parking	Urban design and place making		Bus parking/stops
6	Cycle & micro-mobility parking	Efficient movement of goods and people on the roads		Cycle & micro-mobility parking
7	Bus parking/stops	Bus parking/stops		Long-stay parking
8	Loading zones	Cycle & micro-mobility parking		Short-stay parking
9	Taxi parking/stops			
10	Efficient movement of goods and people on the roads			
11	Long-stay parking			

Departures from the road prioritisation table:

- Some variations to this prioritisation table may occur for the scenarios listed in policies 8-14 as a result of any specialist responses that may be required.
- The application of the road prioritisation table to strategic and arterial roads within the District will be assessed on a case-by-case basis so that parking management does not compromise their use as key transport corridors and/or exacerbate the potential for congestion. However, where these roads pass through town centres, consideration will be given to applying the road prioritisation table hierarchy as appropriate.
- Scenarios where the priority order is having a significantly detrimental effect on parking demand, the performance of the road network or general road safety.

Policy 2 – Parking supply management

Council may consider investment into additional parking infrastructure where there is not enough supply to meet existing demand and where other alternatives have first been explored to maximise parking efficiencies, such as reviewing parking restrictions or our stance on priced parking. The following criteria should be considered before investing in additional parking supply.

CRITERIA	DESCRIPTION
Maximise on-street parking space and parking efficiencies	Parking efficiencies have been fully maximised (within the realm of available funded resources) but parking pressures have not been sufficiently alleviated.
Council funding	Council has made provision for investment into additional parking infrastructure through the Long Term Plan or Annual Plan processes.
Private sector partnerships	Opportunities for private sector contributions to multi-level parking infrastructure are available.
Loss of temporary carparks	Council loses access to leased private carparks making the parking supply insufficient to meet demand.
Level of service targets	Parking occupancy in areas consistently exceeds 85% during the standard monitored parking window.
Strategic growth	Where current parking supply is not sufficient to cater for future projected commercial gross floor area and population growth for a location, future development should include additional parking supply and transport mode-change infrastructure.
Regional transport network	Changes of scale to the regional transport network signal a requirement for additional parking in strategic areas, which may encourage more public transport use, i.e. park and ride sites.
Other modes	Additional on-street parking space for non-vehicular parking modes will be explored for their potential to help alleviate parking pressures and reduce single-occupant vehicle travel and congestion.
Climate change	Council will continue to monitor behaviour change, trends, and regional plus national government policies around climate change and adjust supply accordingly. However, Council should not be looking to over supply parking to enable/provide for a growing private transport fleet of petrol reliant vehicles.

Policy 3 – Repurposing existing parking

Council may opt to repurpose the use of existing on-street or off-street carparks to support wider transport outcomes, strategic developments and town amenity improvements. For example: provision for micro-mobility parking, cycle parking, cycle and shared paths, public transport connectivity, place making projects, general amenity improvements or to support developments.

The following criteria should be considered before any repurposing is undertaken:

- The identified area is an ideal location for the repurposed activity
- The repurposed activity better caters to a current need or demand
- Other transport modes/alternatives are available to encourage mode shift
- The repurposed activity has no adverse effect on the existing road network and the utilisation of adjacent parking
- The repurposed activity has no adverse effect on road and pedestrian safety.

Policy 4 – Divestment of off-street parking land

Council owns and manages a range of off-street car parks that are crucial components of the overall public parking supply within the District. If there is an issue of a future oversupply and/or changes are required in parking locations as a result of developments or strategic transport upgrades and initiatives, Council may wish to divest existing car parks.

The following criteria should be considered before any divestment is undertaken:

- The remaining parking supply will be sufficient to support current and future (in the short term) levels of demand
- Future commercial gross floor area, housing and population growth areas and any associated parking needs
- The proximity to high use public transport options
- Council developments that may require the strategic relocation of existing facilities and associated parking requirements
- The location of current or future key transport corridors
- The process for divestment and any legal or regulatory implications that may impact the future use of the land.



Policy 5 – Parking intervention triggers

When the parking performance of a designated parking area regularly exceeds 85% occupancy, Council will assess the situation to determine the most appropriate response.

The following table provides the trigger points that signal when a new parking control or intervention is needed and will be recommended in areas of high demand. They will be applied on a case-by-case basis.

TRIGGER POINT	POLICIES
The occupancy of time restricted parking areas/zones regularly exceeds 85%	<p>Where appropriate, consider reducing existing time restrictions to manage demand.</p> <p>Where applicable, introduce new time restrictions in unrestricted parking areas immediately adjacent to the pressurised areas to alleviate parking demand.</p> <p>Where time restrictions are no longer effective, consider the introduction of priced parking.</p>
The occupancy of priced parking areas/zones regularly exceeds 85%	<p>Consider increasing hourly parking rates (in line with Policy 7) to manage demand.</p> <p>Review criteria for the supply of additional parking and apply as appropriate.</p>
The occupancy of public unrestricted parking regularly exceeds 85%	<p>Carefully consider time restrictions in areas that experience short stay demand in close proximity to the town centres, industrial or key goods/service retail areas.</p>
Substantial repeated parking on rural road berms causing either damage to the berm or traffic safety impacts	<p>Work with the adjacent land activity that is generating the primary parking demand to accommodate this demand off the road corridor wherever possible.</p> <p>Consider provision of public parking only as a last resort.</p>

Policy 6 – Parking restrictions

The application of parking restrictions helps Council to manage and control the use of public parking space. The following table lists the parking principles that will be applied against the range of parking scenarios most needed to meet parking demand in the District.

RESTRICTION	DESCRIPTION	PRINCIPLES
Motorcycle parking	Parking provided for the use of motorcycles or mopeds.	<ul style="list-style-type: none"> Dedicated parking for motorcycles or mopeds will be considered in on-street or off-street parking areas within town centre environments and elsewhere, particularly where specific demand has been identified. Motorcycle parking will typically be located in spaces too small to accommodate a standard carpark. Parking time limits may be applied in busy areas.

Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Loading zones	<p>Parking provided for the loading or unloading of goods or passengers. These include:</p> <ul style="list-style-type: none"> • General purpose loading zones • Good vehicles only loading zones. 	<ul style="list-style-type: none"> • Consideration will be given to the installation of on-street loading zones in town centre zones where there is limited or insufficient opportunity for off-street loading at the rear of buildings. • Public goods vehicle only loading zones will be located in dense business or retail areas where there is a high demand for goods loading or unloading, i.e. on main streets or immediate side streets. These loading zones will be for the sole use of vehicles of appropriate size whose primary purpose is the carriage of goods in the course of trade. • Public general purpose loading zones will typically be located in high demand areas or where there is a general need for goods and passenger loading or unloading. These loading zones can be utilised by the general public for loading and unloading. • Loading zones will not typically be installed in rural, industrial, or outlying commercial zones, where it is expected that loading will be accommodated onsite. • All loading zones will be subject to time restrictions, usually no more than 10-15 minutes. • Loading zones should be avoided within angled parks. • Where possible, combine time-based loading (e.g. morning) with other uses of the zone at different times. • Requests for the addition or removal of loading zones will be subject to the following criteria: appropriateness of the location, sufficiency of the existing loading zone supply, current or anticipated utilisation of the loading zone, impact on the existing general parking supply, impact on the existing road network and road safety.

Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Coach/bus parking	<p>Parking provided for the use of passenger transport buses, which includes:</p> <ul style="list-style-type: none"> • Short-term public transport layover parking • Longer-term public transport parking • Coach parking. 	<ul style="list-style-type: none"> • Short-term layover parking will be located at the start of key transport routes. • Longer-term public transport and coach parking will generally be located at the periphery of town centres or in designated locations like park and ride facilities and schools. • Public transit bus stops are to be installed on public transport routes in consultation with Environment Canterbury/Metro. • Coach parking will also be considered in areas with high visitor demand such as entertainment/cultural and sports facilities of scale and reserves.
Electric vehicle parking	<p>Off-street parking provided for the use of electric vehicles for charging and parking.</p>	<ul style="list-style-type: none"> • Council will generally not fully fund dedicated electric vehicle parking. However, consideration may be given to leasing public land to commercial providers in order to facilitate supply within the Waimakariri District. • Council supported electric vehicle parking will only be considered for areas of high demand, such as in key activity centres or along strategic transport corridors. • Before installing additional supply to bolster existing electric vehicle charger stock, consideration will be given toward capacity upgrades of existing stations to see if that sufficiently caters for increased demand. • Any electric vehicle parking on public land will be off-street. • Charging fees may apply and their application will be at the sole discretion of the commercial provider of the electric vehicle charging stations. • Parking time restrictions may be applied to electric vehicle parks.

Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Mobility parking	Parking provided for the use of vehicles displaying mobility permits.	<ul style="list-style-type: none"> • Preference will be given to installing mobility carparks on side streets in town centres where off-street mobility carparks are not already present within 200m of an accessible route to the destination. Consideration may also be given to locating a supply of mobility parking on the main streets in the town centres due to demand for key services, like medical/ health-related services. • Mobility parking will also be considered in other non-town centre commercial/mixed use zones like neighbourhood shopping areas or at sports, events and cultural centres. At these locations mobility parking will be avoided on busy roads and confined to side streets, level surfaces or to existing community facility car parks. • Generally, mobility parking will not be provided in residential, rural or industrial areas. • Mobility permit holders are entitled to the following parking concessions when parking in a standard time-limited space: <ul style="list-style-type: none"> ▶ P30: permitted to park an additional 30 minutes. ▶ P60: permitted to park an additional 60 minutes ▶ All other time limits are subject to their usual parking time restriction without concession. • Dedicated mobility parks that display a time restriction do not have an additional concession. • The illegal use of mobility parks will be subject to parking fines enforcement.
Mobility scooter parking	On-street or off-street designated mobility scooter parking sites.	<ul style="list-style-type: none"> • Council will generally not provide designated mobility scooter parking areas on public land.

Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Micro-mobility parking	Footpath or on-street parking infrastructure provided for motorised scooters and other small powered transport devices.	<ul style="list-style-type: none"> • Designated micro-mobility parking infrastructure can be located adjacent to the footpath (but in areas that do not impede pedestrian access) or, in on-street or off-street parking spaces. • Micro-mobility parking infrastructure will typically be considered in areas of high demand - town centres, and at activity/recreation centres and transit stops. • Micro-mobility parking is generally not installed in rural, residential or industrial zones.
Bicycle parking	Footpath or on-street parking infrastructure provided for unpowered bicycles or e-bikes.	<ul style="list-style-type: none"> • Bicycle parking will be prioritised in areas of high demand, town centres, activity/recreation centres and transit stops. • Priority will be made toward the provision of covered and secure bicycle stands for long-stay bike parking. • Bicycle parking can be located adjacent to the footpath (but in areas that do not impede pedestrian access) or, in on-street or off-street spaces. • Bicycle parking is generally not installed in rural, residential or industrial zones.
Taxi/Ride-share parking	On-street or off-street designated taxi or ride-share parking sites.	<ul style="list-style-type: none"> • Provision for dedicated taxi/ride-share parking will be evaluated in the future in town centres or in high-use entertainment/hotel locations, subject to demand.



Policy 6 – Parking restrictions (cont.)

RESTRICTION	DESCRIPTION	PRINCIPLES
Time restrictions	On-street or off-street parking where a maximum time limit is applied to encourage parking turnover.	<ul style="list-style-type: none"> • Time restrictions are typically not installed in residential, rural or industrial zones unless there is a specific need. • The following time restrictions will be applied in the Waimakariri District: P5, P15, P30, P60, P120 and P180. • P5/15/30 restrictions will generally be applied to businesses with demand for a fast parking turnover such as: dairies, dry cleaning, schools, banks, post offices, cinemas, hotels etc. Typically, one carpark will be restricted to consolidate the needs of multiple businesses in the surrounding area. • P60 restrictions will typically be applied in town centres and neighbourhood shopping areas, predominantly on the principal shopping streets. • P120/180 restrictions can be employed in town centres and neighbourhood shopping areas to support parking turnover where all-day parking is discouraged. Generally, these restrictions will be located in areas immediately adjacent to and surrounding principal streets up until the residential fringes of the key shopping areas. • Time restrictions in town centre or key commercial/retail areas can be misused by all-day parkers with cars being moved around. Therefore, the illegal use of time restricted parks will be subject to parking fines enforcement.



Policy 7 – Priced parking

Public parking within the Waimakariri District is currently free of charge. Council can opt to introduce priced car parking when time restrictions are no longer effective in areas of high parking and employment demand, and where it is not appropriate or possible to supply more parking. Priced parking could enable Council to better prioritise short-stay parking and help fund future parking infrastructure to meet the needs of our growing communities. It could also better support the efficient and equitable use of parking generally across the District.

Demand-responsive priced parking offers a flexible approach where prices can be adjusted in certain areas to better manage parking pressures and ensure parking is more evenly distributed across the available supply in our town centres.

If introduced, the principles for applying priced parking would be as follows:

- Apply demand-responsive priced parking where prices are adjusted according to the demand for parking in a specific area, i.e. high demand areas attract higher prices, and lower demand areas lower prices. As a result, prices can change gradually in areas over time. A daily rate will be available at a nominated fixed price.
- Priced parking per hour/day fees will be set to maintain occupancy at the desired percentage within a given area, i.e. a maximum 85%. The prices and any adjustments to these will be market driven and not revenue driven. Generally, prices will be set as low as possible in order to reach the desired occupancy thresholds and to ensure availability of parks for those who need them.
- Fees should be set at a level that retains the appeal of the District as a destination, particularly the town centre shopping areas.
- Priced parking can be applied with or without time limits.
- For areas that experience wide variances in demand across the day, peak and off-peak parking charges may be applied.
- On special event days, prices may be adjusted from their usual levels to better manage anticipated parking demand levels.
- Generally, short-stay visitor parking will be prioritised over all-day parking through appropriate pricing.

- The illegal use of priced parks will be subject to parking fines enforcement. The parking fines schedule is available on the Waimakariri District Council's website.

Policy 8 – Parking demand in non-town centre employment or retail/business locations

There are a number of significant non-town centre employment areas or retail/businesses within the District that require parking management to better utilise supply during peak operational hours.

The following approaches will be applied to manage any parking issues in these areas:

- Apply the relevant parking management policies listed in this document to manage parking demand.
- Short-stay visitor parking will generally be prioritised over all-day parking (depending on the mix of businesses/services operating in these areas).
- Where appropriate, deter all-day parking in key shopping/service areas through the application of time restrictions and enforcement.
- Consideration will be given to the supply of additional parking as per the criteria at Policy 2.
- Prioritise public transport service and infrastructure upgrades, where the service already exists or is proposed.
- Prioritise alternative transport mode parking infrastructure, where safe and appropriate to do so.
- Prioritise and provide for safe pedestrian walking thoroughfares to all-day (non-restricted) public parking areas.

Policy 9 - Parking demand in non-centre event, sports or cultural locations

Sports, event and cultural facilities play an important role in the District by providing social, cultural and recreational outlets for the community. Demand for access to these areas can result in parking pressures during peak operational hours.

Generally, parking in these areas will be managed in the following ways:

- Apply the relevant parking management policies listed in this document in order to manage parking demand.

- Provide for a mixture of time restricted and unrestricted parking to cater for proposed use/visitation scenarios.
- Consider advocating for more public transport exposure/coverage in these areas.
- Prioritise alternative transport mode parking infrastructure at these locations.

Policy 10 - Parking demand in park and ride locations

Council continues to invest significantly into park and ride locations throughout the District to help facilitate the use of community and public transport for journeys connecting throughout North Canterbury and to Christchurch.

Parking demand at these locations will be managed as follows:

- Apply the relevant parking management policies listed in this document in order to manage parking demand.
- Prioritise public transport and carpooling parking at these locations.
- Prioritise alternative transport mode parking infrastructure at these locations.
- Parking may be a mixture of time restricted and unrestricted parking to cater for proposed use/visitation scenarios (i.e. short-stay versus all-day parking) depending on the carpark's use. Parking restrictions should prioritise use by public transport and carpool users.

Policy 11 - All-day parking

All-day parking is available on the periphery of the town centres but there is demand for long-stay parking in core locations. Town centre parking will generally be prioritised for short-stay purposes (two hours or less) to ensure large scale community and visitor access to town centre services. However, Council may consider the application of long-stay parking in some central areas of low demand or where there is a demonstrable need and a specific opportunity to implement this parking without adversely impacting the short-stay supply.

Generally, all-day parking in our towns will be addressed as follows:

- Consider the inclusion of some all-day parking options within any multi-level parking building developments where Council is a development partner.

- Generally, long-stay public parking will be prioritised over short-stay parking in key industrial employment areas where there is an absence of goods/service retail establishments.
- All-day parking will be prioritised in residential areas on the periphery of the town centre where residential properties have access to off-street parking. Careful consideration of the extension of any town centre time or pricing restrictions into these areas must be undertaken before any restrictions are applied.

Policy 12 - Parking buildings

Off-street ground level parking takes up important town centre land that could otherwise be utilised for additional business or community infrastructure that might better serve the needs of the community. Town centre land can also be highly desirable and in limited supply (such as in Rangiora) meaning Council must explore the ways it can provide adequate parking within the confines of current or available resources. Off-street parking buildings can resolve some of these issues through the provision of bulk supply for a range of parking requirements across multiple levels meaning smaller land parcels can be utilised to meet projected parking targets.

The following parking requirements will be prioritised for any multi-level parking building developments that Council may be involved in:

- Prioritise short-stay visitor/shopper parking over long-stay/all-day parking for most parks.
- Consider provision of some long-stay/all-day parking on upper levels but apply priced parking to these carparks.
- Consider the application of priced parking generally throughout the building to help manage parking demand and to fund and/or recover the infrastructure costs.
- Prioritise an appropriate level of mobility parking in the lower levels.
- Prioritise alternative transport mode parking (bicycles/micro-mobility) in the lower levels.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of parking stock and to promote the parking options to users, potentially reducing vehicle circulation on proximity streets.
- Ensure good development design outcomes to ensure the building integrates well with the urban form and character of its location.

Policy 13 – Parking on berms, verges or footpaths

The Waimakariri District Council's Parking Bylaw 2019 provides controls for parking on grass verges, berms and footpaths. Parking is not permitted on grass berms, verges or gardens in residential areas, or on paved/landscaped footpath areas generally within the District. Parking is generally not permitted on grass verges or berms in all other areas if it is likely to cause damage or is an obvious safety hazard.

Policy 14 – Parking on strategic or arterial roads

The Waimakariri District accommodates a number of key strategic and arterial roads that are critical for the efficient movement of goods and people across and through the District. While these roads traverse rural areas of the community, many also intersect with key commercial and residential areas meaning there is more demand on road space at these critical intersection points.

Parking on strategic or arterial roads will be assessed on a case-by-case basis, although generally parking will be applied as follows:

- Where possible, in accordance with the road prioritisation table and other parking management priorities listed in this document to manage parking demand in areas where these roads intersect with town or key activity centres including those in residential or industrial areas.
- Special consideration will be given to ensuring the utilisation of these roads as key transport/travel/access corridors is not adversely impacted (speed or time) by any parking interventions (except, where appropriate, in town centre environments).
- Parking may be removed where it impacts on the road's capacity to carry the maximum number of goods/services/passengers in the course of the day, especially during peak times or if parking causes safety or access issues.

Policy 15 – Parking performance monitoring

A critical aspect of parking management is in maximising efficiencies within existing parking stock to ensure optimal occupancy - making the best use of land resources while ensuring people can find parks. Surveying has traditionally

helped Council to assess whether existing supply is sufficient to meet demand, the condition of current parking stock, and to determine the best type of parking required to manage demand. However, smart parking technology could also be utilised for its effectiveness in supporting regular monitoring and management of public parking.

The ongoing performance monitoring of parking will be approached in the following ways:

- Prioritise a triennial review of district parking restrictions to ensure current restrictions are appropriately managing parking demand and reaching the required coverage areas.
- Prioritise the completion of biennial parking surveys of Rangiora and Kaiapoi with the support of specialist transport consultants to assess parking supply, occupancy, turnover and duration of stay, and to provide parking data from which to base future parking related decisions.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of existing parking stock.

Policy 16 - Parking enforcement

Parking enforcement is an important way of managing public parking demand in a fair and equitable way. The enforcement of time restrictions and/or the application of priced parking can help with parking turnover so that parking is kept within desired occupancy levels.

Parking enforcement is primarily monitored and managed through the efforts of the Council's parking enforcement or parking warden staff.

Local enforcement includes: the monitoring of public parking areas and restrictions (including mobility spaces, loading zones and bus lanes) to ensure compliance; ensuring vehicles have a current Warrant of Fitness (WOF) and vehicle registration.

The illegal use of public car parks will be subject to parking fines enforcement, and unwarranted or unregistered vehicles will be subject to the relevant infringement notices.

A list of the current parking fines is available on the Council's website.

Policy 17 – Parking awareness

Clear and visible parking communications and wayfinding signage for all parking modes help residents and visitors to understand the parking options available within the District and any rules that might apply, potentially reducing time spent looking for parking. Council will support greater parking awareness by looking to:

- Prioritise the ongoing assessment of parking related signage by parking enforcement officers during daily monitoring operations to ensure it remains current and relevant.
- Prioritise the implementation of wayfinding signage in strategic locations to help users locate parking options within the District.
- Look to adopt smart parking digital signage if implementing smart parking technology systems, to provide real-time parking options for users and reduce the likelihood of vehicle circulation.
- Ensure parking information on the Council website is reviewed regularly so it stays current.

Policy 18 – Parking management plans

Parking management plans outline parking management responses for specific locations or

areas that might require parking management within the District. They can respond to known or future parking issues, as well as wider urban design and transport outcomes.

The development of parking management plans will be managed in accordance with the following:

- Prioritise the creation of parking management plans for the Rangiora and Kaiapoi town centres that assess key parking issues and provide short, medium and long term recommendations to address these.
- Parking management plans for other locations will be assessed on a case-by-case basis and specific plans created as needed.
- Parking management plans should include: a general assessment of the current parking supply and occupancy data; any known or anticipated parking problems; any parking related requests/ feedback from the community; consider existing town centre plans for their urban design/ development outcomes; and any district or regional transport projects of relevance.
- Prioritise the triennial review of all parking management plans by Council staff.

Monitoring and Review

A review of this District Parking Strategy will be important in ensuring the parking policies remain relevant and appropriate for addressing parking matters in the Waimakariri District.

An internal review will be undertaken triennially and the document updated to reflect any new

amendments after the proposed changes go through an appropriate public consultation period.

The implementation table (Appendix 1) will be reviewed on an annual basis to ensure the delivery of the key actions against the identified timelines.



Further Information

References

Find links to some of these documents at waimakariri.govt.nz/letstalk

Waimakariri District Council

- Let's Talk Parking Survey. 2021.
- Rangiora Town Centre Strategy Blueprint to 2030+ and Beyond. 2020.
- Draft Rangiora Town Centre Car Parking Plan. 2020.
- Waimakariri District Council Parking Bylaw 2019.
- Customer Satisfaction Survey Research Report. 2019.

Abley Limited

- Rangiora Town Centre Parking Survey. 2020
- Kaiapoi Town Centre Parking Survey. 2020

Auckland Transport

- Parking Strategy. 2015.

Christchurch City Council

- Draft Christchurch Central Parking Policy. 2020.
- Christchurch Suburban Parking Policy. 2019.

Waka Kotahi (New Zealand Transport Agency)

- Draft National Parking Management Guidance. 2020.

New Zealand Government

- National Policy Statement on Urban Development 2020.

Statistics New Zealand

- Subnational population estimates by age and sex. 2020.

Climate Change Commission

- Ināia tonu nei: A low emissions future for Aotearoa. 2021.

Glossary of terms

Demand-responsive priced parking

Where parking charges and fees are set in response to parking demand, for example higher demand areas attract higher fees, and lower demand areas lower fees.

E-Bicycles

Pedal bicycles that are integrated with electric motors to assist with propulsion.

Electric vehicles

Motor vehicles that are partially or fully powered with electric power.

Enforcement Officer

A person who has been appointed as an Enforcement Officer by the Council under the Local Government Act 2002 or a person who is an Enforcement Officer under the Land Transport Act 1998

Kerbside

The area of the road beyond the kerb that is commonly used for carparking, bus stops, vehicle pick-ups and drop offs, or loading and unloading of goods.

Grass berm

The area of footpath which is laid out in grass.

Grass verge

The area of public road that includes grassed, paved or other landscaped areas.

Long-stay parking

Refers to all-day parking for town centre workers.

Micro-mobility

Small lightweight transportation vehicles that are usually targeted at one user and tend to operate at speeds below 25km/h.

Off-street parking

Refers to parking that is usually located in designated public car parking areas such multi-level parking buildings or ground level parking sites.

On-street parking

Refers to parking that is on the street (kerbside) adjacent to the footpath, this can be either parallel, perpendicular or angled parking.

Parking Warden

A person appointed to hold the office of parking warden appointed by the Council under Section 128(d) of the Land Transport Act 1998.

Pedestrian amenity

Refers to the features of a place or building that are aimed at pedestrians.

Place making

The multi-faceted and collaborative process of planning and designing a public space for use by a community.

Priced parking

The application of parking fees to parking facilities as paid for by the motorist.

Short-stay parking

Refers to parking durations of less than two hours for shoppers/visitors.

Smart parking

Smart parking utilises technology based software and hardware to manage and monitor parking to aid in the more efficient use of parking spaces.

Transport emissions

Refers to the CO₂ emissions that are derived primarily from road, rail, air and marine transportation.

Urban design

Refers to the process of designing and shaping the physical features of urban environments and planning for services infrastructure.



Appendix 1 – Action Plan

The actions in the implementation table guide a high level work programme that support the District Parking Strategy's implementation and work alongside the application of the parking policies during normal business operations.

TOPIC	KEY ACTION AND SCOPE	TIMING		
		SHORT 1-3YRS	MED 3-5YRS	LONG 5+YRS
1. District Plan Review	Operative District Plan removal of minimum parking standards for new developments	X		
2. Parking Bylaw 2019	Conduct a review of the Parking Bylaw		X	
3. Parking Restrictions	Conduct an external triennial review of parking restrictions to see if they need to be reduced or amended and/or the coverage areas extended	X	X	X
4. Parking Surveys	Complete biennial parking surveys for Rangiora and Kaiapoi	X	X	X
5. Parking Management Plans	Update the existing parking management plan for Rangiora and review internally on a triennial basis	X	X	X
	Complete a new parking management plan for Kaiapoi and review internally on a triennial basis	X	X	X
6. Smart Parking Technology	Investigate smart parking options for our key town centres and the associated implementation/operational costs	X		

Contact us

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 Waimakariri District Council
 office@wmk.govt.nz
 waimakariri.govt.nz



215 High Street
Private Bag 1005
Rangiora 7440, New Zealand

Phone 0800 965 468
waimakariri.govt.nz

211118184590

District Parking Strategy Public Consultation Feedback						
Submitter	Date of Submission	Have we missed any key parking issues?	What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?	Finally, is there anything else you'd like to see included in the Parking Strategy?	Would you like to present Staff Comments your submission in person at informal hearings?	Comments
Submitter 1	2-Nov-21	No	Central town policies around time restrictions, e.g. parking meters are the most relevant for us - enforce limited time parking but also provide out of town centre options for town workers to enable a balance.	1. Addressing night time restrictions - don't have any. To encourage evening trading and events to function without parking restrictions. 2. Have flexibility on any big events running during the day. If there is a large scale event running during the daytime balance out any parking enforcement with the additional revenue that will be generated by the extra people (including those from out of town), who will spend while in the town centre, e.g. have the parking officers take the day off for big events! Listen to us. Basically nothing changes.	No	Policy 16 deals with parking enforcement and policies 12 (Parking Buildings) and 11 (All Day Parking) provide some options for all day parking for town workers.
Submitter 2	3-Nov-21	None of that solves anything.	Did you even listen to us.	Not answered.	No	Unable to determine what the issue is for the submitter.
Submitter 3	5-Nov-21	Please add the 40 plus spaces back to High Street. It was safer and much much easier to park.	Please don't start charging for parking. The rates are high enough as it is out here and are only set to jump more due to the huge house price increases in the last 1.5 years.		No	High Street was upgraded to two traffic lanes after the 2011 earthquake to bring people back into the town centre core, to support better traffic circulation, and to provide better alignment with the changes completed at Red Lion corner. Policy 7 (Priced Parking) provides an outline of Council's likely stance on priced parking, should this be considered and implemented in the future. Rates are likely to be affected by any significant investment from Council into large-scale parking supply, and a "user-pays" model may help alleviate some of the burden for any transport/parking portion of rates.
Submitter 4	7-Nov-21	The parking is a symptom. The root cause is the lack of cohesion in the overall district plan. Over housing development of the areas outside of town. By developing housing without considering how you could change shopping patterns, just drives people into the High Street.	Strategies seem logical. Of course, it assumes that there will be growth in electric vehicles, but there's a growing body of people that cast doubt on the government's strategies for this. Paid parking, is a sensitive issue and the case of Chch and other towns, should be looked at carefully. Expensive parking is a disincentive to visit the town regularly. If that is your intention, then increase the cost of parking. That will solve the parking problem...but retailers may have something to say about that.	As was the issue with waters reform, survey take up was very low. Better to get out and about if you want engagement. Set up a stand in a shop... make a video... do something different.	No	An appropriate level of investigation/research of the potential impact of paid parking on local/visitor shopping behaviour in the district would need to be completed to support any decision around the implementation of paid parking in town centre areas.
Submitter 5	14-Nov-21	Not answered	1. There are not enough accessible carparks. 2. The biggest mistake the council made re on-street parking in the town centre was doing away with the angled parking in the High Street - this has had the double negative impact of: a/the loss of a large number of carparks & exacerbating the lack of parks; b/ congestions because parallel parking takes more time and more space - ever since the angled parks were removed, people have to double-park beside a parking car in order to parallel park, whereas angled parking allows people to quickly pull in and out without causing any major disruption to the flow of traffic and driver frustration. In addition, elderly drivers tend to find parallel parking more difficult as well. Angled parking is much easier. For these reasons, angled parking should be re-instated (should never have been gotten rid of in the first place!). There are too many pedestrian crossings too close together contribution to congestion - the corner of High and Percival is a bottle-neck with cars waiting to turn right into High Street and right from High Street into Percival, holding up through traffic on High Street in both directions. People who work in the centre of town and who are able-bodied, should be encouraged to park on the outskirts of the CBD in surrounding streets and walk to their place of employment. Perhaps some sort of incentive could be offered to them by their employers in collaboration with the Council? I am opposed to rates being increased to effectively subsidize a car parking building which would only be used by a few. This would be totally unfair. The council should embark on a campaign to encourage locals who live within walking or biking distance of High Street and peripheral shops/businesses/library in the surrounding streets, to either walk or bike if they are able-bodied.	Not answered.	No	The adequacy of the district's supply of accessible parking (especially in the town centres) will be addressed as part of the Accessible Strategy review in 2022. See staff comment under Submitter 3 in reference to angled parking. Over the last couple of years staff have completed a number of flyer drops in the Rangiora town centre to business/shops requesting that workers park in the unrestricted parking areas on the periphery of the town centre, i.e. instead of in the short-stay visitor parks. Despite repeated efforts, worker non-compliance remains high with staff still receiving reports of workers parking all day in premium short-stay parks. Staff are currently investigating the option for installing Locky Dock bikes stands on public land in Rangiora and Kaiapoi. Locky Docks have had some delays associated with their proposed 2021-22 work streams as a result of the impact of Covid, so staff will continue to investigate options with Locky Docks management in the New Year. As per the staff comments at Submitter 4, an appropriate level of investigation/research of the potential impact of paid parking on local/visitor shopping behaviour in the district would need to be completed to support any decision around the implementation of paid parking in town centre areas.

To encourage this, an increase in the number of benches where people can stop along the High Street etc., (such as the benches and seats provided in Conway Lane), would help to encourage people to walk, even older citizens, as they would know that they could sit down and rest if they need to. Moreover, there needs to be bike parking racks available - there are very few (if any?) bike racks for people to lock their bikes up to while they go into a shop or business. There also needs to be security cameras installed by these to discourage bike theft so bike owners - especially e-bikes which are a real target for thieves - would feel more confident in biking to town knowing that there are plenty of bike racks and that they are under camera surveillance. The issue of perception you have addressed. I think people who live in Rangiora and surrounds have become so accustomed to being able to drive and park, that they don't realise how fortunate they are. I think charging people to pay for street-parking would be a mistake though as in general, I think people do not stay parking for very long - often it's a case of running errands and just popping in and out to get something and then leaving. For example, I might just pop into the chemist's to collect a script, and visit a shop or two while waiting for it to be filled, so usually 15 minutes or so. I don't think people tend to park for longer than 30-60 minutes at most. To charge for parking would be a terrible mistake. We already pay more than enough for our rates.

Project Report

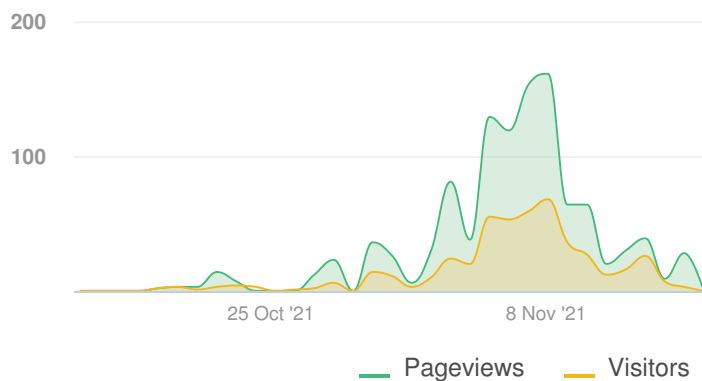
21 February 2020 - 15 November 2021

Let's Talk Waimakariri

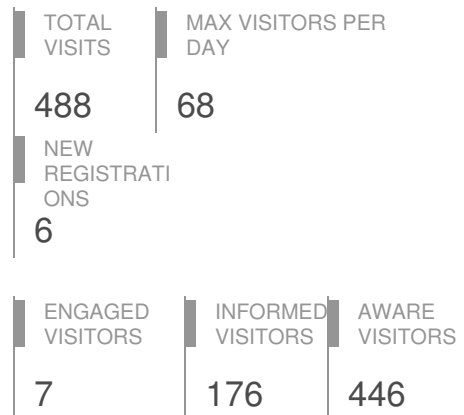
Let's Talk About the Draft District Parking Strategy



Visitors Summary

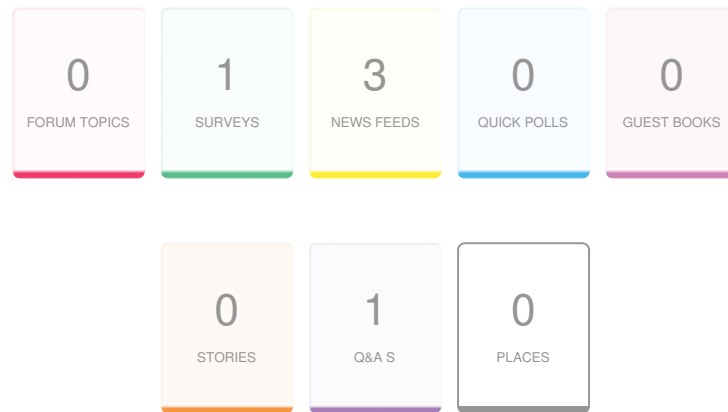


Highlights



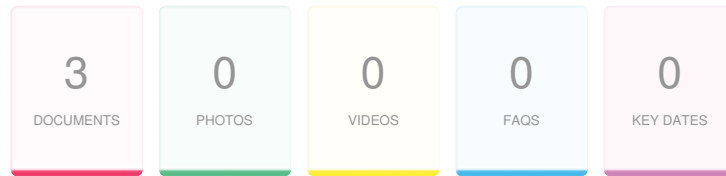
Aware Participants	446	Engaged Participants	7		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	446				
Informed Participants	176	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	5	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	128	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	1	1	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	150	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	7				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	What is the draft District Parking Strategy?	Published	0	0	0	0
Newsfeed	The Policies	Published	0	0	0	0
Newsfeed	What are the Key Issues?	Published	0	0	0	0
Qanda	Got a question?	Published	26	1	1	0
Survey Tool	Your Feedback	Published	32	5	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	The Draft District Parking Strategy 2021	106	116
Document	The Draft District Parking Strategy - A Quick Look	26	26
Document	The Draft District Parking Strategy - Fillable Feedback Form	3	3

QANDA

Got a question?

Visitors 26	Contributors 2	CONTRIBUTIONS 2
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Mandie

05 November 21

How will paid parking work for mobility parking users? This will seriously impact how I shop in Rangiora. I drive in from Eyrewell Forest and have to park in several locations in town to access the places I need to go due to me restricted walking distance. Finding a disabled park is hard enough without now having to pay each time on top



Publicly Answered

Thank you for your sharing your concerns about mobility parking. While we have included potential provision in the Draft District Parking Strategy for possible paid parking in the future (Policy 7), if Council were to implement this as an option, we would need to carefully work through the various implications on the different parking restriction areas and parking scenarios across the town centres/other monitored areas. This would include assessing the potential application and impact of paid parking on any mobility parks and the community's access to these parks. While we are unable to provide specifics at this stage, these types of matters would certainly be considered thoroughly should Council wish to explore this area in more depth in the future.

Survey Responses

21 February 2020 - 15 November 2021

Your Feedback

Let's Talk Waimakariri

Project: Let's Talk About the Draft District Parking Strategy



VISITORS					
32					
CONTRIBUTORS			RESPONSES		
5			5		
5	0	0	5	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

**Respondent No:** 1**Login:** [REDACTED]**Responded At:** Nov 02, 2021 10:28:41 am**Last Seen:** Nov 01, 2021 21:21:49 pm

Q1. Have we missed any key parking issues? (pages 8-10)

No

Q2. What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?

Central town policies around time restrictions, eg parking meters are the most relevant for us - enforce limited time parking, but also provide out of town centre options for town workers to enable a balance.

Q3. Finally, is there anything else you'd like to see included in the Parking Strategy?

1. Addressing night time restrictions - dont have any. To encourage evening trading and events to function without parking restrictions 2. Have flexibility on any big events running during the day. If there is a large scale event runing during the daytime balance out any parking enforcement with the additional revenue that will be generated by the extra people (including those from out of town), who will spend while in the town centre - eg have the parking officers take the day off for big events!

Q4. Would you like to present your submission in person at the informalhearings? (We will contact you to arrange a time). No

**Respondent No:** 2**Login:** [REDACTED]

[REDACTED]

[REDACTED]

Responded At: Nov 03, 2021 22:54:53 pm**Last Seen:** Nov 03, 2021 09:50:40 am

[REDACTED]

[REDACTED]

Q1. **Have we missed any key parking issues? (pages 8-10)**

None of that solves anything

Q2. **What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?**

Did you even listen to us

Q3. **Finally, is there anything else you'd like to see included in the Parking Strategy?**

Listen to us. Basically nothing changes

Q4. **Would you like to present your submission in person at the informal hearings? (We will contact you to arrange a time).** No

**Respondent No:** 3**Login:** [REDACTED]**Responded At:** Nov 05, 2021 14:21:29 pm**Last Seen:** Nov 05, 2021 01:19:36 am**Q1. Have we missed any key parking issues? (pages 8-10)**

Please add the 40plus spaces back to the high street. It was safer and much much easier to park.

Q2. What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?

Please don't start charging for parking. The rates are high enough as it is out here and are only set to jump more due to the huge house price increases in the last 1.5 years.

Q3. Finally, is there anything else you'd like to see included in the Parking Strategy?

not answered

Q4. Would you like to present your submission in person at the informal hearings? (We will contact you to arrange a time). No



Respondent No: 4

Login: [REDACTED]

Responded At: Nov 07, 2021 11:02:12 am

Last Seen: Nov 06, 2021 21:08:51 pm

Q1. Have we missed any key parking issues? (pages 8-10)

The parking is a symptom . The root cause is the lack of cohesion in the overall district plan. Over housing development of the areas outside of town. By developing housing without considering how you could change shopping patterns , just drives people into the high street .

Q2. What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?

Strategies seem logical. Of course, It assumes that there will growth in electric vehicles, but there's a growing body of people that cast doubt on the governments strategies for this . Paid parking, is a sensitive issues and the case of Chch and other towns, should looked at carefully. Expensive parking is a disincentive to visit the town regularly. If that is your intention , then increase the cost of parking. That will solve the parking problem.....but retailers may have something to say about that

Q3. Finally, is there anything else you'd like to see included in the Parking Strategy?

As was the issue with waters reform, survey take up was very low. Better to get out and about if you want engagement . Set up a stand in a shopmake a videodo something different

Q4. Would you like to present your submission in person at the informalhearings? (We will contact you to arrange a time). No



Respondent No: 5

Login: [REDACTED]
[REDACTED]

Responded At: Nov 14, 2021 21:39:52 pm

Last Seen: Nov 14, 2021 05:57:19 am
[REDACTED] [REDACTED]

Q1. Have we missed any key parking issues? (pages 8-10)

not answered

Q2. What do you think of the policies in the Strategy? (pages 11-24) Which are the most important and do you think we've missed any policies or any relevant details that should be included in the listed policies?

1. There are not enough accessible carparks. 2. The biggest mistake the council made re- on-street parking in the town centre was doing away with the angled parking in the High Street - this has had the double negative impact of: a/ the loss of a large number of carparks & exacerbating the lack of parks; b/ congestion because parallel parking takes more time and more space - ever since the angled parks were removed, people have to double-park beside a parked car in order to parallel park, whereas angled parking allows people to quickly pull in and out without causing any major disruption to the flow of traffic and driver frustration. In addition, elderly drivers tend to find parallel parking more difficult as well. Angled parking is much easier. For these reasons, angled parking should be re-instated (should never have been gotten rid of in the first place!!) * There are too many pedestrian crossings too close together contributing to congestion - the corner of High and Percival is a bottle-neck with cars waiting to turn right into High Street and right from High Street into Percival, holding up through traffic on High Street in both directions. * People who work in the centre of town and who are able-bodied, should be encouraged to park on the outskirts of the CBD in surrounding streets and walk to their place of employment. Perhaps some sort of incentive could be offered to them by their employers in collaboration with the council? * I am opposed to rates being increased to effectively subsidize a carparking building which would only be used by a few. This would be totally unfair. * The council should embark on a campaign to encourage locals who live within walking or biking distance of the High Street and peripheral shops/businesses/library in the surrounding streets, to either walk or bike if they are able-bodied. * To encourage this, an increase in the number of benches where people can stop along the High Street etc., (such as the benches and seats provided in Conway Lane), would help to encourage people to walk, even older citizens, as they would know that they could sit down and rest if they need to. Moreover, there need to be bike parking racks available - there are very few (if any?) bike racks for people to lock their bikes up to while they go into a shop or business. There also need to be security cameras installed by these to discourage bike theft so bike owners - *especially e-bikes which are a real target for thieves - would feel more confident in biking to town knowing that there are plenty of bike racks and that they under camera surveillance. * The issue of perception you have addressed. I think people who live in Rangiora and surrounds have become so accustomed to being able to drive and park, that they don't realise how fortunate they are. I think charging people to pay for street-parking would be a mistake though as in general, I think people do not stay parked for very long - often it's a case of running errands and just popping in and out to get something and then leaving. For example, I might just pop into the chemist's to collect a script, and visit a shop or two while waiting for it to be filled, so usually 15 minutes or so. I don't think people tend to park for longer than 30 ~ 60 minutes at most. To charge for parking would be a terrible mistake. We already pay more than enough for our rates.

Q3. Finally, is there anything else you'd like to see included in the Parking Strategy?

not answered

Q4. Would you like to present your submission in person at the informal hearings? (We will contact you to arrange a time). No

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR INFORMATION

FILE NO and TRIM NO: EXC-08-03/TRIM Number 211103176702

REPORT TO: Council

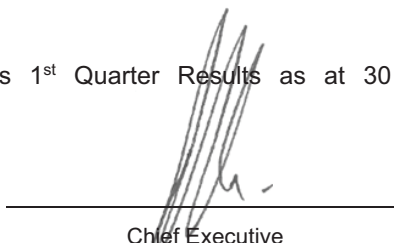
DATE OF MEETING: 7 December 2021

AUTHOR(S): Helene Street, Corporate Planner

SUBJECT: Non-Financial Performance Measures 1st Quarter Results as at 30 September 2021

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


 Department Manager


 Chief Executive

1. SUMMARY

- 1.1. This report is to update the Audit & Risk Committee on results of the Long Term Plan 2021-2031 non-financial performance measures, for the first quarter of the 2021/22 financial year end.
- 1.2. Summary of non-financial performance as at 30 September 2021

Year on Year Comparison

Performance Rating	2020/21 1 st Quarter	%	2021/22 1 st Quarter	%	Trending
Target Met	96	86%	77	70%	Worse
Target Not Met	11	10%	24	22%	Worse
Too early	4	4%	9	8%	Better
Total Performance Measures	111	100%	110	100%	

- 1.3 Attachments:
- i. *Non-Financial Performance Measures Quarterly Activities Report as at 31 September 2021* TRIM No. 211103177277

2. RECOMMENDATION

THAT the Audit & Risk Committee:

- (a) **Receives** report No. 211103176702
- (b) **Notes** 70% of performance measures were achieved, 22% were not achieved and 8% are not yet due.
- (c) **Notes** 7 of the 24 measures that did not meet target were within 5% of being achieved.

(d) **Notes** all measures have been reviewed and incorporated in the 2021-2031 LTP.

3. **BACKGROUND**

3.1 The report summarises the results for the last quarter, details of each measure, including targets, results and commentary are in the attachment.

4. **ISSUES AND OPTIONS**

4.1. The *Local Government Act 2002* (LGA) requires that Council reports on progress of its measures, which are provided to the Committee quarterly and will be audited in the 2021/22 Annual Report.

4.2. In Council's Long Term Plan 2021-2031 there are a total of 110 non-financial performance measures to gauge the service performance of our significant activities.

4.3. The report attached presents the results for the 2021/22 1st Quarter. It also identifies reasons for those measures that were not achieved and the actions required to ensure the target is achieved in the next Quarter or by the end of the financial year.

4.4. The Management Team/CEO has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

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

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

Health and Safety

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Audit & Risk Committee, holds delegation to approve quarterly monitoring of the non-financial components of the Annual Plan and Annual Report.

Helene Street
CORPORATE PLANNER



SEPTEMBER 2021

QUARTERLY ACTIVITIES REPORT

WAIMAKARIRI DISTRICT COUNCIL



WAIMAKARIRI
DISTRICT COUNCIL

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Significant Activities – Executive Summary

There are a total of 110 Non-Financial Key Performance Measures in the 2021 – 2031 Long Term Plan. Results for all Activities appear in this report under the major headings in the Service Delivery section of the Long Term Plan.

The report lists all the measures along with the Annual Target, Period Target, Result, Status and Comments. Depending on the result, the measures are assigned a status as follows:

 Target Met (met or exceeded target)

 Almost Met Target (within 5% of target)

 Target Not Met (greater than 5% of target)

Blank No Status (measure is still be to be calculated across the district for end of year or the work has not yet commenced)

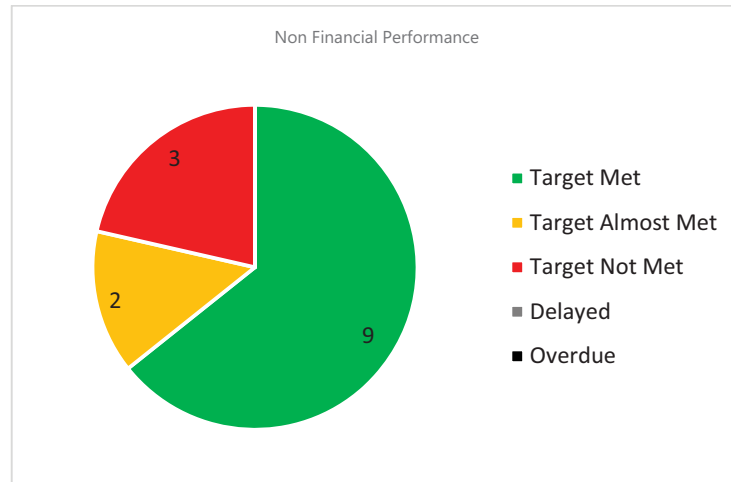
Results for this quarter show:

- 77 measures met target (70%)
- 24 measures did not meet target (22%), 7 of these were within 5% of the target (6% of the total measures)
- 9 measures will be recorded later in the financial year (8%).

Each major group shows a pie chart and legend highlighting the results for that entire group for the current period.





Community Leadership

Key Performance Indicators - Summary








Activity - GOVERNANCE

KPI	Annual Target	Period Target	Result	Status	Comments
Rūnanga Executive meetings with Council held each quarter.	1	1	1	●	One meeting was held on 1 July 2021
Rūnanga/Council Annual Hui held.	1		0	●	The annual Hui is scheduled to be held in March 2022.

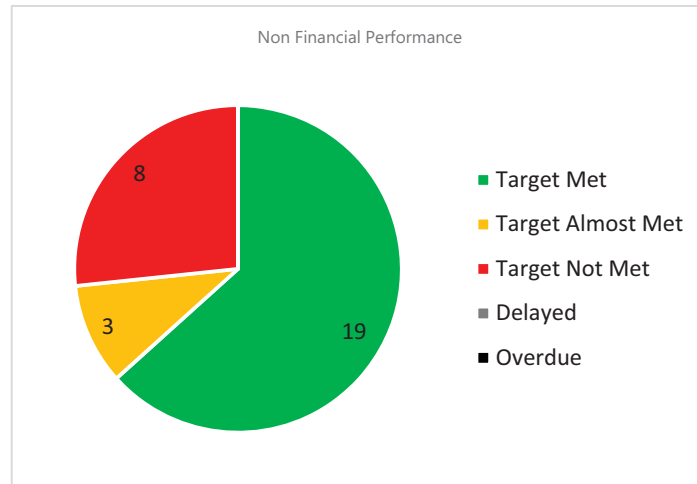
Mahi Tahi Joint Development Committee meetings.	6		1		One meeting of the Mahi Tahi Joint Development Committee was held this quarter.
The percentage of Official Information Requests (OIR) applications completed within 20 working days.	100.00%	100.00%	89.00%		The Governance Team responded to 44 OIR applications. 89% were processed with the 20 days at an average of 11 days. However, the COVID-19 lockdown restrictions (Could not access Council building) delayed the compilation of the data required to complete three of the responses. In addition, one applicant did not provide an e-mail address, and the physical posting of the OIA response was delayed due to the COVID-19 lockdown restrictions.
The percentage of Land Information Memoranda (LIM) applications issued within 10 working days.	100.00%	100.00%	100.00%		486 LIMs for the quarter (avg 3.3 days). July - 177 (avg 3 days), Aug - 149 (avg 4 days), Sep - 160 (avg 3 days)
The percentage of Council agenda items of business that are open to the public.	90.00%	90.00%	81.31%		81.31% of Council agenda items of business were open to the public for the year to date. Due to the sensitive nature of some of the reports they had to be considered as public excluded, the content of these reports are to remain public excluded, however 35% of the resolutions relating to these reports were made public and 25% of the resolutions were made partially public.
The Long Term Plan (LTP) and Annual Plan (AP) is adopted by Council within the legislative timeframe.	30 June 2022		no-status		The 2022/23 Annual Plan (being the second year of the 2021-2031 LTP) is scheduled to be adopted on 14 June 2022.
The Annual Report and Summary is adopted by Council within the legislative timeframe.	31 December 2021		no-status		The Annual Report and Summary are scheduled to be adopted on 7 December. There has been an extension to the legislative change to the timeframe due to Covid and the ability of Auditors to meet the previous 31 October timeframe.
The Annual Report and Summary is adopted by Council with an unmodified audit opinion.	31 December 2021		no-status		The reports are scheduled to be adopted on 7 December and tracking to receive an unmodified (clean and clear of qualifications).

Activity – DISTRICT DEVELOPMENT

KPI	Annual Target	Period Target	Result	Status	Comments
The supply of land identified for urban residential use in relevant plans and policies. (250ha or 3,000 lots based on a net density 12 households per hectare)	250	250	172.00		Residential demand in Waimakariri District is high. Additional residential land is included in the notified version of the Proposed District Plan.
The supply of land identified for urban business use in relevant plans and policies. (50ha)	50	50	87.00		There is 87 ha of vacant business land in the Waimakariri District.
The percentage of plan changes responded to in accordance with the Resource Management Act (RMA) requirements.	100.00%	100.00%	100.00%		One Plan in process (Plan Change 30). Decision is with Commissioner. There is a two year timeframe for issuing a decision from the date of notification. The Plan Change was notified in October 2020.
The percentage of resource consents issued in accordance with the Resource Management Act (RMA) requirements.	100.00%	100.00%	95.50%		175 consents have been issued in Q1 FY2022. Of these 8 did not meet requirements for time extensions and were issued a discount in accordance with the RMA discount policy. All consents met statutory requirements following the application of the discounts.
The percentage of Land Use Consents (LUCs) that are reviewed for monitoring requirements.	100.00%	100.00%	100.00%		All land use consents are reviewed for monitoring requirements when issued. Monitoring occurs where needed under the resource consent.




Community Services


Key Performance Indicators - Summary




Activity – RECREATION


KPI	Annual Target	Period Target	Result	Status	Comments
Customer satisfaction with meeting and performance spaces, as measured by an annual survey of facility users.	90.00%		no-status		Survey will be carried out in the last quarter (Apr – June 2022).

Facilities are available for at least 90% of the days during the year outside of scheduled maintenance.	90.00%	90.00%	59.78%		<p>Our Community Facilities were closed from the 18/08 through to the 07/09 a total of 21 days out of the 92. It was closed due to level 4 and 3 restrictions meaning we were unable to operate.</p> <p>Whilst we opened back up to existing bookings on the 07/09 we did not open up bookings to new hirers until the 24/09 so there is a period there of 16 days where our bookings were restricted. We also saw all bookings for the Rangiora Town Hall Main Auditorium cancel in September due to number restrictions within this space even though it was available to be used.</p> <p>This gives a total of 37 days out of the 92 where bookings were restricted for our Community Facilities due to Covid-19 restrictions.</p>
The percentage of urban residential properties within 1,000m of public open space.	90.00%	90.00%	100.00%		<p>This is the first quarter reporting on the provision of open spaces within urban areas across the district. This shows that currently 100% of urban residential properties are within 1000 metres of recreational open spaces.</p> <p>There is currently 17,552 urban residential households as at 18 October 2021.</p>
Customer satisfaction with sports grounds, as measured by an annual survey of users.	90.00%		no-status		Survey will be carried out in the last quarter (Apr – June 2022).
The number of hectares of parkland per 1,000 residents.	8	8	16.59		This is a slight reduction from 16.88ha per 1000 residents as per last quarter. There have been additional reserves vested in Council since last quarter however the population figure used for this calculation has been updated.






The number of hectares of neighbourhood reserve land per 1,000 residents.	1	1	1.97		There have been no new neighbourhood reserves vested since the last quarter. The reduction from just over 2ha per 1000 residents is a result of the update to the population statistics. This remains well above the target of 1ha per 1000 residents.
Meeting quality management criteria and standards set by the NZ Recreation Association under the Pool Safe Accreditation Scheme.	100		no-status		Current accreditation is valid until April 2022.
Customer satisfaction with the Aquatic Facilities, as measured by a biannual survey of facility users.	Dec 21 & Jun 22		no-status		Surveys will be carried out in the second quarter (Sep-Dec 21) and the last quarter (Apr – Jun 2022).







Activity – LIBRARIES & MUSEUMS





KPI	Annual Target	Period Target	Result	Status	Comments
The number of visits per person per annum to the Kaiapoi and Rangiora Libraries based on the District's population.	7.5	7.5	5.17		<p>There have been 83,562 visitors to the Rangiora and Kaiapoi Libraries in the first quarter, which equates to a forecast average of 5.17 visits per person per annum (against an adjusted population of 64,700).</p> <p>Below target with this KPI due to Library closure over Covid Alert Level 3 & 4. All libraries are currently open at Covid Alert Level 2 but restricted entry, social distance requirements and inability to run regular programmes and events have impacted on meeting this KPI for this quarter.</p> <p>Also impacting on this target is the fact that Rangiora library had security gates/customer counter offline for 19 days (waiting for shipment of new parts from Australia) along with the 20 days of closure around Covid Lockdown.</p>

The number of visits per person per annum to the Libraries website based on the District's population.	1	1	1.88		There were 30,438 visits to the Libraries' website in the first quarter and this figure equates to a forecast average of 1.88 visits per person per annum (against an adjusted population of 64,700).
Customer satisfaction with library services as measured by an annual survey of library users.	90.00%		no-status		Survey will be carried out in the last quarter (Apr – June 2022).


Activity – COMMUNITY PROTECTION


KPI	Annual Target	Period Target	Result	Status	Comments
Our Emergency Operations Centre is trained and resourced to industry standards. Our civil defence volunteers are trained and equipped to industry standards.					Some pre-scheduled training was cancelled due to COVID; some sessions occurred prior to COVID lockdown and some very small workshops have since occurred within COVID social distancing constraints.
Engage the community on civil defence risks.					Programmed public engagement meetings on tsunami were completed in Jul just prior to COVID lockdown. Further targeted audience meetings will be considered post COVID AL2.
The percentage of licensed food premises inspected per annum.	100.00%	100.00%	100.00%		Currently there are 298 registered food premises in the District and all are up to date as per their scheduled verification process.
The percentage of all licensed alcohol premises inspected at least once per annum.	95.00%	95.00%	100.00%		We have monitored 32 of 145 premises in the district this quarter. This puts us on track to have monitored all premises in the year.
The percentage of excessive noise complaints responded to within 2 hours.	90.00%	90.00%	100.00%		We received 291 excessive noise complaints for this quarter. 74% were afterhours.


The percentage of all other unreasonable noise complaints responded to within 48 hours.	90.00%	90.00%	0.00%		One unreasonable noise complaint was received this quarter relating to a resource consent that was not responded to within 48 hours. This has been an ongoing issue and was responded to by the planning team as soon as they were able to.
The percentage of serious nuisance complaints responded to within 48 hours.	100.00%	100.00%	100.00%		We had one serious nuisance complaint this quarter.
The percentage of calls for wandering stock on roads responded to within 1 hour.	90.00%	90.00%	84.00%		Of the 48 service requests received over this period, 40 achieved the target response time. A delay sometimes occurs between when the call is received by the after hour's phone service and the directed to our after hour's animal management provider.
The percentage of complaints for serious dog attacks responded to within 1 hour.	100.00%	100.00%	100.00%		
The percentage of building consent applications processed within the statutory 20 days.	100.00%	100.00%	92.00%		Over the first quarter of the financial year we granted 572 consents at an average processing time of 14 days. 45 consents were issued outside the statutory requirement of 20 working days. The primary reason was very high consent numbers that exceeded our capacity at times. We have engaged two additional processing agents to assist with elevated workloads.
The percentage of code of compliance certificates issued within the statutory 20 days.	100.00%	100.00%	98.50%		Over the first quarter Council issued 399 Code Compliance Certificates at an average of 3.5 working days. Of the 399 Certificates issued, six were issued outside the statutory requirement of 20 working days.


Maintain Building Consent Authority accreditation.	Sep 2021		Achieved		The Waimakariri District Councils Building Consent Authority received formal confirmation of the renewal of its BCA accreditation on 20th September 2021. Accreditation runs through till June 2023.
The percentage of Project Information Memoranda (PIM) applications issued in 20 working days.	100.00%	100.00%	70.00%		Over the first quarter we issued 363 PIMs and Compliance Checks at an average of 20 working days. Thirty percent of the PIMs and Compliance Checks were issued outside the statutory requirement of 20 working days. The average time to complete the PIMs that were outside the target was 23 days. The target was not able to be achieved due to the substantial increase in applications, a key staff member on extended leave, and a new staff member joining the team who required training.
Audit 25% of premises for building warrants of fitness annually.	25.00%		15.00%		Over the first quarter of the financial year 15 BWOFs (from a total of 100 required) were audited. For completeness it should be noted the bulk of the audits are scheduled to occur over the last half of the financial year. We do not anticipate any reason why 25% of the BWOF audits would not be completed over the financial year.
Audit pool barriers every 3 years.	33.00%		0.50%		The building unit does not commence inspection of pool barriers as required by the Act until November each year. Our inspection cycle runs from November to March and over the 2021-2022 financial year Council will inspect around 570 pools which will ensure Council is in compliance with the legislative requirement of inspecting pool barriers once every three years.

Activity – COMMUNITY DEVELOPMENT

KPI	Annual Target	Period Target	Result	Status	Comments
Facilitation and support for collaborative networks that address issues related to health and wellbeing.	4	4	7		<ul style="list-style-type: none"> - Led 3 x LOCAL COMMUNITY NETWORKING FORUMS, held in Kaiapoi Oxford & Rangiora. Attendance the community, social, education and faith sectors - typically 20 - 30 at each. These are a sharing of 'what's on top', networking and considering collaboration to enhance the social wellbeing of local residents. - Actively involved in bimonthly SOCIAL SERVICES WAIMAKARIRI (SSW) meeting, held in August. Community Team Manager is also on management committee for the facilitator role for this network of reps from over 30 local social service agencies. SSW consider emerging trends, issues and gaps; and opportunities for advocacy and/or collaboration to increase quality & availability of local social - Facilitated bimonthly WAIMAKARIRI HEALTH ADVISORY GROUP (WHAG) meeting in August. This network of health sector practitioners meets to share emerging issues & developments & to identify any necessary advocacy or submissions to facilitate better local health service provision and health outcomes for local residents. - Facilitated quarterly meeting of the WAIMAKARIRI ACCESS GROUP, in July. The Access Group is a network of agencies and people with lived experience of disability. It's role is to raise awareness and advocate for equitable access to local facilities, spaces and services. - Facilitated July August and September YOUTH COUNCIL meetings. Youth Council oversees delivery of Youth Strategy 2018 and advocates for local youth, while acting as a platform to have the local youth voice applied to local decision making.

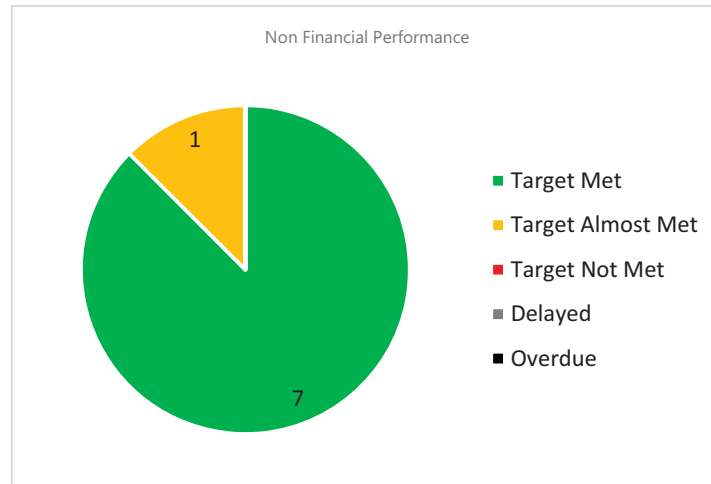
Facilitation of and support for community information opportunities.	4	4	8		<p>The Community Team delivered community information workshops, covering:</p> <ul style="list-style-type: none"> - Capability Building (On Track Series) - Housing (via Housing Forum) - Volunteering <p>Community Team continue to inform the community via a range of media, including:</p> <ul style="list-style-type: none"> - Maintenance of the following Facebook pages (Combined following of over 5,700): <ul style="list-style-type: none"> - Waimakariri Community - Waimakariri Youth Council - WaiYouth - WaiLife Suicide Prevention Action Group - GLOW Migrants Group - Community Section of the Council website: https://www.waimakariri.govt.nz/community - Chatter Newsletter (Distribution of over 4,000, electronically and via paper copy) - WaiYouth and Youth Council Instagram pages. (Combined following of over 400) - Information on the Council's Community Notices page and Council screens - Articles in 'The News', local newspaper - Interviews on Compass FM: <ul style="list-style-type: none"> - Community Team Manager (COVID response) - Community Development staff (Accessibility and social connection) - Youth Development Facilitator - Welcome Bags, distributed via developers, real estate agents, schools, libraries and service centres
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Support groups that connect and empower local residents.	6	6	13		<ul style="list-style-type: none"> - Facilitated WAIYOUTH meetings that involve planning for youth-led activities - Supported YOUTH COUNCIL ENVIRONMENTAL PROJECT GROUP to establish at biota node project and assist with River Clean ups - Facilitated and supported TIMEBANK WAIMAKARIRI STEERING GROUP and meetings - Attended PEGASUS RESIDENTS GROUP AGM and provided support to the COMMUNITY CENTRE GROUP - Supported and promoted the GLOBAL LOCALS of WAIMAKARIRI social group. - Facilitated the quarterly MIGRANTS STEERING GROUP meeting in August - NORTH CANTERBURY NEIGHBOURHOOD SUPPORT July and September Governance Group meetings - Active involvement in NEXT STEPS Governance Group. Next Steps is a project that facilitates easier access to support for local residents experiencing hardship. Current priority is facilitating website development. - Facilitated development and delivery of an 'ON TRACK' capability building series of workshops for local volunteer involving groups and organisations - Continue to play an active role in the FOOD SECURE NORTH CANTERBURY steering group - Continue to support the KAIAPOI COMMUNITY HUB USER GROUP toward the establishment of a Community Hub to engage educate and empower local residents. - Continue to facilitate and support the work of the Waimakariri AGE-FRIENDLY ADVISORY GROUP, as part of the implementation of the Waimakariri Age-friendly Plan. - The Community Team manager plays an active role in Council's HOUSING WORKING GROUP and led delivery of a local Housing Forum in September
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Active involvement in networks that address community safety.	4	4	5		<p>Continued to facilitate:</p> <ul style="list-style-type: none"> - VIOLENCE FREE NORTH CANTERBURY STEERING GROUP - July and August meeting minutes attached - WAILIFE SUICIDE PREVENTION STEERING GROUP - August meeting minutes attached - WAIMAKARIRI ALCOHOL AND DRUG HARM STEERING GROUP - August minutes attached - CIVIL DEFENCE LOCAL WELFARE COMMITTEE - to monitor and respond to emerging issues related to COVID-19 lockdown and response. - SAFE COMMUNITY FOUNDATION NATIONAL NETWORK - Report submitted and feedback received. Community Team Manager is involved in a Steering Group looking to progress more community-based governance for the NZ model.
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Council Controlled Organisations

Key Performance Indicators - Summary





Activity – TE KŌHAKA O TŪHAITARA TRUST



KPI	Annual Target	Period Target	Result	Status	Comments
Establishment of new biota nodes to assist in the restoration of the indigenous coastal ecosystem.	5		10.00	●	We developed 10 Biota Nodes during this quarter. 9 in a Matariki Constellation shape across an area north of the Woodend Beach Holiday Park to the Tamariki of Woodend Biota Node and another at the Silk Way cycle and walking trail located on Woodend BEach Road and running through to Gladstone Road on the western side of Tutaepatu Lagoon. The

					Pohutakawa, Matariki and Silk Way Biota Nodes have been adopted respectively by the UC Antarctic Studies Group, Noaia Trust and Anglem Whanui.
Maintaining functional trails per year to provide walking, cycling and horse riding recreational experiences.	25		25.00		We have had a minimum of 25km of trails open in the first quarter of the financial year. We remained open for local communities to recreate during the Covid 19 lockdown periods. Maintenance work including trail mowing was also carried out in this period. We had one tree fall over due to high winds and this was cleared within 24 hours.
Develop and implement environmental education modules through engaging learning institutions.	5		5.00		We continue to have our fortnightly attendee schools Pegasus, Kaiapoi North, St Josephs Rangiora, Woodend and the Waimakariri Home Schoolers. We have now been joined also by Middleton Grange who have adopted a Biota Node and commenced planting. We also have continued our association with the University of Canterbury (UC) Geo 309 project and Business & Innovation students. This quarter we began working with UC to develop a STEM subject based program with Linwood College as the pilot school. This quarter we have had both the Rangiora High School Leos club and Woodend School visit the park and plant spinifex and pingao on the foredunes.

Activity – ENTERPRISE NORTH CANTERBURY

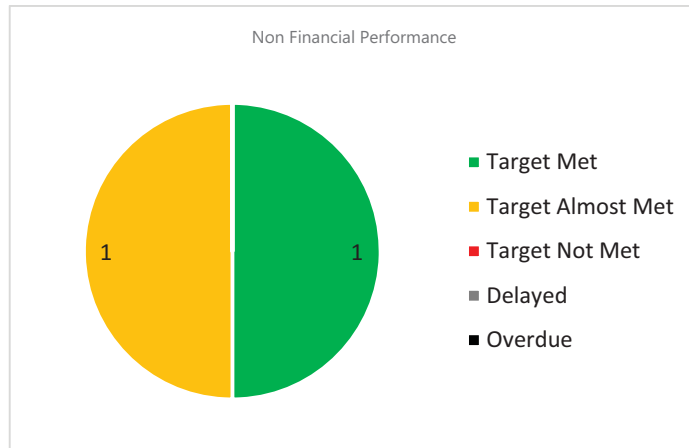
KPI	Annual Target	Period Target	Result	Status	Comments
Number of businesses assessed for training and coaching needs.	62		29		<p>29 full capability assessments done in this period.</p> <p>We are finding that people are being referred mainly from service providers at the moment in order for a business to be approved for RBP funding. This means the businesses have a definite goal in mind and are not as willing to deep dive into other aspects of their operations. We will do a promotion push of our services soon to attract more businesses that are not funding-focussed so that we can offer a deeper level of service.</p> <p>Unlike the 2020 lockdown where we assisted over 900 businesses with managing their Covid related issues, this lockdown businesses are better informed and more able to manage. We have had only had to help 6 businesses through Covid related difficulties over the last 3 months.</p>
Assessment by New Zealand Trade and Enterprise of ENC services through annual customer survey.	60.00%		no-status		
Business seminars and workshops delivered.	20		9		<p>6 seminars/courses. One was a 4 part course, so a total of 9 seperate sessions. These consisted of:</p> <ul style="list-style-type: none"> - 3 'Talk With The Experts' sessions focussed respectively on business planning, insurance and marketing - 1 BDO Breakfast briefing on 'Selling Your Business' - 1 'Social Media Strategy' course - 1 'Supervising and Managing Others' course over 4 half day sessions (with individual one-on-one follow up sessions)

Activity – TRANSWASTE CANTERBURY

KPI	Annual Target	Period Target	Result	Status	Comments
Breaches of consent conditions that result in an Environment Canterbury report identifying compliance issues.	0	0	0		No known breaches of consent conditions
The percentage of landfill available to waste transporters during normal annual transport access hours.	99.00%	99.00%	100.00%		

Earthquake Recovery and Regeneration

Key Performance Indicators - Summary

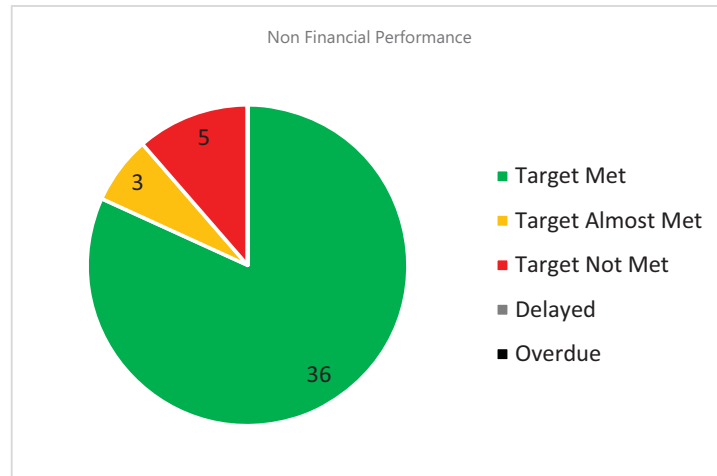


Activity – EARTHQUAKE RECOVERY AND REGENERATION

KPI	Annual Target	Period Target	Result	Status	Comments
Implementation of the Red Zone Regeneration Plan: Recreation and Ecological Linkages.				●	Design works underway. Some linkages design behind schedule due to resource constraints.
Implementation of the Red Zone Regeneration Plan: Heritage and Mahinga Kai.				●	Project Underway. Co-governance approved and set-up in progress. Working Group established and underway on master-planning.




Infrastructure Services

Key Performance Indicators - Summary











Activity – ROADS AND FOOTPATHS




KPI	Annual Target	Period Target	Result	Status	Comments
A reduction in the number of fatal and serious injury crashes on the local road network from the previous financial year. (There were seven fatalities and 25 serious injury crashes last year)			-1.00	●	There was one more serious crash in this financial year compared with the same period for the previous year. This is an ongoing target with a multitude of contributing factors and a number of external stakeholders all working towards lowering of the number of Deaths and Serious Injuries on our roads. Council will continue to work with its partners to reduce the crash numbers.

The average quality of ride on a rural sealed road network, measured by smooth travel exposure.	95.00%	95.00%	98.00%		The roughness rating surveys which supply the base information for this measure are repeated every two years. They are due for resurveying in the next couple of months.
The average quality of ride on an urban sealed road network, measured by smooth travel exposure.	75.00%	75.00%	80.00%		The roughness rating surveys which supply the base information for this measure are repeated every two years. They are due for resurveying in the next couple of months.
The percentage of the sealed local road network that is resurfaced.	5.00%		0.11%		Although this is only a small component of the resurfacing, this result indicates work is underway. Full resurfacing does not normally commence until November, and at this point there is full confidence that the measure will be met. There have however been some reductions in the Waka Kotahi funding allocation to Council and the final determination on the quantity of resurfacing to be carried out may be dependent on available funds.
The percentage of footpath that falls within the level of service or service standard for the condition of footpaths.	95.00%	95.00%	98.90%		Current performance exceeds the target. This includes all new footpaths and footpaths which have not been resurfaced. It does not include any footpaths whose condition may have deteriorated from average to poor since the last condition rating survey was carried out in May 2020. These will be accounted for when the next survey is carried out in the 2022/23 financial year and the actual condition can be confirmed.
The percentage of customer service requests relating to roads and footpaths responded to within service delivery standards.	95.00%	95.00%	90.20%		Quarter one had a higher than usual number of service requests for the same period due to extreme weather events (flooding and wind) and an increase in the use of Snap Send Solve including a competition offering prizes for logging service requests. This has resulted in 48% more service requests to resolve compared to the same period for the previous financial year.




Activity – WATER SUPPLY







KPI	Annual Target	Period Target	Result	Status	Comments
The extent to which drinking water complies with the drinking water standards for: a) Bacterial compliance.	100.00%	100.00%	100.00%		All samples taken in accordance with Drinking Water Standards for New Zealand (DWSNZ), and no E. coli detected.
The extent to which drinking water complies with the drinking water standards for: b) Protozoal compliance.	100.00%	100.00%	92.00%		All supplies either achieved protozoal compliance via secure groundwater classification (Rangiora, Kaiapoi, Woodend-Pegasus, Cust, Ohoka, West Eyreton-Summerhill-Poyntzs, Oxford Rural No.1, Oxford Urban-Rural No.2) or via UV treatment operating within performance targets (Garrymere, Waikuku Beach, Mandeville). However, Poyntzs Road only achieved compliance (by joining with West Eyreton) part way through the quarter, so this did not achieve compliance for the full quarter.
The percentage of real water loss from the networked reticulation system based on 240 litres per connection per day. (Less than 22%)	21.99%		no-status		
The median response time to attend and/or resolve a call-out in response to a fault or unplanned interruption to the network reticulation system: a) Attendance for urgent call-outs: from the time that the local authority receives notification to the time that the service personnel reach the site. (Less than 60 minutes)	59	59	119.00		There were 12 urgent service requests, with a median response time of 119 minutes. Further investigations are required to determine why the response time was not as quick as usual. Resolutions were within target times.

The median response time to attend and/or resolve a call-out in response to a fault or unplanned interruption to the network reticulation system: b) Resolution of urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm resolution of the fault or interruption. (Less than 480 minutes)	479	479	201.00		There were 12 urgent service requests for the quarter with a median of 201 minutes to resolve.
The median response time to attend and/or resolve a call-out in response to a fault or unplanned interruption to the network reticulation system: c) Attendance for non-urgent call-outs: from the time that the local authority receives notification to the time that the service personnel reach the site. (Less than 36 hours (2,160 minutes))	35.99	2159	19.00		Refer attached spreadsheet showing non-urgent service requests and response times.
The median response time to attend and/or resolve a call-out in response to a fault or unplanned interruption to the network reticulation system: d) Resolution of non-urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm resolution of the fault or interruption. (Less than 48 hours (2,880 minutes))	47.99	2879	22.00		Refer attached spreadsheet for calculation of median time for all non-urgent call-outs.
The number of events that cause water not to be available to any connection for more than 8 hours.	0	0	0		Urgent events analysed for total number greater than 8 hours. Two had resolution times greater than 8 hours, but these were low flow, not no flow events.
The total number of complaints received about Drinking Water: Council's response to complaints about Clarity, Taste, Odour, Pressure/Flow and Continuity of Supply. (Less than 5 complaints per 1,000 connections)	4.99	1.24	2.58%		Overall this was higher than normal, primarily driven by a high number of taste complaints in Woodend in the early part of Quarter 1. This issue has now been resolved following maintenance works on the filter.







The average consumption of drinking water per day per person within the District. (Less than 450 litres)	450	450	324.00		As this covered the winter months, the target was met by a considerable margin. This is balanced out in summer.
Stockwater. The number of water outages exceeding 24 hours in duration.	0	0	7		There were seven outages exceeding 24 hours this quarter. The outages were related to tree maintenance works, siphon repair works, spring floods in the Waimakariri River requiring the intake to be closed and tree fall during high winds blocking races.
Stockwater. The percentage of service requests responded to within 48 hours.	95.00%	95.00%	96.00%		85 of the 89 service requests received in the first quarter were responded to within 48 hours.








Activity – WASTEWATER

KPI	Annual Target	Period Target	Result	Status	Comments
The number of dry weather sewerage overflows from the sewerage system. (Less than 1 per 1,000 connections)	0.99	0.99	0		There was one dry weather overflows in the first quarter.
Compliance with resource consents for discharge from the sewerage system measured by the number of: a) Abatement notices.	0	0	0		No abatement notices were received from Environment Canterbury during the first quarter.
Compliance with resource consents for discharge from the sewerage system measured by the number of: b) Infringement notices.	0	0	0		No infringement notices were received from Environment Canterbury during the first quarter.



Compliance with resource consents for discharge from the sewerage system measured by the number of: c) Enforcement orders.	0	0	0		No enforcement were received from Environment Canterbury during the first quarter.
Compliance with resource consents for discharge from the sewerage system measured by the number of: d) Convictions.	0	0	0		No convictions were received from Environment Canterbury during the first quarter.
The percentage of the total number of wastewater consent conditions that have breaches that result in an Environment Canterbury report identifying compliance issues that require action.	0.00%	0.00%	0.00%		There were no breaches of consent in the first quarter leading to significant adverse effects, as noted in Environment Canterbury compliance reports.
The median response times for attendance and/or resolution of sewerage overflows resulting from a blockage or other fault in the sewerage system: a) Attendance time from receipt of notification to the time that service personnel reach the site. (Less than 120 minutes)	119	119	66.00		The median response time from receipt of notification to time that service personnel reach site was 66 minutes for the first quarter.
The median response times for attendance and/or resolution of sewerage overflows resulting from a blockage or other fault in the sewerage system: b) Resolution time: from receipt of notification to the time that service personnel confirm resolution of the blockage or other fault. (Less than 480 minutes)	479	479	199.00		The median response time from receipt of notification to resolution of the problem was 199 minutes for the first quarter.
The total number of complaints received about Sewerage: Council's response to complaints about Odour, Faults and Blockages. (Less than 5 complaints per 1,000 connections)	4.99	1.24	0.99%		



Activity – STORMWATER DRAINAGE


KPI	Annual Target	Period Target	Result	Status	Comments
Urban Stormwater: a) The number of flooding events that occur as a result of overflow from the stormwater system that enters a habitable floor.	0	0	0		There were no flooding events of habitable floor levels during the first quarter.
Urban Stormwater: b) For each flooding event, the number of habitable floors affected.	0	0	0		There were no flooding events of habitable floor levels during the first quarter.
Rural Drainage Areas: The percentage of service requests for drain cleaning that are responded to within 5 days.	95.00%	95.00%	100.00%		10 of the 10 service requests relating to rural drainage maintenance received in the first quarter were responded to within 5 working days.
Compliance with the territorial authority's resource consents for discharge from its stormwater system, measured by the number of: a) Abatement notices.	0	0	0		No abatement notices were received from Environment Canterbury during this quarter.
Compliance with the territorial authority's resource consents for discharge from its stormwater system, measured by the number of: b) Infringement notices.	0	0	0		No infringement notices were received from Environment Canterbury during this quarter.
Compliance with the territorial authority's resource consents for discharge from its stormwater system, measured by the number of: c) Enforcement orders.	0	0	0		No enforcement were received from Environment Canterbury during this quarter.

Compliance with the territorial authority's resource consents for discharge from its stormwater system, measured by the number of: d) Convictions.	0	0	0		No convictions were received from Environment Canterbury during this quarter.
The percentage of the total number of drainage consent conditions that result in an Environment Canterbury report that identifies compliance issues that require action.	0.00%	0.00%	0.00%		There were no compliance reports received from Environment Canterbury regarding a breach of consent condition during the first quarter.
The median response time to attend a flooding event, measured from the time that the territorial authority receives notification to the time that service personnel reach the site.	180	179	0.00		There were no flooding events of habitable floor levels during the first quarter.
The number of complaints received by a territorial authority about the performance of its stormwater system.	10	9.99	0		There were two complaints this quarter related to the performance of the stormwater system.
The percentage of service requests relating to any drainage enquiries that are responded to within 5 working days.	95.00%	95.00%	100.00%		15 of the 15 service requests relating to the drainage system received in the first quarter were responded to within 5 working days.
Maintain dialogue and consultation with Te Ngāi Tūāhuriri Rūnanga.	Achieved	Achieved	Achieved		All Runanga meetings held this quarter were attended by representatives from the Drainage team.
Facilitate and engage with all drainage and water race advisory groups.	Achieved	Achieved	Achieved		The first round of 18 advisory group meetings were held this quarter.

Activity – SOLID WASTE

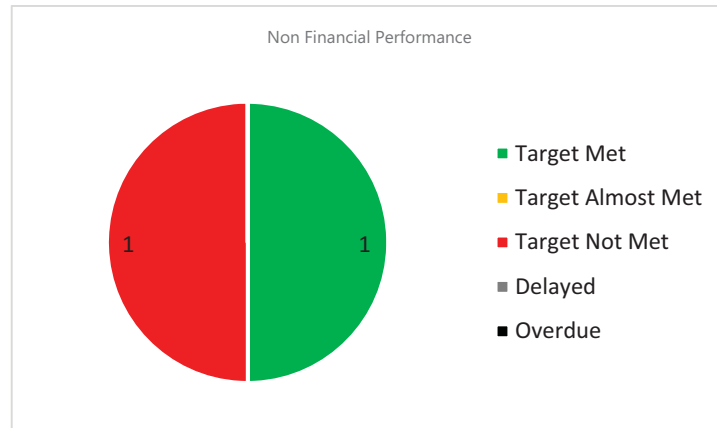
KPI	Annual Target	Period Target	Result	Status	Comments
The Southbrook Resource Recovery Park is open at least 360 days for the financial year.	100.00%	100.00%	100.00%		COVID-19 Alert Levels have impacted on the range of services provided over this quarter, but rubbish disposal services remained available and Southbrook RRP operated its normal hours throughout this quarter. Alert Level 4 from 18 August to 31 August: only commercial waste collectors, essential business waste and WDC-branded bags accepted; closed for recycling and re-use, greenwaste, cleanfill and tyre disposal. Alert Level 3 from 1 to 7 September: majority of services available, shop remained closed, with limitations on number of vehicles at recycling, greenwaste & rubbish pit; gates were closed prior to 4:30 on 4 occasions (times varied from 15 to 30 minutes) to ensure all queued customers could unload and exit the site by 4.30. Alert Level 2 from 8 September: all disposal services were available with limitations on number of vehicles at recycling & reuse, greenwaste & rubbish pit; shop opened 15 September with limitations on customer numbers. One partial site closure at Southbrook RRP on 25 September owing to high winds – recycling & reuse areas closed as from 11:20am until end of day, disposal operations not impacted.
The Oxford Transfer Station is open at least 98 days per year.	100.00%	100.00%	96.15%		High winds that damaged power lines resulted in a power outage to the site on 10 September. We could not accept loads of green waste and rubbish as staff were unable to process card payments, recycling services were available: this has been classed as a 1 day site closure as it impacted refuse disposal services. COVID-19 Alert Levels impacted on the range of services provided over this quarter, but rubbish bag disposal services remained available and the site operated its normal hours throughout this quarter. Alert Level 4 from 18 August to 31 August: only WDC-branded bags accepted;

					closed for recycling, greenwaste, bulk rubbish and tyre disposal. Alert Level 3 from 1 to 7 September: majority of services available, with limitations on number of vehicles at recycling, greenwaste & rubbish pit. Alert Level 2 from 8 September: all disposal services were available with limitations on number of vehicles at recycling, greenwaste & rubbish pit.
Kerbside collection service provided as scheduled.	99.00%	99.00%	100.00%		A total of 177 Kerbside Collection 'general' service requests were received in this quarter; 172 of which were in relation to missed collection services. Of these 172, 62 were not collected owing to non-compliance (incorrect placement, wrong week, late, etc.) and 110 were compliant bins or bags which the contractor returned to collect. There were no unresolved missed collection requests for compliant bins and bags this quarter. An average of 20,085 recycling bins, 11,328 organics bins and 13,904 rubbish bins were in service during Q1, and an average of 5,558 properties did not have WDC rubbish bins but had the option to present rubbish bags. 31,489 services were available per week over this 13-week period, equating to a total of 409,351 potential collections in the first quarter. Note that not all properties put bins or bags out each collection day, and a total count of 265,994 individual collections were made (20,461 per week) which is an average 65% presentation rate.
Reduction in annual per capita quantity of waste to landfill.			66.33%		There has been a 16.1% (820.29 t) reduction in total waste tonnages sent to landfill in the first quarter compared to the 2020/21 year, primarily owing to a substantial drop in recycling contamination levels from ongoing recycling bin audits. This is a 15.1 kg /capita (18.5%) reduction from the same quarter in the 2020/21 year. In this first quarter 66.3 kg/capita was landfilled (4,291.49 tonnes, population of 64,700) which is 0.6 kg/capita (0.9%) below the 21/22 Q1 target of 66.9 kg/capita. This quarter's results are likely to have

					been impacted by the changes in COVID-19 Alert Levels during August and September: Level 4 resulted in limiting access to account-holder customers for the disposal of essential waste and for WDC-branded bags over a 2 week period, and in Levels 3 and 2 there were limitations on the number of vehicles into disposal areas at any one time. We also generally expect landfill tonnages to increase during the second and third quarters, and drop again in the final quarter, owing to seasonal and holiday activities.
Increase in annual per capita quantity of materials diverted from landfill.			42.98%		There has been a 20.8% (477.79 t) increase in total diversion tonnages in the first quarter compared to the 2020/21 year, primarily owing to a substantial drop in recycling contamination levels from ongoing recycling bin audits. This is a 6.3 kg/capita (17.2%) increase from the 2020/21 year, and a 4.8 kg/capita (12.6%) increase from the baseline year of 16/17. A total of 43.0 kg/capita was diverted (2,780.78 tonnes, population of 64,700) which is 6.1 kg/capita (12.4%) below the 21/22 Q1 target of 49.1 kg/capita. In addition to approximately 123.5 (1.9 kg/capita) of kerbside recycling being landfilled owing to high contamination levels, this quarter's results will have been impacted by the changes in COVID-19 Alert Levels during August and September: Level 4 resulted in limiting access to account-holder customers for the disposal of essential waste and for WDC-branded bags only which meant no divertible materials could be accepted at the sites during this two-week period, and in Levels 3 and 2 there have been limitations on the number of vehicles into disposal and recycling areas at any one time. This has anecdotally resulted in a number of rural customers not visiting the site to do their recycling. We generally expect diversion tonnages to increase during the second and third quarters, and drop again in the final quarter, owing to seasonal and holiday activities.

Property Management

Key Performance Indicators - Summary



Activity – PROPERTY MANAGEMENT

KPI	Annual Target	Period Target	Result	Status	Comments
The percentage of occupancy per annum.	97.00%	97.00%	98.13%	●	Meeting Pensioner Housing occupancy expectations for year to date.
The percentage of Health and Safety, and urgent maintenance service requests responded to within 24 hours.	100.00%	100.00%	94.12%	●	16 out of 17 requests responded to within 24 hours. Pensioner Housing - Oxford Request

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-30 / 211123186993

REPORT TO: COUNCIL

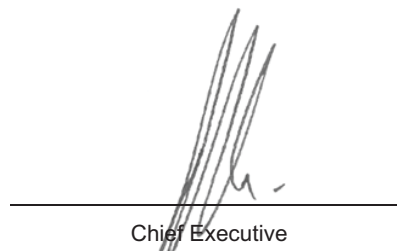
DATE OF MEETING: 7 December 2021

AUTHOR(S) Sarah Nichols, Governance Manager

SUBJECT: Conflict of Interests Register

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 This report seeks to formally review the Register of Interests for the Mayor and Councillors as a matter of best practice and as per Council resolution of 5 June 2018.
- 1.2 The Register was last formally reviewed in December 2020, although minor amendments have been notified by Councillors through 2021 and are incorporated in the attached Register.

Attachments:

- i. Current Register of Interests (November 2021) (Trim 211129190322)
- ii. Register of Interests Policy (Trim 180419043038)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 211123186993.
- (b) **Reviews** the Register of Interests content, recording any amendments.
- (c) **Notes** a Register of Interests will be republished in the February 2022 agenda and notes the Register of Interests is listed on the Council website.
- (d) **Notes** amendments can be made at any time by notification to the Governance Manager.
- (e) **Notes** the Register will be next reviewed in when legislation changes occur or June 2022 (whichever is soonest).

3. BACKGROUND

- 3.1 Elected members of the Council are required to operate in a transparent and unbiased manner, and it is important to be seen to be operating in this manner by the community. The Auditor-General states elected member decision-making should be guided by the principles of integrity, honesty, transparency, openness, independence, good faith and service to the public.

- 3.2 The Council, Standing Committees and Community Boards, at the beginning of each meeting, ask for any conflicts of interest to be declared and this is duly recorded in the meeting minutes. It is recommended best practice to have a more formal disclosure of members' interests where pecuniary (financial) interest may arise. The register is not designed to be a 'register of wealth' but only record fact of a personal financial interest in matters that intersect with the Council business.
- 3.1. The Code of Conduct describes conflicts of interests in general terms using the Office of the Auditor General's Good Practice Guide. Local Government NZ, the Auditor General and Deloitte's recommended that the Council should establish a Register of Members' Interests. The Council subsequently adopted a Policy and Register which is reviewable every December and June. It is recommended by the Auditor-General that the Council have a Register of Members Interests to help ensure that any conflicts of interest (both pecuniary and non-pecuniary) that arise are identified and managed before they cause issues. Such a disclosure signals openness, transparency and reduces the potential for false allegations of improper behaviour.

4. ISSUES AND OPTIONS

- 4.1. A conflict of interest, in any matter before the Council, must be declared to the meeting, recorded in the minutes and members refrain from discussing or voting on the matter, as is this Council's present practice. The Local Authorities (Members' Interests Act 1968) applies to the pecuniary interests of members of local authorities, and the Auditor-General recommends that the same procedure be followed for non-pecuniary interests.
- 4.2. In the Auditor-General's Best Practice Guide a conflict of interest is defined as "where a member's or official's duties or responsibilities to a public entity could be affected by some other interest or duty that the member or official may have".
- 4.3. A pecuniary interest is not defined in the Act but the recommended test to use is: Whether, if the matter were dealt with in a particular way, discussing or voting on that matter could reasonably give rise to an expectation or a gain or loss of money for the member concerned. Would a reasonable, informed observer think that your impartiality might have been affected?
- 4.4. The current Interests Register also applies to any business activities/contracts with the Council undertaken by the spouses or partners or immediate family (including children/siblings), of any elected or externally appointed members. It should be noted that declarations associated with an election fall outside the intention of the Interests' Register and are subject to the Local Electoral Act 2001.
- 4.5. While the Council has adopted to establish a register of interests, whether a member wishes to make a declaration, and the extent of such a declaration, is a matter for each member. The Council cannot require a member to make a disclosure.
- 4.6. The Local Government (Pecuniary Interests Register) Amendment Bill is currently being considered by Parliament, as submissions closed mid-November. The purpose of the Bill is to improve transparency and strengthen public trust and confidence in decision-making of local authorities. The Bill would better align transparency requirements of members of local authorities with members of Parliament and the Executive Council. Currently there is no statutory compulsion for local government to maintain a pecuniary register and local authorities vary in the information they collect and publish. The Bill aims for consistency of information and proposes local authorities maintain and publish a register of pecuniary and other specified interests for members of local authorities, such as directorships, business interests, employment, or property. It would also require members of local authorities to disclose gifts and payments they receive. Members will also be required to

make pecuniary interest returns annually. The Bill would create an offence for members who fail to meet their responsibilities under the Bill. Staff will bring the necessary report to the Council when legislative changes are known, for updating of the Register.

- 4.7. There is a separate Register of Interests for the Community Boards which is also published on the Council website.
- 4.8. There are implications to community wellbeing by the issues and options that are the subject matter of this report.
- 4.9. The Management Team have reviewed this report.

5. **COMMUNITY VIEWS**

5.1 **Mana whenua**

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

5.2 **Groups and Organisations**

There are no other groups and organisations, which are likely to be affected by, or to have an interest in the subject matter of this report.

5.3 **Wider Community**

The wider community is not likely to be affected by, or to have an interest in, the subject matter of this report. However, the community has a right to assurance that decisions made by elected members are transparent and in the public interest. Perceived conflict of interest could be viewed as undemocratic, and appropriate best practices should be upheld to guard against a loss of confidence from the community if a breach occurs.

6. **IMPLICATIONS AND RISKS**

6.1 **Financial Implications**

- 6.1.1 Under section 3 (Disqualifying contracts between local authorities and their members) of 'the Act', no person shall be capable of being elected as or appointed to be or of being a member of a local authority or of any committee of a local authority, if the total of all payments made or to be made by or on behalf of the local authority in respect of all contracts made by it in which that person is concerned or interested exceeds \$25,000 in any financial year. This is applicable unless approval from the Auditor-General is obtained (section 3(3)).
- 6.1.2 Any elected member that commits an offence under 'the Act' is liable on conviction to a fine not exceeding \$200.
- 6.1.3 No cost is associated with maintaining a Register of Members Interests, which would be maintained by the Governance Manager.

6.2 **Sustainability and Climate Change Impacts**

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

6.1 **Risk Management**

By having a Register of Interests, and reviewing at least annually, elected members are aware of their responsibilities and minimal risk to the organisation due to best practices and appropriate declarations. All Council, Committee and Community Board agendas will continue to list "conflicts of interest" for recording at each decision meeting.

6.4 **Health and Safety**

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

7. **CONTEXT**

7.1 **Consistency with Policy**

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

7.2 **Authorising Legislation**

7.2.1 Local Authorities (Members' Interests Act 1968)

- (i) ensuring that members are not affected by personal motives when they participate in decisions of their local authority, and
- (ii) preventing members, in contracting situations, from using their position to obtain preferential treatment from the authority.
- (iii) controls the making of contracts worth more than \$25,000 in a financial year between members and their authority, and
- (iv) prohibits members from participating in matters before the authority in which they have a pecuniary interest, other than an interest in common with the public.

7.2.2 Local Government Act 2002

7.2.3 Code of Conduct (adopted by the Council October 2019).

7.3 **Consistency with Community Outcomes**

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

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

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

7.4 **Authorising Delegations**

The Council has the authority to approve or amend any Policy at any time.

Waimakariri District Council

Register of Interests – as at 29 November 2021 - Mayor and Councillors

Elected Member	Date of Update from Member	Member Declared Interest (Business/Patron/Club/Partnership)	Council Appointments	Spouse/Partner Declared Interest	OAG approval status
Mayor Dan Gordon	29 November 2021	Member – Rotary Club of Rangiora Committee Member – Waimakariri Community Arts Council Committee Member – Friends of Rangiora Town Hall Member – Waimakariri Arts Trust Member - Rangiora Museum Patron – North Canterbury Musicals	Deputy Chair Waitaha Primary Health Organisation Trustee – Enterprise North Canterbury	Nil.	n/a
Councillor Neville Atkinson	4 December 2020	Kaiapoi Community Care and Employment Trust (KCC&ET)(Tag Busters) Kaiapoi Railway Station Trust (Chair)		Nil.	Approved (KCC&ET) June 2020
Councillor Kirstyn Barnett	17 November 2020	2 nd Vice President Rangiora Lions Club	Member Cust Community Centre Advisory Group	Nil.	n/a

Elected Member	Date of Update from Member	Member Declared Interest (Business/Patron/Club/Partnership)	Council Appointments	Spouse/Partner Declared Interest	OAG approval status
Councillor Alistair Blackie	4 December 2020	Nothing to declare	Trustee – Te Kohaka O Tuhaitara Trust Waimakariri Art Collection Trust Trustee - Waimakariri Public Arts Trust	Nil.	n/a
Councillor Robbie Brine	4 December 2020	Serving NZ Police Officer	Canterbury Regional Landfill Joint Committee	Nil.	n/a
Councillor Wendy Doody	4 December 2020	Nothing to declare	Trustee - North Canterbury Sport and Recreation Trust	Nil.	n/a
Councillor Niki Mealings	4 December 2020	Nothing to declare		Nil.	n/a
Councillor Philip Redmond	4 December 2020	Rotary Club of Rangiora including Charitable Trust Patron of Coastguard North Canterbury and Life Member Kaiapoi Promotions Assoc Life Member Trustee Kaiapoi Maritime Heritage Trust Trustee Big Brothers Big Sisters of North Canterbury	Trustee - North Canterbury Sport & Recreation Trust Waimakariri Health Advisory Group	Nil.	n/a

Elected Member	Date of Update from Member	Member Declared Interest (Business/Patron/Club/Partnership)	Council Appointments	Spouse/Partner Declared Interest	OAG approval status
Councillor Sandra Stewart	4 December 2020	Self-employed journalist, owner four hectare property Springbank (near Cust)		Nil.	n/a
Councillor Joan Ward	4 December 2020	Nothing to declare	Canterbury Museum Trust Board Standing Committee	Nil.	n/a
Councillor Paul Williams	4 December 2020	Nothing to declare		Nil.	n/a

This document was last reviewed at the Council meeting of 7 December 2021.

This document supersedes the previous documents Trim 201204165141 4 December 2020, Trim 201120156893 Dated 19 November 2020, 191024149079 Dated 3 December 2019, 190624088464 Dated June 2019, Trim 190311031245 Dated 11 March 2019 and Trim 181205143166 Dated 5 December 2018.

POLICY
REGISTER OF INTERESTS POLICY
1 Introduction

Elected members of the Council have a number of professional and personal interests and roles. Conflicts of interest sometimes cannot be avoided but they need not cause problems when promptly disclosed and well managed. Disclosure by an elected member is voluntary.

This policy is intended to reflect best practice, and will generally be applied by the Council (ie Councillors).

Examples of conflicts include paid outside employment, company directors or commercial relationships that interface with the Council or a Community Board.

2 Policy Context

This policy applies to all elected members, including committees and hearing panels. A disclosure of interest policy is already in place for Council employees.

A conflict of interest occurs when:

- the activities of an elected member leads, or could lead, to material benefit for that elected member concerned or to an external entity, either directly or indirectly, to the detriment, or potential detriment, of the Council.
- the activities of an elected member interfere, or could interfere, with that elected member's fulfilment of their obligations.

If elected members are unclear about the application of this policy to specific circumstances or situations they should seek clarification from the Governance Manager or Chief Executive.

3 Policy Objective

The objective of this policy is to:

- provide best practice guidance to Council members so that such decisions are seen to be transparent and unbiased and without giving rise to any perception of conflict of interest;
- set rules around disclosing actual, potential and perceived conflicts and accepting gifts and other benefits; and
- set out Council's expectations for its members to ensure compliance with the provisions of the legislation and good practice guides listed below;
- preserve public trust in Council by avoiding actual, perceived or potential bias.

4 Policy Statement

Elected members must carry out their duties in an efficient and competent manner and avoid any behaviour which might impair their effectiveness, or damage the integrity or standing of the Council. Thus it is fundamental to the protection of the reputation of Waimakariri District Council that no elected members have, or are perceived to have, a conflict between their official responsibilities and their personal interests.

A conflict of interest can arise where two different interests overlap, i.e. in any situation where an elected member has a financial interest, a private or personal interest or business interest

POLICY

REGISTER OF INTERESTS POLICY

sufficient to influence or appear to influence the impartial exercise of their official duties or professional judgment.

Members must at all times avoid situations where their integrity might be questioned or where they may appear to favour one party, supplier or customer over another. In addition, members must act honestly and impartially and in no circumstances reveal or make private use of personal, confidential or other non-public information obtained as a result of their employment by the Council.

The existence of a conflict of interest may not necessarily mean that the elected member concerned has done anything wrong or that the interests of Council or the public have been compromised. For an elected member a conflict of interest that creates risks may be where their duties or responsibilities to Council could be affected by some other interest or duty that they may have. For example, other interests or duties might exist for an elected member because of their own financial affairs; a relationship (private or personal interest) or other role (business interest) that the elected member has; or something the elected member has said or done.

Disclosure provides transparency and protects those concerned from allegations of duplicity and enables the avoidance of being unwittingly placed in situations that may lead to a conflict of interest.

5 Policy Actions

Council members are to conduct themselves at all times under the above principles, ensuring that:

- self-interest or personal factors are not permitted to influence their decision making;
- financial, family, personal or business relationships or interests do not in fact, nor appear to, unfairly advantage or disadvantage the Council, elected members or other individuals or organisations;
- they are not involved in the appointment process of people with whom they have a close personal or family relationship;
- they do not take part in discussions, deliberations, decision-making or voting on a matter in which he/she (or a member of his/her immediate family or a dependent) has a material interest;
- they observe the highest standards of behaviour in accepting gifts or rewards. Any gift that might attract the suspicion of improper motive, or which obligates the individual should not be accepted. In any event all gifts offered (received or not) are to be declared (refer to WDC Gifts & Hospitality Policy and Elected Members' Code of Conduct);
- Council's name, resources, information and time are not used for private or personal benefit without prior written consent of an authorised person;
- any conflict of interest identified is declared as soon as possible;

As part of the induction process, new Council members will receive advice on how to identify, report, and manage conflicts of interest.

Council members must monitor any business interactions between the Council and any company or organisation in which the member has a material interest and ensure that such business does not exceed \$NZ25,000 (including GST) in value without the prior approval of the Auditor-General.

POLICY

REGISTER OF INTERESTS POLICY

Elected Members shall:

- declare any interests in contracts in the Council's Interest Register;
- discuss any proposed interest in contracts (of whatever value) in advance with the Chief Executive and/or the OAG and follow the advice that they are given;
- not participate in decision-making relating to any contract in which they have an interest;
- not accept any gifts (including hospitality, entertainment) from tendering parties where the Council or community board/committee will be part of the decision-making process.

6 Interests Register

The Governance Manager will maintain an elected member Interests Registers which is to be updated at least annually (1st December) and as required when an elected member declares a conflict of interest at any time during the year.

The Elected Members Interests Register will be published on the Council website and in the Council agenda each December and following any amendment.

7 Links to legislation, other policies and community outcomes

- Local Authorities (Members Interests) Act 1968
- Managing Conflicts of Interest: Guidance for Public Entities (Office of the Auditor-General)
- Guidance for Members of Local Authorities about the Local Authorities (Members' Interests) Act 1968
- Purchasing Policy (including Tendering) 2017
- Elected Members Code of Conduct.

8 Guidance Notes relating to the making of returns:

The following explanatory notes are intended to assist members in preparing their returns for the register but a final judgment on interpreting the requirements in the responsibility of the members themselves.

- You may have financial interests that are not covered by the requirements for the register but do need to be declared orally to a committee before you participate in debate relating to that interest. This might include an interest you have acquired but is not due for registration until several months later, or it may relate to an interest of a family member. If in any doubt, you should consider making an oral declaration to the committee before participating in consideration of a related item of business, regardless of any written registration.
- There is no formal requirement to register any change in your interests 1st December each year (or any other date required for an initial return) until the next return is required. However the requirements for an oral declaration will apply to any interests that have not been registered.
- At no stage are you required to state the actual value or extent of any interest. You simply need to register its existence.
- If any interest is held jointly with another person or persons, you should indicate the interest. You can list it as jointly owned but do not need to name the other owner(s).

POLICY
REGISTER OF INTERESTS POLICY
9 Definitions

- Business entity** means anybody or organisation, whether incorporated or unincorporated, that carries on any profession, trade, manufacture, or undertaking for pecuniary profit, and includes a business activity carried on by a sole proprietor.
- Company means:** a) A company registered under Part 2 of the Companies Act 1993, or
b) A body corporate that is incorporated outside New Zealand
- Relevant Interest** is when an elected member has a business, financial or personal interest in a company, trust, or community organisation that is likely to do business with council at any time.
- Conflict of Interest** means any situation when a person has a financial, personal or business interest sufficient to influence or appear to influence the impartial exercise of their official Council duties or professional judgement.
- Matter** means the Council's performance of its functions or the exercise of its powers, or an arrangement, agreement or contract the Council has entered into or proposes to enter.
- Member** means elected members of Waimakariri District Council and Community Boards.
- Business Interest** An elected member will have a business interest in an enterprise seeking to do business with the Council if they:
- are a director of the enterprise;
 - are an owner of or partner in the enterprise;
 - have a shareholding in the enterprise;
 - have a close personal or familial relationship with a person who is an owner or partner or significant shareholder in the enterprise.
 - Holds a significant managerial role that trades with Waimakariri District Council.
- Declarations of a Conflict:** is a reference to a real, perceived or potential conflict and is valid for Council, Committees and Community Boards.
- Financial Interest** means anything of monetary value, including but not limited to:
- Salary or payments for service, e.g. consulting fees and honoraria;
 - Equity interests, e.g. stocks, stock options and other ownership interests;
 - Gifts;
 - Allowances, forgiveness of debts, interests in real estate or personal property, dividends, rents, capital gains; and
 - Intellectual property rights, e.g. patents, copyrights and royalties from these rights.
 - The term does not include salary or other remuneration received from or approved by Council.
- Pecuniary Interest:** An interest that involves money.
- Personal Interest** An elected member has a personal interest in a matter if their spouse or partner, or other person in their family with whom there is a close friendship or relationship, could be advantaged or disadvantaged by any decision that the



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staff or elected member either can make, or does make, or is in a position to influence.

Relevant Interest is when an elected member has a business, financial or personal interest in a company, trust, or community organisation that is likely to do business with council at any time.

**Spouse/Partner/
Family:** Under the various Acts pertaining to Conflict or Pecuniary Interests it is also relevant to the elected member if the conflict of interest pertains to their spouse, partner or close family member (ie brother/sister, son/daughter, parent).

10 Adopted by and date

This Policy was considered and adopted by the Council at its meeting of 1 May 2018.

11 Review

The Policy was reviewed in November 2019, and will be every six years thereafter, or sooner on request.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: GOV-11/211126189433

REPORT TO: COUNCIL

DATE OF MEETING: 7 December 2021

AUTHOR(S): Sarah Nichols, Governance Manager

SUBJECT: Elected Member Expenses Policy Update

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

 Department Manager


 Chief Executive
1. SUMMARY

- 1.1 This report seeks to make minor amendments to the Elected Member Expenses Policy, following feedback from the Remuneration Authority. This specifically relates to members appointed to RMA, District Plan or District Licensing Hearings.

Attachments:

- i. Track Change Elected Member Expenses Policy to 30 June 2022 (Trim 211202192566).

2. RECOMMENDATION

THAT the Council

- (a) **Receives** Report No. 211126189433.
- (b) **Approves** the minor amendments to the Elected Member Expenses Policy to 30 June 2022 (Trim 211202192566).
- (c) **Circulates** a copy of this report and the approved Expenses Policy to all Community Boards for their reference.

3. BACKGROUND

- 3.1 The Remuneration Authority (RA) set the remuneration, allowances and expenses for elected members and Determinations normally covers a financial year (1 July to 30 June). The Expenses Policy was updated at the Council meeting of 3 August 2021. The Policy was subsequently sent to the RA for endorsement and feedback has been received recommending minor amendments (shown as track changes to attachment).

4. ISSUES AND OPTIONS

- 4.1. The Determination of remuneration changes to elected members is made by the Remuneration Authority and the legislative instrument processed through Parliament before receiving the Royal Assent. The Council has no choice, but to follow the legislation.
- 4.2. The changes proposed provide clarification specifically related to members appointed to RMA, District Plan and District Licensing Hearings. The payment of members on these hearing panels is separate to the Remuneration Pool Payment that elected members receive.

- 4.3. The Management Team have reviewed this report.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

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

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report and remuneration is included in Governance Budgets.

6.2. Sustainability and Climate Change Impacts

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

6.3. Risk Management

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

6.4. Health and Safety

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

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Local Government Members (2021/22) Determination 2021
Local Government Act 2002 (clauses 6 and 7A, Schedule 7)
Remuneration Authority Act 1977

7.3. Consistency with Community Outcomes

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

7.4. Authorising Delegations

By legislation, the Remuneration Authority Determination is final.



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ELECTED MEMBER EXPENSES (from 1 July 2021 to 30 June 2022)

1. Introduction

The Local Government Act 2002 has given the Remuneration Authority the responsibility for setting remuneration, approving expense rules and setting the mileage allowance for elected members.

2. Policy Context

2.1 Policy Principles

This policy covers the entitlement of elected members to allowances and contributions towards expenses related to travel, mileage, communication, childcare, and travel, conference and training attendance and professional development.

Elected members should be reimbursed for actual and reasonable expenses they incur in carrying out their official duties.

Reimbursement of expenses apply only to elected members personally and only while they are acting in their official capacity as elected members.

Elected members' expense expenditure must have a justifiable business purpose, is moderate and conservative having regard to the circumstances, is made transparently and is appropriate in all respects.

2.2 Legislative Context

Local Government Act 2002 Schedule 7 Clauses 6 – 13.
Local Government Members (2021/22)(Local Authorities) Determination 2021

3. Policy Objective

To establish guidelines on claiming of expenses by elected members.

This policy is based on the principles that all expenditure is:

- Actual and reasonable.
- Related to conduct of local authority business.
- Represents the best use of ratepayer funds.

All entitlements are considered to be a contribution to expenses Elected Members may incur in the course of conducting local authority business.



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ELECTED MEMBER EXPENSES (from 1 July 2021 to 30 June 2022)

4. Implementation

All expense claims must be submitted on the relevant claim form and where appropriate accompanied by full receipts. Eligibility of claims presented without receipts will be determined by the Governance Manager.

All expense claims are to be returned at least quarterly, and preferably monthly.

Expense claims by the Mayor are to be approved by the Chair of Audit & Risk Committee.

Expense claims by Deputy Mayor, Councillors and Community Board Members are approved by the Governance Manager.

All mileage claims, including Mayor, are approved by the Governance Manager.

The internal audit work programme will include sampling of expense claims and allowances paid to Elected Members and staff. An external audit work programme may be undertaken as required.

5. Policy Statement

5.1 Remuneration, allowances and hearing fees

- (1) A member of a local authority or a board is entitled to—
 - (a) the applicable remuneration set out in the Schedule (adjusted in accordance with clause 9 if applicable);
 - (b) the applicable allowances payable in accordance with clauses 10 to 13;
 - (c) the applicable hearing fees payable in accordance with clause 14.
- (2) If a member of a territorial authority is also elected or appointed to a board, the member is entitled only to the remuneration that is payable to the member as a member of the territorial authority.

5.2 Acting Mayor

- (1) This clause applies to a member who acts as a mayor during a period when, because of a vacancy or temporary absence, the remuneration or allowances that would usually be paid to the mayor are not being paid.
- (2) While acting as mayor, the member must be paid the remuneration and allowances usually payable to the mayor, instead of the member's usual remuneration, allowances, and hearing fees.



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5.3 RMA Resource Consent Hearing Costs

Where an elected member (Councillor or Community Board member*) is appointed to an RMA Resource Consent Application Hearing Panel **or District Plan Hearing Panel** by the Council, ~~or one of its Standing Committees~~ remuneration and allowances are payable as outlined in the Local Government Members (2021/22) (Local Authorities) Determination 2021, Section 5, 6 and 7 (or subsequent Determinations).

- Chairperson of a RMA Resource Consent hearing is entitled to be paid a fee of up to \$100 per hour of RMA hearing, **preparation (including site visit) and writing of decision** time.
- Panel member whom is not Chairperson of a RMA Resource Consent **or District Plan** hearing is entitled to be paid a fee of up to \$80 per hour of RMA **or District Plan** hearing **and preparation (including site visit)** time.
- For any period of hearing time that is less than one hour, the fee must be apportioned accordingly.
- RMA Resource Consent **or District Plan** hearing fees are not payable to mayors or a member who acts as mayor and is paid the mayor's remuneration and allowances under clause 8(2).
- Any/all elected members whom Waimakariri District Council appoints to a RMA Resource Management hearing **or District Plan hearing** must be suitably qualified by holding a current accreditation on behalf of the Ministry for the Environment having successfully completed the "Making Good Decisions" programme.

5.4 District Licencing Committee Hearing Costs

Where an elected member (Councillor or Community Board member*) is appointed to the District Licencing Committee (DLC) **remuneration is set under section 183 of the Sale and Supply of Alcohol Act and their fees and expenses are payable as prescribed by the Minister of Justice in accordance with the Cabinet fees framework. This currently being:**

- Chairperson of a DLC hearing is entitled to be paid a fee of up to \$100 per hour of DLC hearing time; **including preparation, site visit and writing of decision** time.
- Panel member whom is not Chairperson of DLC hearing is entitled to be paid a fee of up to \$80 per hour of DLC hearing time; **including preparation and site visit** time.
- For any period of hearing time that is less than one hour, the fee must be apportioned accordingly.
- DLC hearing fees are not payable to mayors or a member who acts as mayor and is paid the mayor's remuneration and allowances.



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ELECTED MEMBER EXPENSES (from 1 July 2021 to 30 June 2022)

5.5 Reimbursement of Conference Costs

Where an elected member attends a conference approved by the Council or a Community Board, all actual and reasonable costs associated with the conference or seminar will be met by the Council. This includes meal, accommodation costs and travel costs. The most cost effective means of travel must be used. Claims are to be supported by receipts and submitted to the Governance Manager within one month of conference.

5.6 Accommodation and Meals

Accommodation and meals will be reimbursed based on actual and reasonable costs, as determined by the Governance Manager. In respect of the Mayor, assessment of actual and reasonable costs shall be determined by the Chair of the Audit and Risk Committee together with the Chief Executive. Where private accommodation is used a claim of \$50 per night can be made. Meals will be reimbursed based on actual and reasonable costs. Claims are to be supported by receipts. Alcohol is considered a private expense and is not reimbursed.

5.7 Mayoral Vehicle

The Waimakariri District Council do not supply a motor vehicle for elected members private use.

5.8 Vehicle Mileage Allowance

Mileage will be paid in accordance with Remuneration Authority Determination (2021/22)

- (1) A local authority may pay to a member a vehicle mileage allowance to reimburse that member for costs incurred in respect of eligible travel.
- (2) A member's travel is eligible for the allowance if—
 - (a) it occurs on a day when the member is not provided with a motor vehicle by the local authority; and
 - (b) the member is travelling—
 - (i) in a private vehicle; and
 - (ii) on local authority business; and
 - (iii) by the most direct route that is reasonable in the circumstances.
- (3) The allowance payable to a member for eligible travel is,—
 - (a) for a petrol or diesel vehicle,—
 - (i) 79 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and



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- (ii) 27 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term:
- (b) for a petrol hybrid vehicle,—
 - (i) 79 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and
 - (ii) 16 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term:
- (c) for an electric vehicle,—
 - (i) 79 cents per kilometre for the first 14,000 kilometres of eligible travel in the determination term; and
 - (ii) 9 cents per kilometre after the first 14,000 kilometres of eligible travel in the determination term.

In the case of an elected member living outside the Waimakariri District, the mileage allowance will be payable only from their point of entry at the Waimakariri District boundary.

Transport costs other than mileage will be paid for on an actual and reasonable basis.

The Governance Manager will be responsible for monitoring mileage claims and agreeing with the elected member the most direct route reasonable in the circumstances.

5.9 Travel Time Allowance

- (1) A local authority may pay a member (other than a mayor or a regional chairperson) an allowance for eligible travel time.
- (2) A member's travel time is eligible for the allowance if it is time spent travelling within New Zealand—
 - (a) on local authority business; and
 - (b) by the quickest form of transport that is reasonable in the circumstances; and
 - (c) by the most direct route that is reasonable in the circumstances.
- (3) The travel time allowance is \$37.50 for each hour of eligible travel time after the first hour of eligible travel time travelled in a day.
- (4) However, if a member of a local authority resides outside the local authority area and travels to the local authority area on local authority business, the member is only eligible for a travel time allowance in respect of eligible travel time—
 - (a) after the member crosses the boundary of the local authority area; and



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(b) after the first hour of eligible travel within the local authority area.

- (5) The maximum total amount of travel time allowance that a member may be paid for eligible travel in a 24-hour period is 8 hours.

5.10 Computer, Internet and Associated Consumables Expenses (Communications Allowance)

It is determined by the local authority that Mayor and Councillors are provided laptops to enable them to perform their functions. The Mayor is provided a mobile phone by the local authority. All Councillors use their own mobile phones. Community Board members are required to use their own equipment. Waimakariri District Council will pay an allowance in accordance with the Remuneration Authority Determination.

Equipment

Mobile telephone	\$200pa (excludes Mayor)
Printer	\$ 50pa
Personal computer/tablet/laptop	\$400pa (excludes Mayor and Councillors)
Paper consumables	\$200pa

Services

Internet Connection	\$800pa
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Equipment

To reimburse for the costs of their phone/printer/computers and related consumables, as follows:

- The Mayor to receive an allowance of \$9.61 per fortnight.
- The Councillors to receive an allowance of \$17.30 per fortnight.
- Community Board Chairpersons to receive an allowance of \$32.69 per fortnight.
- Community Board members to receive \$32.69 per fortnight.

Services

To reimburse for the costs of an Internet connection to their residential address to provide computer access to the Council, as follows:

- The Mayor and Councillors to receive an allowance of \$30.76 per fortnight.
- Community Board Chairpersons to receive an allowance of \$30.76 per fortnight.
- Community Board members to receive an allowance of \$30.76 per fortnight.



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If a local authority requests a member to use the member's own mobile telephone service for the purpose of the member's work on local authority business, the member is entitled, at the member's option to –

- (a) An allowance for that use of up to \$500 for the determination term; or
- (b) Reimburse of actual costs of telephone calls made on local authority business on production of the relevant telephone records and receipts.

5.11 Childcare allowance

- (1) A local authority may pay a childcare allowance, in accordance with subclauses (2) and (3), to an eligible member as a contribution towards expenses incurred by the member for childcare provided while the member is engaged on local authority business.
- (2) A member is eligible to be paid a childcare allowance in respect of childcare provided for a child only if—
 - (a) the member is a parent or guardian of the child, or is a person who usually has responsibility for the day-to-day care of the child (other than on a temporary basis); and
 - (b) the child is aged under 14 years of age; and
 - (c) the childcare is provided by a person who—
 - (i) is not a parent of the child or a spouse, civil union partner, or de facto partner of the member; and
 - (ii) does not ordinarily reside with the member; and
 - (d) the member provides evidence satisfactory to the local authority of the amount paid for childcare.
- (3) A local authority must not pay childcare allowances to a member that total more than \$6,000 per annum, per child.

6. Breaches

An alleged breach of allowance and expense rules is to be considered under the Code of Conduct.

7. Approved by Council 3 August 2021 for receipt by the Remuneration Authority.

8. Review



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This policy will be reviewed annually following the release of the Remuneration Authorities Local Government Members Determination. The next review is due July 2022.

This policy is administered by the Governance Manager.



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APPENDIX 1

Type of Meeting/Functions	Mileage	
	Paid	Not Paid
Council meetings (ordinary, special, extra-ordinary and emergency)	✓	
Committees and Subcommittees of Council (if appointed a member)	✓	
Community Board meetings (if an appointed member)	✓	
Resource Consent Hearings (if an appointed member of the Hearings Panel)	✓	
WDC Advisory Group meetings (if appointed by the Council as its representative) (eg Ohoka Domain Advisory Group)	✓	
Formally representing Council (as a result of resolution of Council) at a formal meeting of another local authority.	✓	
Meetings of other outside organisations as the Council's appointed representative (appointment pursuant to a Council resolution). (Note that meetings of Council Controlled Organisations and Trusts where Councillors and Community board members are otherwise remunerated do not qualify for payment.)	✓	
Full Council workshops or briefings (which have the prior approval of the Mayor and Chief Executive) at which no resolutions or decisions are made. These workshops are to be held solely to discuss major policy or strategic issues of interest to all Councillors.	✓	
Training and development courses, field trips, site visits, where authorised by the Mayor or formal resolution of Council or Community Board, in excess of four hours.	✓	
Public meetings where the Council is officiating.	✓	
Meetings with other statutory bodies to deal with issues which would be the responsibility of a Committee or Subcommittee of Council of which the Councillor attending is a member or which deal with issues directly affecting the Councillors Ward or Portfolio.	✓	



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Type of Meeting/Functions	Mileage	
	Paid	Not Paid
Local Conferences/Seminars (if an appointed WDC representative) <i>Note – Local being generally the Canterbury region. Mileage outside the region at the discretion of the Mayor.</i>	✓	
Working groups or working parties	✓	
Field trips or site visits/inspections (including site visits for resource consent hearings where approved by Mayor or Committee Chairperson)	✓	
Briefings and discussions with the Mayor, Chief Executive, Senior Managers and Officers	✓	
Where Councillors, other than the Deputy Mayor, officiate at “official” functions as determined by the Mayor.	✓	
Constituency “meetings” (either with individuals or organisations) unless there is formal approval requiring official attendance		X
Social functions		X
Event attendance in a non-representative capacity		X
Travel not related to the business of the Waimakariri District Council		X
Personal travel interspersed with Council related business		X

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 211013165407


REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 3rd November 2021

AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Oxford-Ohoka Ward Area

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



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to update the Oxford-Ohoka Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 2, with the map extents relevant to the Oxford-Ohoka Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Oxford-Ohoka Community Board and Council gave approval to consult on these proposed speed limit changes in June and July 2021, respectively.
- 1.4 Public consultation was carried out from the 27th September 2021 to the 18th October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey, with the majority who responded to this Board's Ward Area favouring the proposed speed reductions.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

- 1.7 Feedback was sought from the key stakeholders' listed below:
- Te Ngāi Tūāhuriri Rūnanga
 - New Zealand Police
 - Waka Kotahi
 - New Zealand Automobile Association
 - New Zealand Road Transport Association
 - Road Transport Forum
 - New Zealand Trucking Association
 - Canterbury District Health Board
 - Fire and Emergency New Zealand
- 1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 2.
- 1.9 It is also noted that consideration of budget to support a 40 km/h speed limit on Main Street Oxford will need to be considered as part of the next Annual Plan, and traffic calming will need to be installed prior to a lower speed limit being implemented.

Attachments:

- i. Town Entrance Speed Limit Review – OOCB Ward Area Maps (TRIM No.211021170238)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211006160938)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211021170149)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. RECOMMENDATION

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211013165407;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2;

Table 1. Proposed Speed Limits on Ohoka Roads.

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

Table 2. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road. <i>Noting that budget to support a 40 km/h speed limit will be considered as part of the next Annual Plan.</i>	50	40

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered;
- (e) **Notes** that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented;
- (f) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (g) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.
- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 The increase in housing density in Ohoka, caused by subdivision developments, has meant that the 70 km/h rural town speed limit is now inappropriate for the number of vehicle and people movements in the area.
- 3.4 Mill Road, between Kaiapoi and the Ohoka Township, is narrow and winding in some areas, with multiple roadside hazards. This leads to limited sight distance and room to recover from mistakes. These factors, coupled with an increase in traffic volume, increase the risk of a serious accident on this road.
- 3.5 The Oxford Town entrances have been reviewed due to the urban development which has occurred in recent years which has caused expansion outwards, away from the town centre. This has resulted in rural residential speed limits in use in fringe areas which are an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and accessways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds, results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers' greater time to judge and enter the adjacent road, whilst also reducing the severity of a crash if one were to occur.

- 3.6 Whilst High Street and Ashley Gorge Road have seen an increase in housing density along the stretch, these were also included due to the poor sight distance at the intersection of Ashley Gorge Road and Sales Road. There have also been eight crashes on the s-bend, just north of the Sales Road intersection, in the past 10 years, suggesting a lower speed limit is required in this area.
- 3.7 Main Street, Weld Street, Victoria Street, and the roads on the western side of Oxford were included at the request of the Community Board. On a technical basis, Council Staff made the recommendation to Council to reduce the length of the Main Street section to between Burnett Street and Bay Road rather than from east of High Street to Harewood Road. This is because the shorter section contains multiple cafés, shops, and a recreational space, which enhances the place function of the area and subsequently supports a lower speed.
- 3.8 The consultation results for the Oxford-Ohoka Ward Area are shown in Table 3. All results are included in Attachment ii.

Table 3. Consultation results for the Oxford-Ohoka Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Sales Road , Bay Road to just east of Ashley Gorge Road.	60	36.9	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	60	36.9	63.1
Wilsons Road , entire length.	40	38.5	61.5
Woodside Road , current 70 km/h zone.	60	37.5	62.5
Commercial Road , unsealed section.	60	29.0	71.0
Burnt Hill Road , 100 km/h zone to the ford.	60	36.1	63.9
Somerset Drive , entire length.	60	31.7	68.3
High Street , north of Queen Street to Ashley Gorge Road	60	38.7	61.3
Ashley Gorge Road , High Street to north of the s-bend.	60	34.4	65.6
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	60	30.6	69.4
Weld Street , High St to 400 m along Weld St.	50	34.4	65.6
Bush Road , Bay Rd to Mill Rd.	60	34.9	65.1
Bush Road , Mill Rd to Gammans Rd.	60	42.6	57.4
Mill Road , 100 km/h zone.	60	35.0	65.0
Crallans Drain Road , entire length.	60	38.3	61.7
Main Street , Urban area from Burnett Street to Bay Road.	40	46.0	54.0
Threlkelds Road , entire length.	80	32.1	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	60	36.0	64.0
Jacksons Road , Mill Road to south of Birchdale Place.	60	30.3	69.7
Birchdale Place , entire length.	60	26.2	73.8
Wilson Drive , entire length.	60	24.8	75.2
Keetly Place , entire length.	60	23.8	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	60	32.7	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	60	36.5	63.5
Hallfield Drive , entire length.	60	23.1	76.9
Orbiter Drive , entire length.	60	24.0	76.0
Millbrook Lane , entire length.	80	21.2	78.8
Millcroft Lane , entire length.	80	19.2	81.8
Mill Road , east of Threlkelds Road to Ohoka Road.	80	21.9	78.1

4. **ISSUES AND OPTIONS**

4.1. Traffic calming infrastructure is required along Main Street, Oxford to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017). The Community Board were notified of this at the time of their request. This proposed infrastructure will likely include upgrading all three pedestrian crossings to raised pedestrian crossings, narrowing vehicle lanes (either by the addition of cycle lanes, widened road shoulders, or painted medians), and cutting back of kerb buildouts. It is expected that these upgrades will cost approximately \$450,000, of which there is no budget currently allocated.

4.2. Whilst raised pedestrian crossings can be effective in some areas, it is important to give consideration to where these are installed. The length of Main Street carries a high percentage of heavy vehicles and therefore the following issues can be expected with raised platforms:

- Maintenance issues (caused by the number and weight of heavy vehicles)
- Noise and vibration issues for residents in the surrounding area, with these effects being amplified at night due to lack of background noise

It will therefore be important for these factors to be considered should Council approve funding through the Annual Plan process.

4.3. The Oxford-Ohoka Community Board has the following options available to them:

4.4. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the approval of this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback.

4.5. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the amendment of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

4.6. Option Three: Retain the Current Posted Speed Limits in the Ward Area

The option is to recommend to Council that the report recommendations are declined and to retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council Staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.7. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.

5.1.2. To date, the Rūnanga have not provided a formal response to this consultation; however, Council will be updated if this changes.

5.2. **Groups and Organisations**

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

5.2.2. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.

5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which some of these stakeholders were present. Council will be updated with feedback from these entities if they provide a late submission.

5.2.4. Waka Kotahi has advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.

5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.

- 5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.
- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from the 27th September 2021 to the 18th October 2021. This consultation included a letter drop to affected residents within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.
- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. Within this Board's Ward Area, the majority favoured lowering of the speed limits. The majority of the written feedback received also favoured the lower speed limits, specifically for safety reasons. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.
- 5.3.6. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

- 6.1.3. It is noted that there is has been no funding allocated for traffic calming measures in Oxford for the next three years, and should Council wish to implement the proposed speed limit of 40 km/h along Main Street, then new budget would need to be allocated to carry out this work. This will be considered as part of the Annual Plan process.
- 6.1.4. The estimated cost of traffic calming to support a 40 km/h speed limit along Main Street (west of Burnett Street to Bay Road) is \$450,000. This could include raised platforms at pedestrian crossings, relocating the pedestrian crossing outside of the Town Hall slightly east, marking of cycle lanes, and narrowing of traffic islands to accommodate the cycle lane.
- 6.1.5. This project was not included within the 2021-2024 Regional Land Transport Programme Bid (RLTP); hence, this project would have to be put forward separately and but may be unlikely to achieved Waka Kotahi co-funding.

6.2. **Sustainability and Climate Change Impacts**

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 **Risk Management**

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.
- 6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.4 **Health and Safety**

- 6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.
- 6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have a sitewise score of 100%.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

- 7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislation for this project.
- 7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations

to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.

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

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

7.3. **Consistency with Community Outcomes**

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

7.3.2. There is a safe environment for all

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

7.3.3. Transport is accessible, convenient, reliable and sustainable

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

7.4. **Authorising Delegations**

7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.

7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

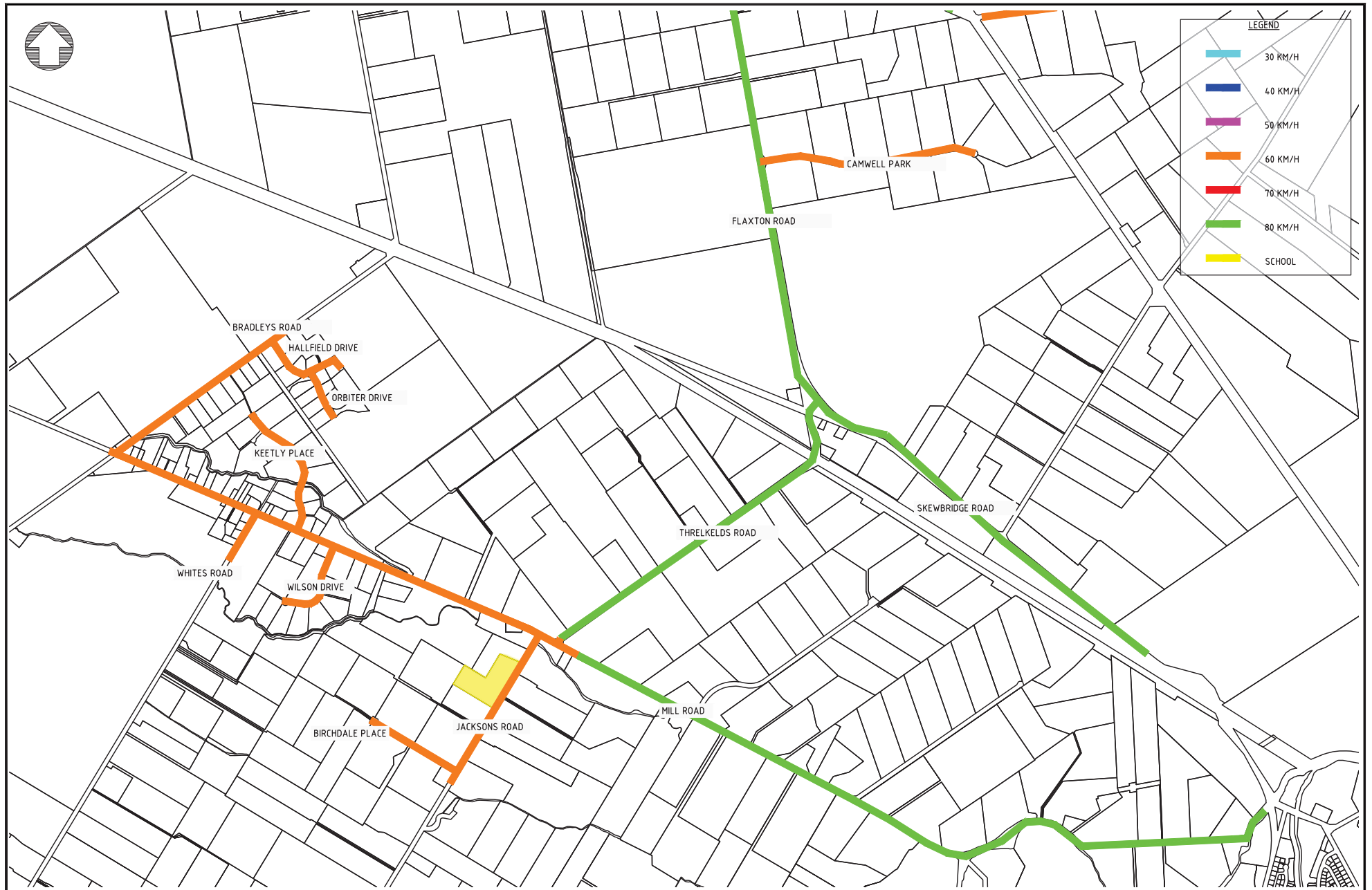
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	OXFORD
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
04	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	PROJECT No	PD001172
DRAWN	CON No	
DRAWING CHKD	SCALE (A3) NOT TO SCALE	
DESIGNED	DATUM ORIGIN	
DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
SPEED LIMIT REVIEWS TOWN ENTRANCES

SHEET TITLE
OHOKA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
08	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

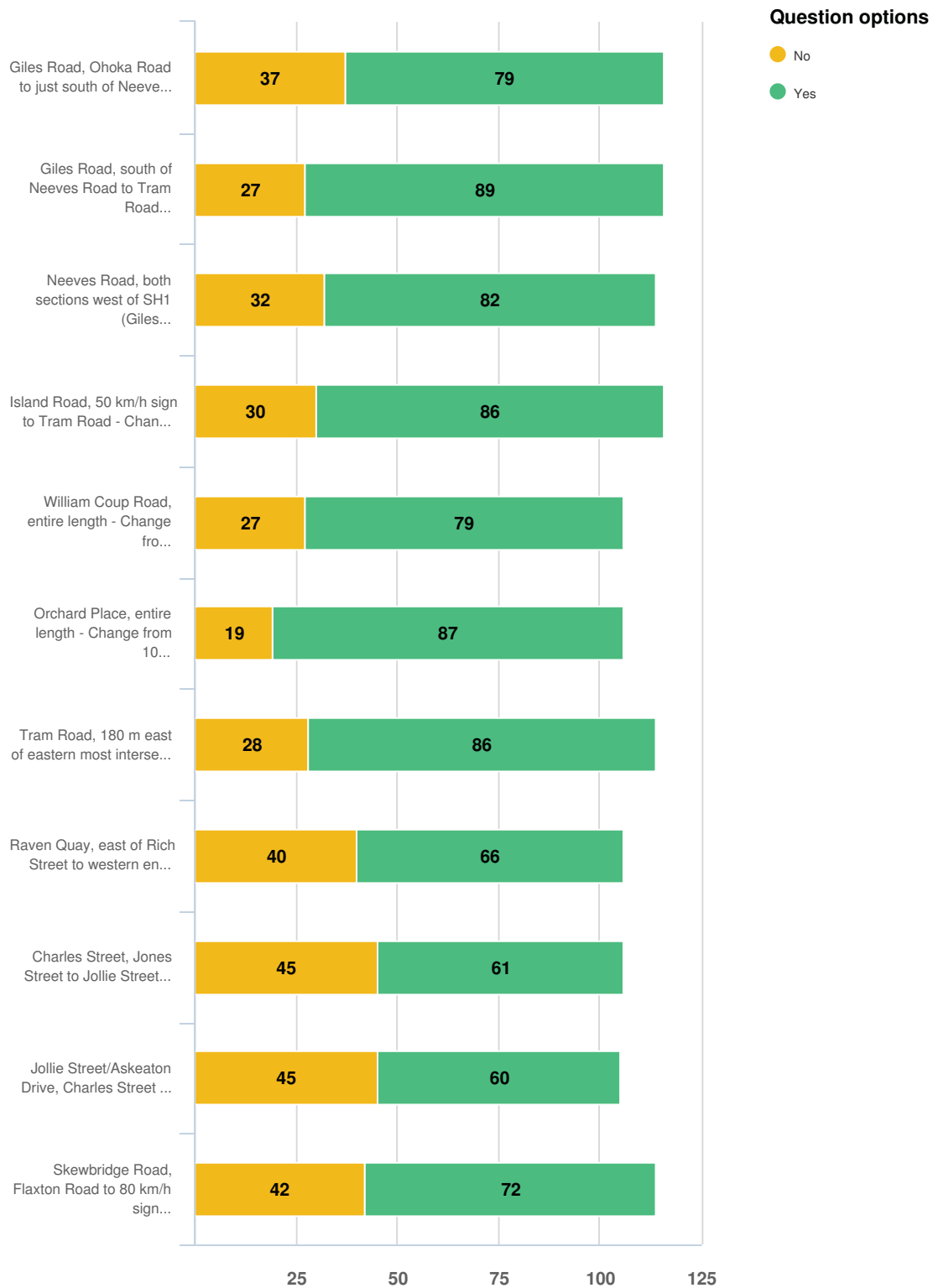
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

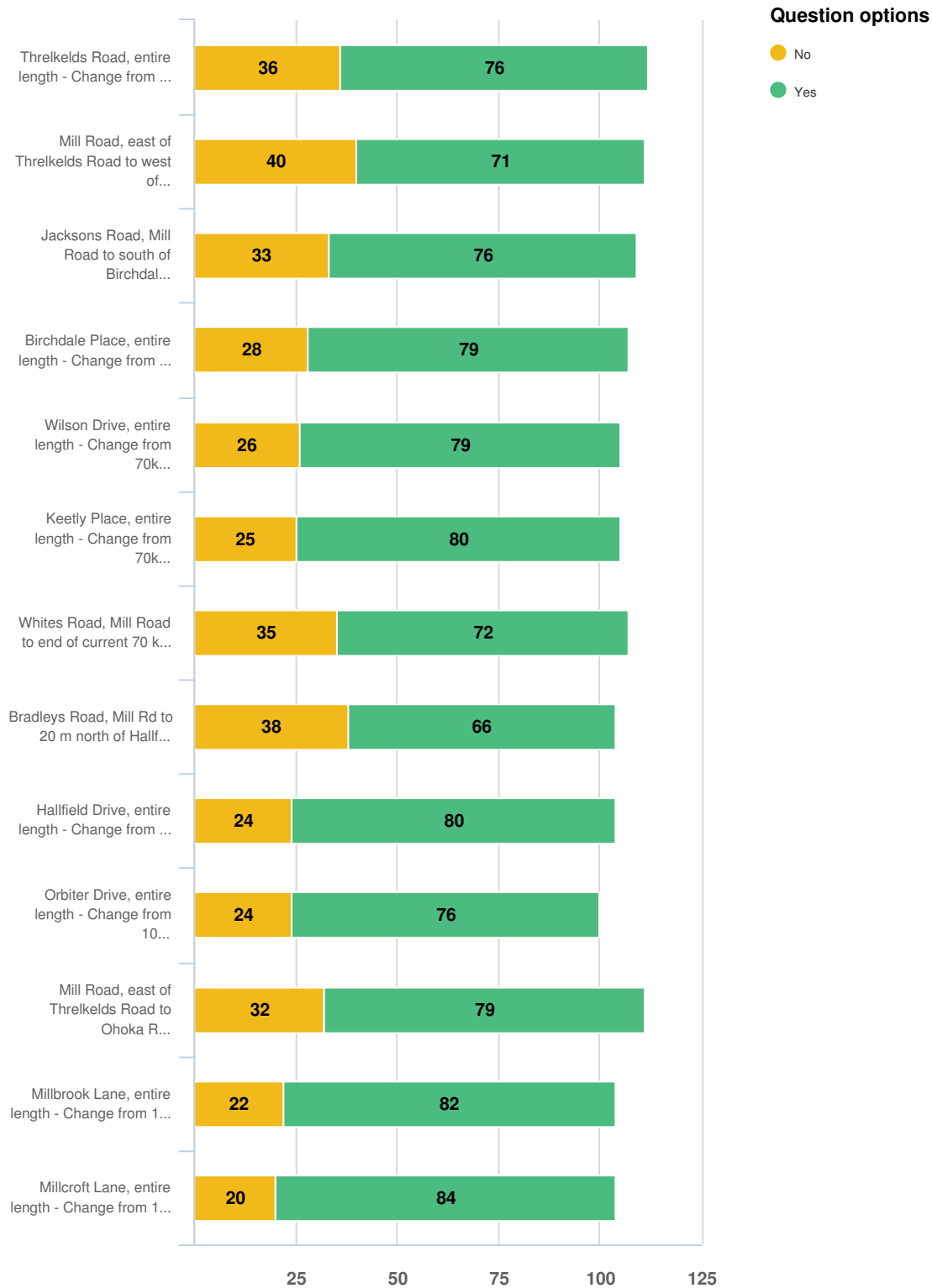
Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?



Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/27/2021 06:16 PM</p>	<p>I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.</p>
<p>Screen Name Redacted 9/28/2021 10:05 AM</p>	<p>Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.</p>
<p>Screen Name Redacted 9/28/2021 11:01 AM</p>	<p>I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.</p>
<p>Screen Name Redacted 9/28/2021 11:05 AM</p>	<p>I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1</p>
<p>Screen Name Redacted 9/28/2021 11:37 AM</p>	<p>Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool</p>
<p>Screen Name Redacted 9/28/2021 01:33 PM</p>	<p>Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic</p>
<p>Screen Name Redacted 9/28/2021 06:05 PM</p>	<p>Reduce the speed on tram road to 80km/h right back to mandeville</p>
<p>Screen Name Redacted 9/28/2021 06:53 PM</p>	<p>Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.</p>
<p>Screen Name Redacted 9/28/2021 07:11 PM</p>	<p>These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted 9/29/2021 06:54 AM	Some that you've proposed 100 to 60 I would support an 80
Screen Name Redacted 9/29/2021 11:16 AM	A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.
Screen Name Redacted 9/29/2021 11:42 AM	1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h
Screen Name Redacted 9/29/2021 12:30 PM	Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.
Screen Name Redacted 9/29/2021 03:19 PM	Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.
Screen Name Redacted 9/29/2021 07:16 PM	i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.
Screen Name Redacted 9/29/2021 08:29 PM	Feldwick Drive needs to be 30kmph
Screen Name Redacted 9/29/2021 09:41 PM	Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.
Screen Name Redacted 9/29/2021 10:24 PM	If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change
Screen Name Redacted	I live in Mill Road west of Threlkelds road in the heart of Ohoka

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80K/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp coming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

 Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at , the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h?????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

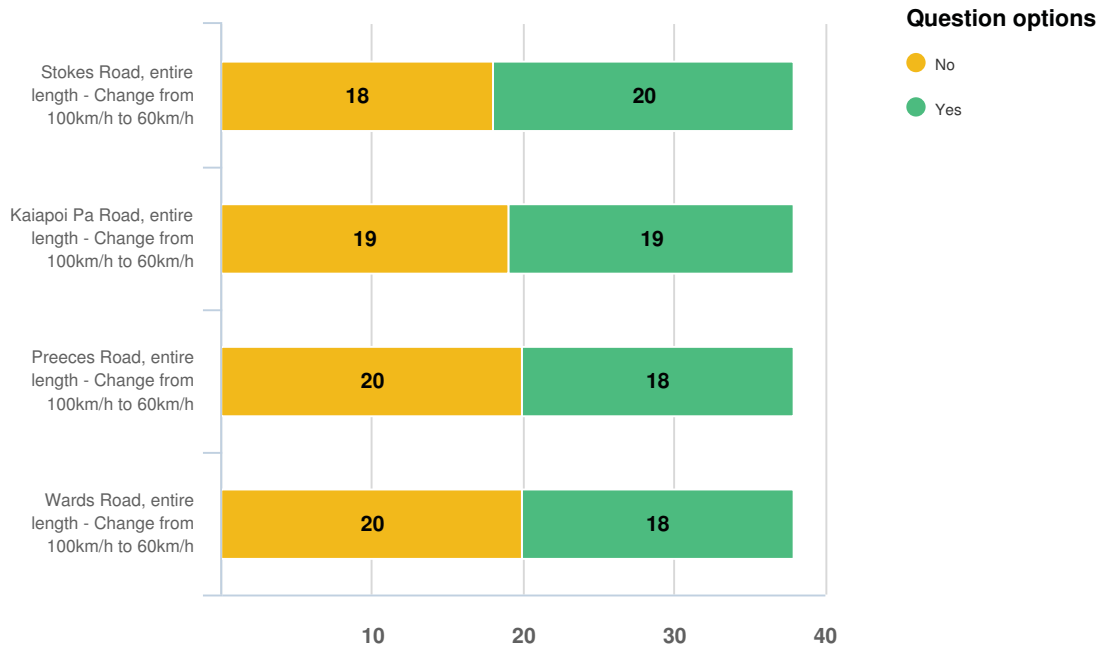
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

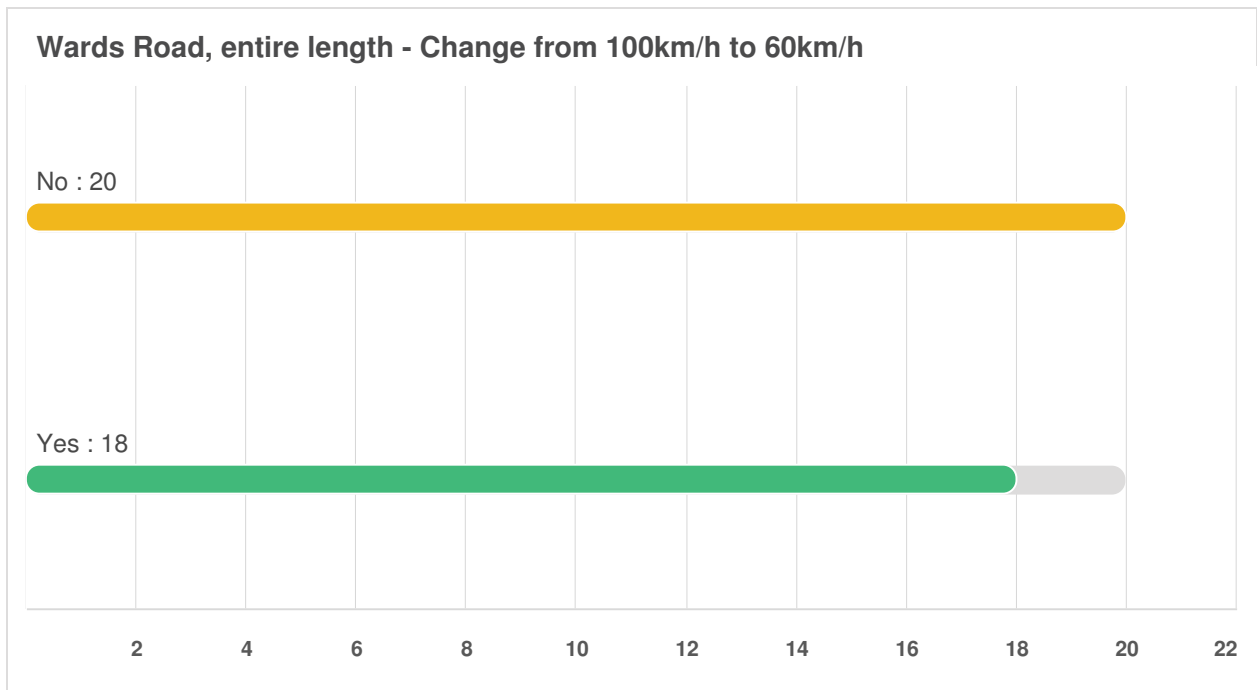


SURVEY QUESTIONS

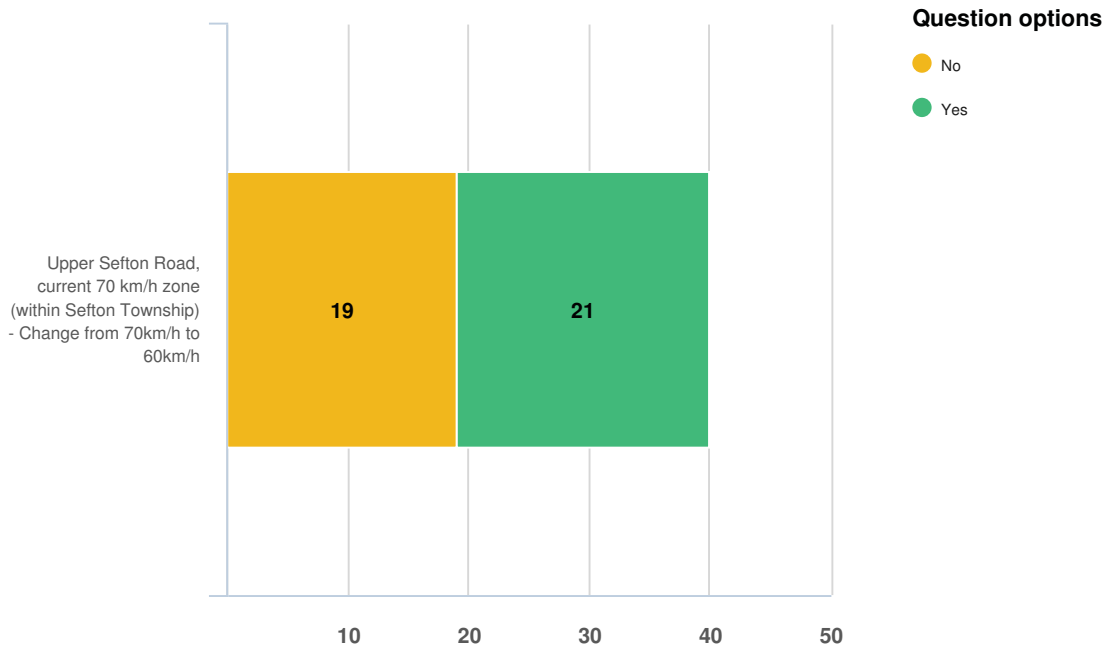
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/01/2021 02:19 PM</p>	<p>It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.</p>
<p>Screen Name Redacted 10/01/2021 02:36 PM</p>	<p>You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...</p>
<p>Screen Name Redacted 10/02/2021 09:02 AM</p>	<p>I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.</p>
<p>Screen Name Redacted 10/03/2021 08:13 AM</p>	<p>Leave them alone</p>
<p>Screen Name Redacted 10/03/2021 01:50 PM</p>	<p>I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h</p>
<p>Screen Name Redacted 10/03/2021 04:03 PM</p>	<p>I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club</p>
<p>Screen Name Redacted 10/05/2021 09:52 PM</p>	<p>Better policing required</p>
<p>Screen Name Redacted 10/06/2021 09:52 AM</p>	<p>There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits</p>
<p>Screen Name Redacted 10/08/2021 02:13 PM</p>	<p></p>
<p>Screen Name Redacted 10/13/2021 04:36 PM</p>	<p>I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).</p>

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

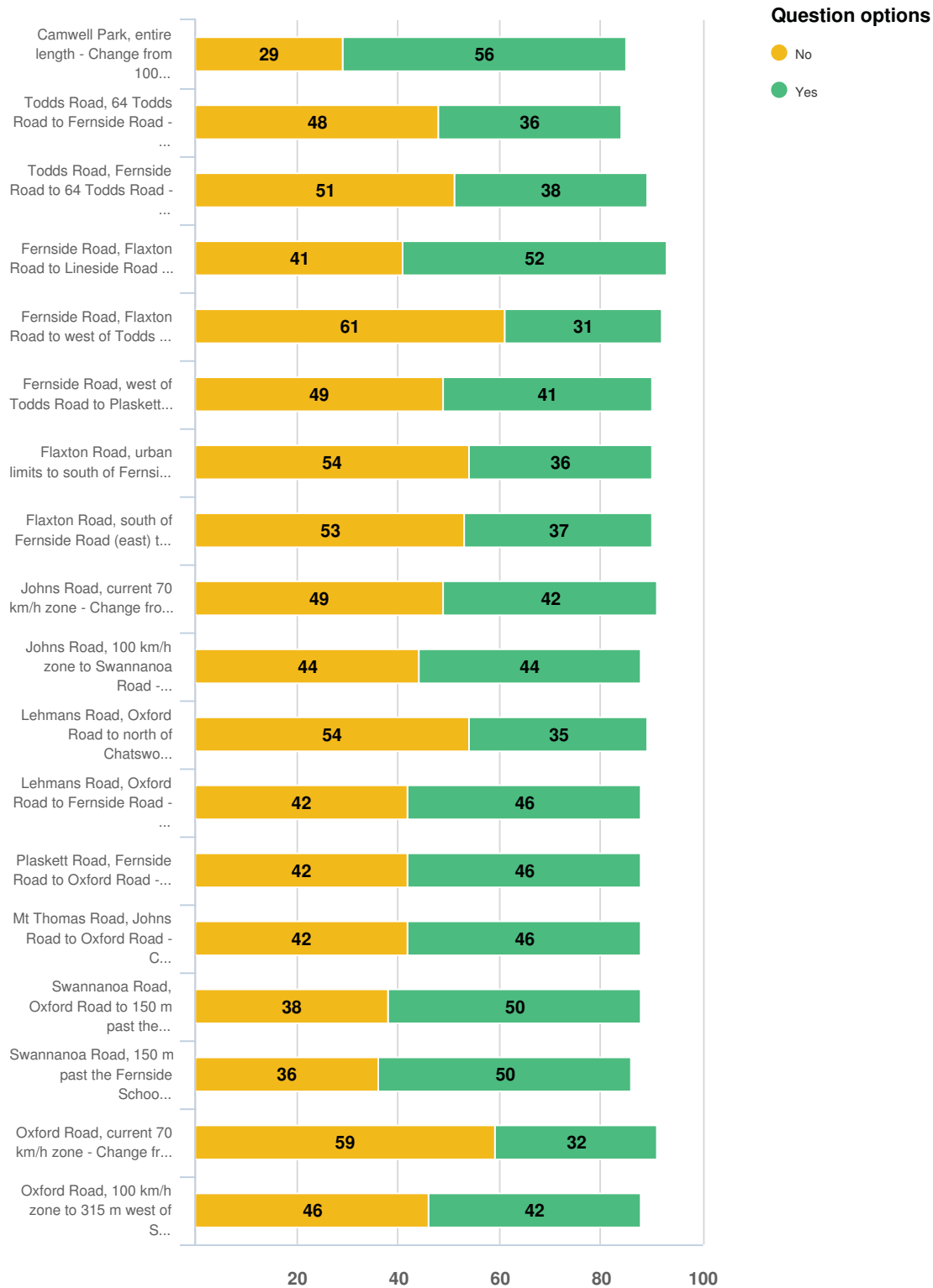
Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted 10/02/2021 12:40 PM	Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt
Screen Name Redacted 10/02/2021 01:16 PM	O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road
Screen Name Redacted 10/02/2021 03:34 PM	Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads
Screen Name Redacted 10/02/2021 04:03 PM	The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.
Screen Name Redacted 10/02/2021 06:12 PM	Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.
Screen Name Redacted 10/02/2021 09:09 PM	I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.
Screen Name Redacted 10/03/2021 08:12 AM	Leave the speec limits alone. The roads are safe, it's the drivers that need the training.
Screen Name Redacted 10/03/2021 09:36 AM	I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

SURVEY RESPONSE REPORT

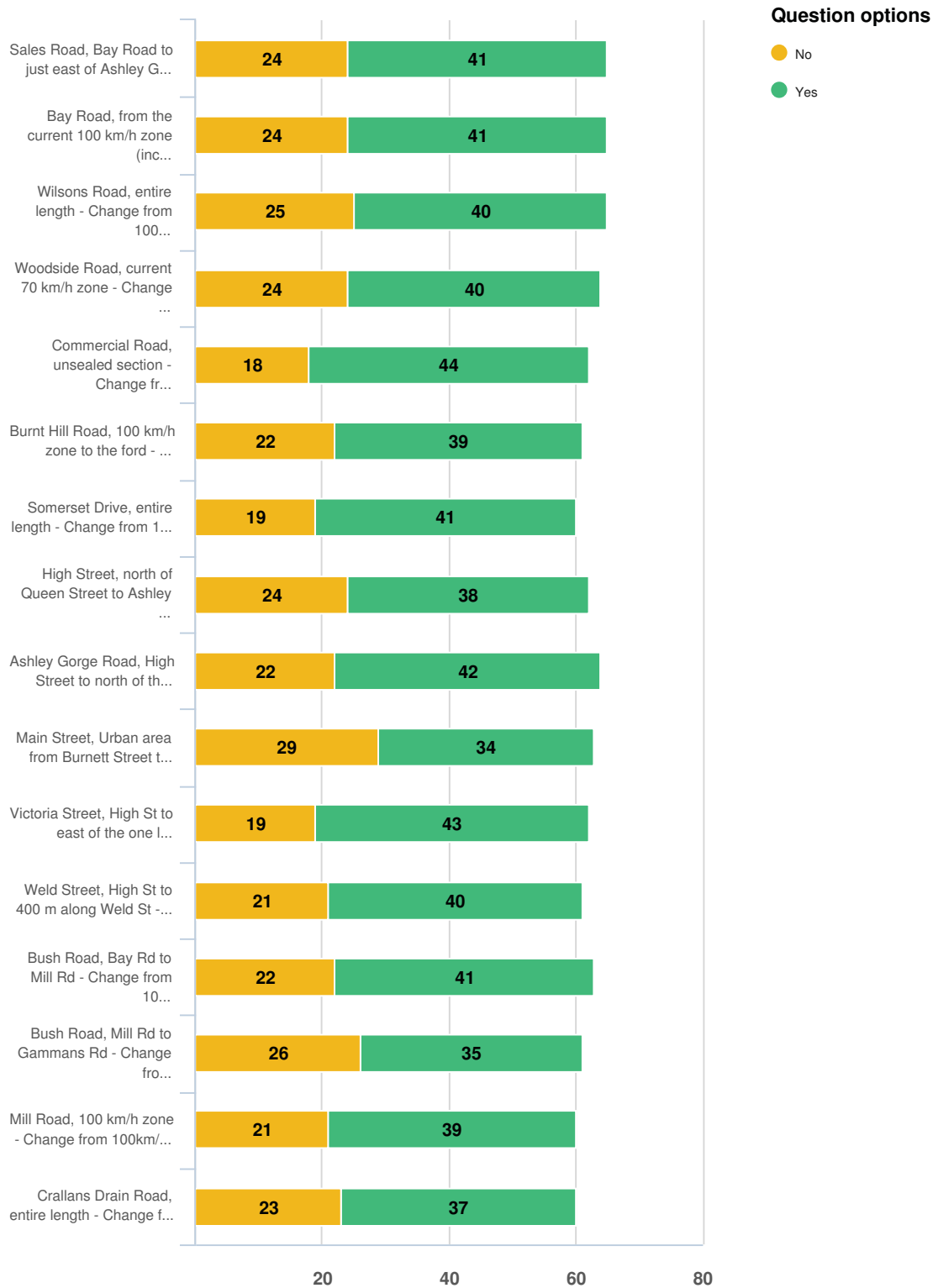
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

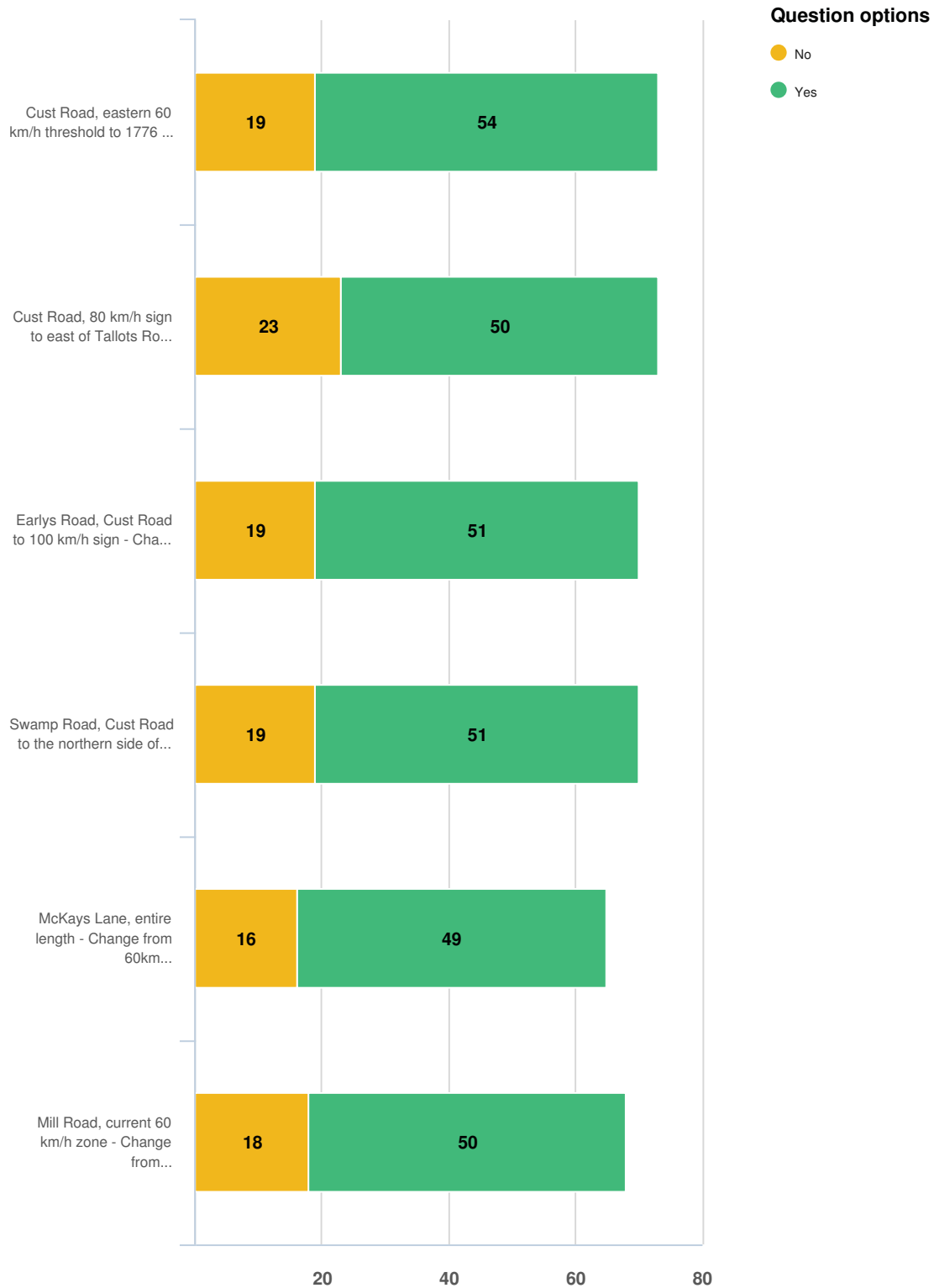


SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?


Optional question (70 response(s), 18 skipped)

Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?


Optional question (75 response(s), 13 skipped)

Question type: Likert Question

<p>Screen Name Redacted 9/27/2021 03:38 PM</p>	<p>We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance</p>
<p>Screen Name Redacted 9/28/2021 04:27 PM</p>	<p>I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view</p>
<p>Screen Name Redacted 9/30/2021 03:30 PM</p>	<p>Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.</p>
<p>Screen Name Redacted 10/01/2021 11:27 AM</p>	<p>Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather then having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.</p>
<p>Screen Name Redacted 10/04/2021 01:13 PM</p>	<p>Totally agree with the Oxford road changes. Have been wanting them lowered for years</p>
<p>Screen Name Redacted 10/07/2021 07:09 AM</p>	<p>Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.</p>
<p>Screen Name Redacted 10/07/2021 05:58 PM</p>	<p>Burnt Hill Road should be 50km/h</p>
<p>Screen Name Redacted 10/08/2021 10:03 PM</p>	<p>burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings .There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the</p>

way to the bridge. Bay road should change from 100 to 70 for that section It seems that the current thinking is that 60 is the new speed for everywhere .I certainly think that 100 is to high for some of those roads but 60 is to slow for these almost rural roads the new speed for those changes should be 70 at the lowest .

Screen Name Redacted

10/10/2021 10:10 PM

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

10/11/2021 07:36 AM

Hi, we live at 88 Bush rd.As part of the local walkway I am very concerned for the safety of a large number of people the use it (dog walkers,cyclist& parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100ks.

Screen Name Redacted

10/11/2021 10:19 AM

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

10/11/2021 04:09 PM

You appear to have missed out the western side of Cust Road completely. This plan has zero effect of the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

10/13/2021 06:40 AM

The 80km either side of Cust road change to 60km.

Screen Name Redacted

10/13/2021 12:26 PM

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

10/13/2021 01:10 PM

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

10/13/2021 03:12 PM

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

10/13/2021 04:47 PM

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is still too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

10/18/2021 12:05 PM

Screen Name Redacted

10/18/2021 08:12 PM

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly: - OFarrrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

10/19/2021 11:40 AM

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)

Question type: Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

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

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

Have a great day - hope things are drying out!

Cheers, Glenn

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

Hi Glenn,

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

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

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

Cheers,

Allie

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

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

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

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

Hope that's helpful Allie.

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

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services

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

Hi Glenn,

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

My comments to your comments in purple are in orange.

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

Cheers,

Allie

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



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

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

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

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Thursday, 6 May 2021 9:54 AM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

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



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
 - Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



o - please remove and replace with correct 'adult' sign

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m ☺), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety

Safety, Health and Environment

Te Roopu Waeture-Regulatory Services

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A vision of a New Zealand
where no one is killed or seriously
injured in road crashes



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Wednesday, 28 April 2021 12:57 PM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>

Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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From: [BULLOCK, Tracey](#)
To: [Allie Mace-Cochrane](#)
Cc: [RODLEY, Natasha](#)
Subject: Waimakariri proposed speed limit changes consultation response
Date: Wednesday, 6 October 2021 9:05:32 AM
Attachments: [image001.png](#)
[0.png](#)
[Waimakariri response - approved.pdf](#)



Tēnā koe Allie,

On behalf of the Acting Director of the National Road Policing Centre, please find attached our submission. In addition to your proposed changes the District Road Policing Manager has also suggested consideration of Lineside Rd speed being reduced to 80km/h per hour as it is a location of multiple crashes in the district.

Ngā mihi,
Tracey Bullock
Relationship Advisor
National Road Policing Centre

E: tracey.bullock@police.govt.nz

M: 021 1926413



=====

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From: [John Bond](#)
To: [Allie Mace-Cochrane](#)
Subject: Consultation on Speed Limit Reviews - Waimakariri
Date: Thursday, 14 October 2021 10:40:26 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.jpg](#)
[image005.jpg](#)
[0.png](#)



Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanzt.co.nz



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Thursday, 14 October 2021 9:34 AM

To: Simon Carson <SCarson@rtanz.co.nz>

Cc: Yvonne <Yvonne@rtanz.co.nz>

Subject: Consultation on Speed Limit Reviews - Waimakariri

Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV)



Communications & Engagement: Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 410 responses received – 401 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	88	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Oxford/Cust Roads

Of the 87 who commented on the survey, 59 respondents left a comment and with the overall sentiment including:

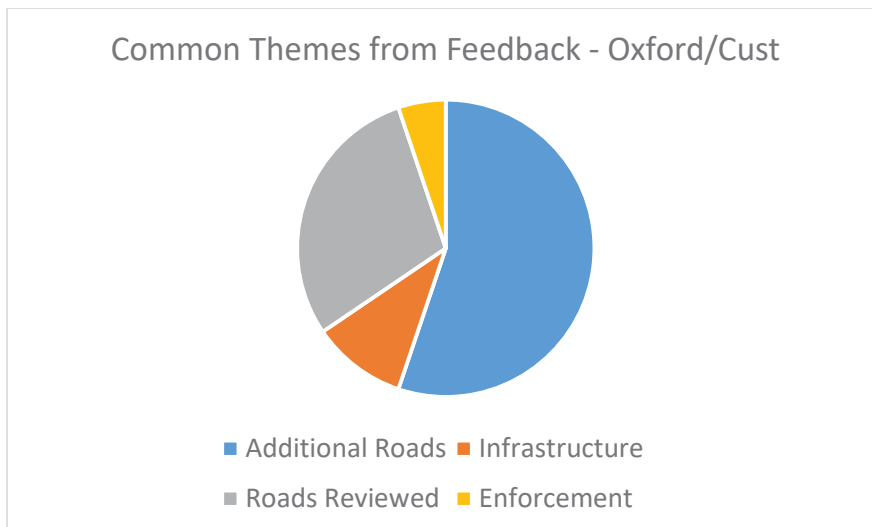
10% negative

17% mixed

59% neutral

14% positive

Common themes from the Oxford/Cust survey:



Kaiapoi/Ohoka Roads

Of the 126 who commented on the survey, 66 respondents left a comment and with the overall sentiment including:

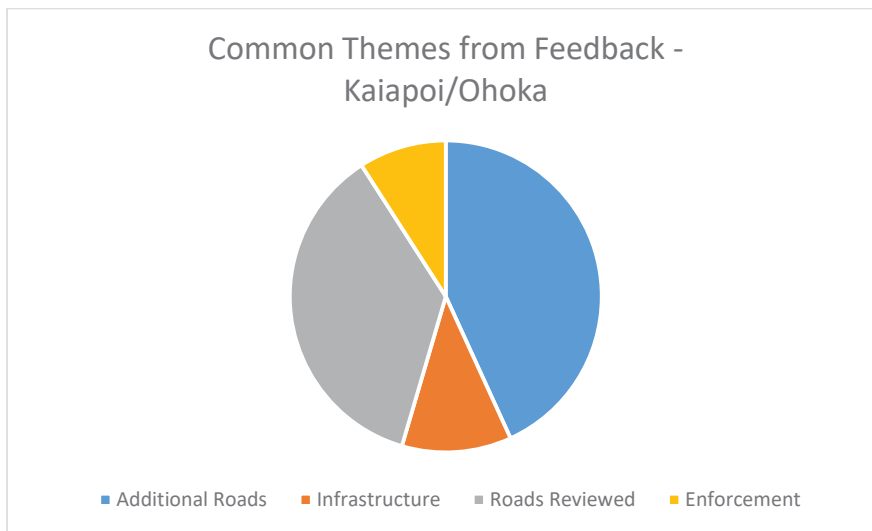
24.2% negative

12.1% mixed

31.8% neutral

31.8% positive

Common themes from the Kaiapoi/Ohoka survey:



Additional Roads – Asking for speed limits to be reviewed on roads out of the scope of the engagement

Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps

Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended

Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-31 / 211026171647

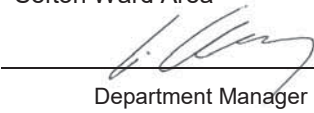
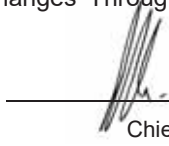
REPORT TO: WOODEND-SEFTON COMMUNITY BOARD

DATE OF MEETING: 8 November 2021

AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Woodend-Sefton Ward Area

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

	 _____ Department Manager	 _____ Chief Executive
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1. SUMMARY

- 1.1 The purpose of this report is to update the Woodend-Sefton Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 3, with the map extents relevant to the Woodend-Sefton Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Woodend-Sefton Community Board and Council gave approval to consult on these proposed speed limit changes in May and July 2021, respectively.
- 1.4 Public consultation was carried out from 27 September 2021 to 18 October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey. Within the Woodend-Sefton Ward Area, the majority of respondents favoured speed limit changes in Woodend, with mixed responses received for the unsealed roads. A speed limit change on Upper Sefton Road was slightly favoured by the public.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

1.7 Feedback was sought from the key stakeholders' listed below:

- Te Ngāi Tūāhuriri Rūnanga
- New Zealand Police
- Waka Kotahi
- New Zealand Automobile Association
- New Zealand Road Transport Association
- Road Transport Forum
- New Zealand Trucking Association
- Canterbury District Health Board
- Fire and Emergency New Zealand

1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 3.

Attachments:

- i. Town Entrance Speed Limit Review – WSCB Ward Area Maps (TRIM No. 211029174069)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211029174088)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211029174087)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. **RECOMMENDATION**

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211026171647;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Woodend Roads.

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

Table 2. Proposed Speed Limits on Waikuku Roads.

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

Table 3. Proposed Speed Limits on Sefton Roads.

Location	Current (km/h)	Proposed (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.
- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe and appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 Due to the significant urban development within the Waimakariri District in recent years, towns have expanded away from their town centres. This has resulted in rural residential speed limits being designated in an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity

of a crash if one were to occur. For these reasons, a length of Gladstone Road and Petries Road were included within this review.

- 3.4 The unsealed roads of Waikuku and Tuahiwi were included within the 2019 Tuahiwi/Ashley Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h; however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that a Road Controlling Authority may not set a speed limit of 70 km/h under the current legislation unless a plan is developed and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be a safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this.
- 3.5 At the request of the Woodend-Sefton Community Board, Copper Beech Road was added into this review. A deputation was also presented discussing speeds in Sefton. Staff suggested this would be added to the next speed limit review undertaken in the District; however, agree that Upper Sefton Road in the Sefton Township should be included within this review, as it is a township area and has a school adjacent to the road.
- 3.6 The consultation results for the Woodend-Sefton Ward Area are shown in Table 4. All results are included in Attachment ii.

Table 4. Consultation results for the Woodend-Sefton Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Gladstone Road , east of Petries Road to end of road.	60	38.8	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	50	18.7	81.3
Petries Road , Gladstone Road to Copper Beech Road.	50	20.4	79.6
Copper Beech Road , Petries Road to Woodend Beach Road.	50	22.4	77.6
Evergreen Drive , entire length.	50	21.3	78.7
Stokes Road , entire length.	60	47.4	52.6
Kaiapoi Pa Road , entire length.	60	50.0	50.0
Preeces Road , entire length.	60	52.6	47.4
Wards Road , entire length.	60	52.6	47.4
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	60	47.5	52.5

4. **ISSUES AND OPTIONS**

- 4.1. Although the responses from the public were mixed for both Kaiapoi Pa Road, Preeces Road, and Wards Road, it is still recommended that these are reduced to 60 km/h. The current mean operating speeds on these roads is below 40 km/h; therefore, a drop to 60 km/h will have minimal effect on the users of the road.
- 4.2. The 60 km/h speed limit is recommended because of the risk to users on these roads. Preeces Road is narrow, with a one-lane culvert crossing and a sharp bend onto Kaiapoi Pa Road. It also contains power poles within 2.0 m of the road carriageway. Similarly, Kaiapoi Pa Road is narrow and winding, with minimal sight distance in some areas and infrangible trees close to the carriageway. Wards Road is also narrow and has very few

residents. On an unsealed road there is a high risk of losing control and with hazards close to the carriageway, the seriousness of a crash, if one were to occur, is increased.

4.3. The Woodend-Sefton Community Board has the following options available to them:

4.4. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

Option One is to recommend to Council to approve this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback.

4.5. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

Option Two is to recommend to Council the amendment(s) of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

4.6. Option Three: Retain the Current Posted Speed Limits in the Ward Area

Option Three is to recommend to the Council that the report recommendations are declined and to retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.7. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.
- 5.1.2. To date, the Rūnanga has not provided a formal response to this consultation; however, Council will be updated if this changes.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires the Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.
- 5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which some of these stakeholders were present. The Council will be updated with feedback from these entities if they provide a late submission.
- 5.2.4. Waka Kotahi have advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.
- 5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.
- 5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.
- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from 27 September 2021 to 18 October 2021. This consultation included a letter drop to affected residents

within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.

- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. Within this Board's Ward Area, there was great support for lowering the speed limits in Woodend; however, mixed responses for the unsealed roads. The responses for the proposed speed limit along Upper Sefton Road slightly favoured a lower speed limit. The majority of the written feedback received also favoured the lower speed limits, specifically for safety reasons. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. There were also multiple requests for a 40 km/h variable speed sign outside Sefton School. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.
- 5.3.6. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.
- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.
- 6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas

where the speed limit has changed and will aim to educate speeding drivers early on.

- 6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.
- 6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have a sitewise score of 100%.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

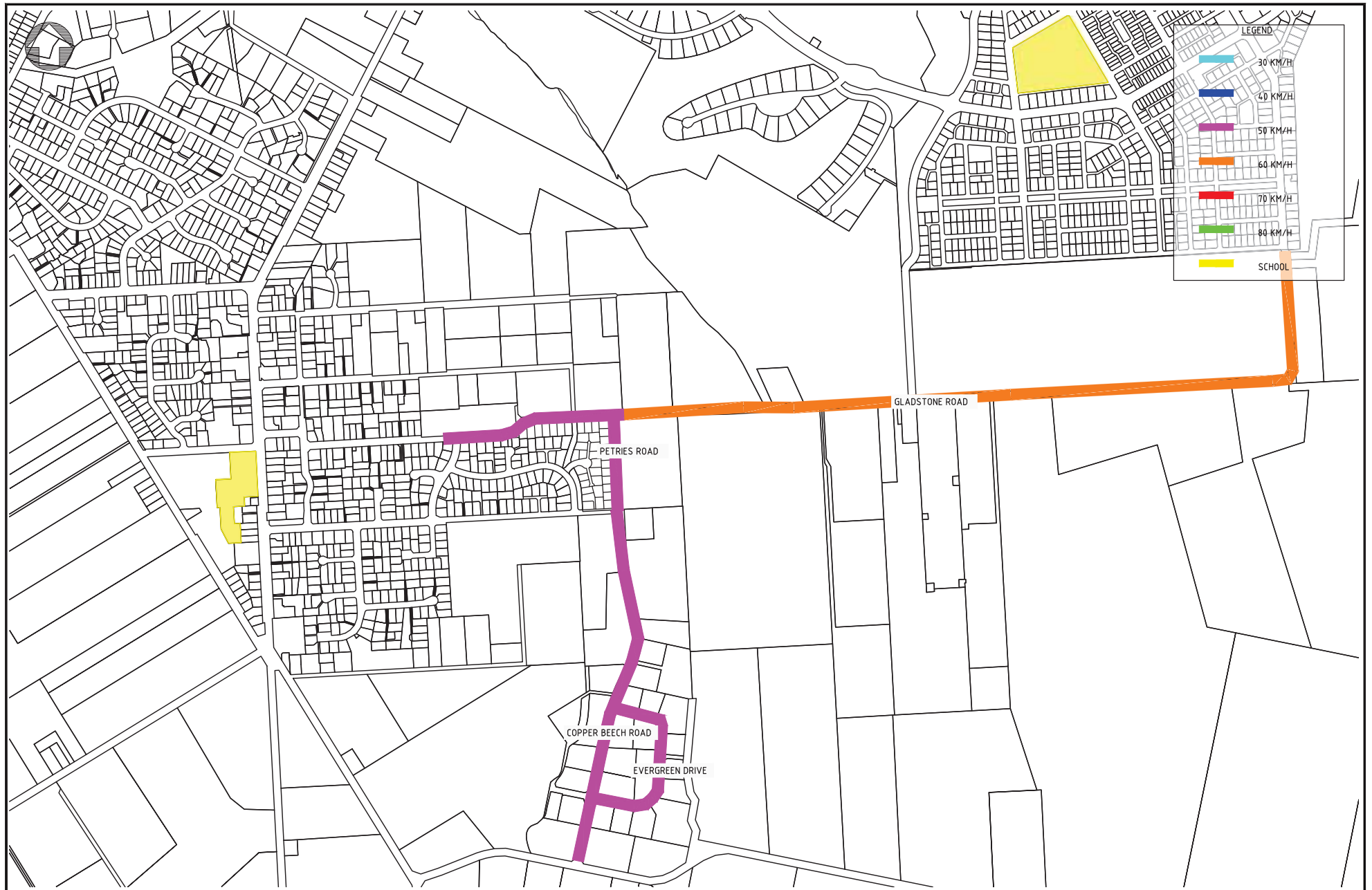
- 7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislation for this project.
- 7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.
- 7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.
- 7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

7.3. Consistency with Community Outcomes

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- 7.3.2. There is a safe environment for all
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.
- 7.3.3. Transport is accessible, convenient, reliable and sustainable
 - The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. Authorising Delegations

- 7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.
- 7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

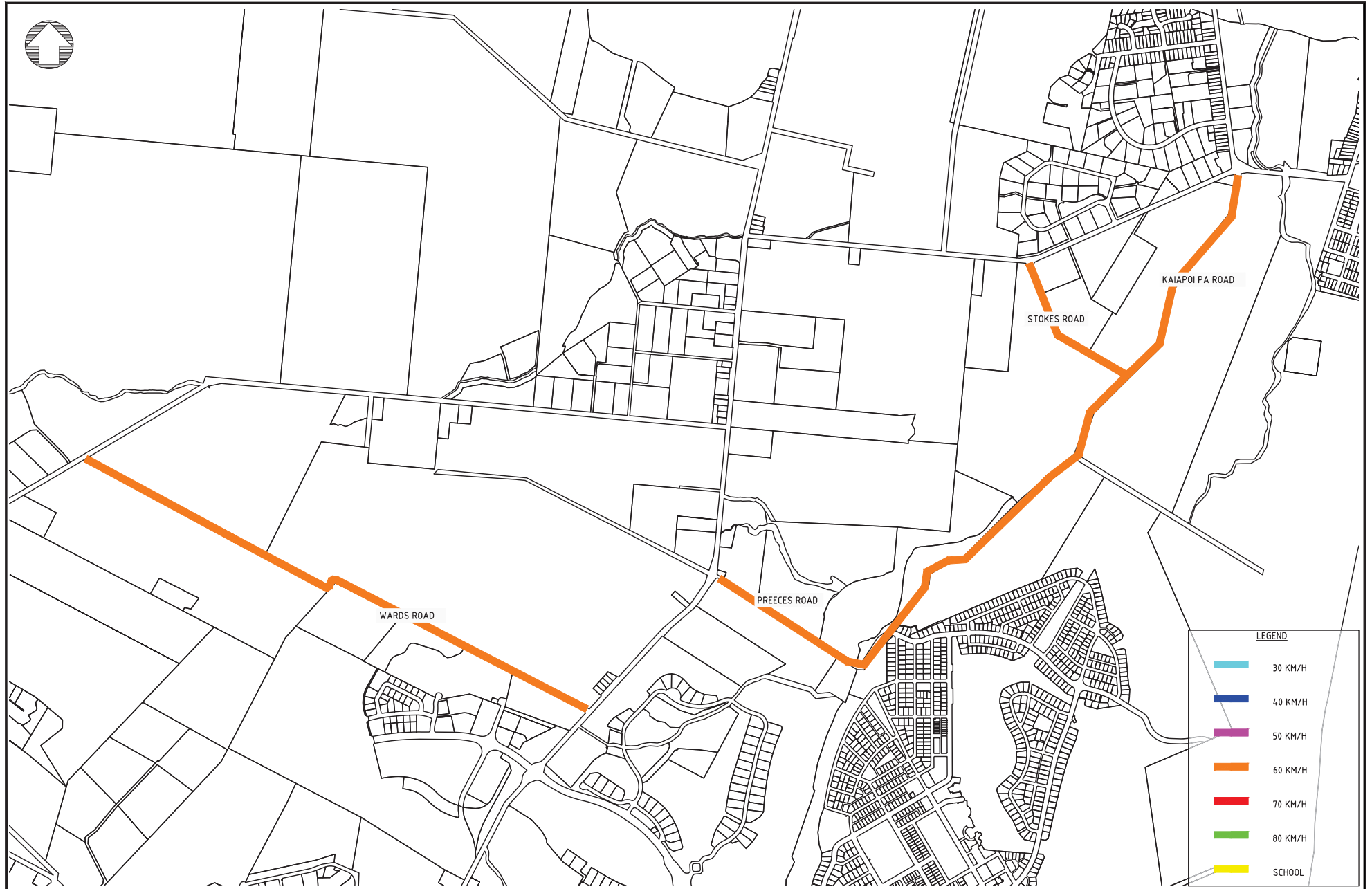
SURVEYED		PROJECT No	PD001172
DRAWN	AMC	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
WOODEND

FOR INFORMATION	
DRAWING	
SHEET	REVISION
05	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	PROJECT No	PD001172
DRAWN AMC 28/01/2021	CON No	
DRAWING CHKD	SCALE (A3) NOT TO SCALE	
DESIGNED	DATUM ORIGIN	
DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
SPEED LIMIT REVIEWS
TOWN ENTRANCES

SHEET TITLE
ASHLEY
UNSEALED ROADS

FOR INFORMATION	
DRAWING	
SHEET 07	REVISION



LEGEND	
█	30 KM/H
█	40 KM/H
█	50 KM/H
█	60 KM/H
█	70 KM/H
█	80 KM/H
█	SCHOOL

UPPER SEFTON ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	AMC	28/01/2021	PROJECT No	PD001172
DRAWN			CON No	
DRAWING CHKD			SCALE (A3)	NOT TO SCALE
DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL	NZTM GD2000
APPROVED			VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	SEFTON
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
09	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

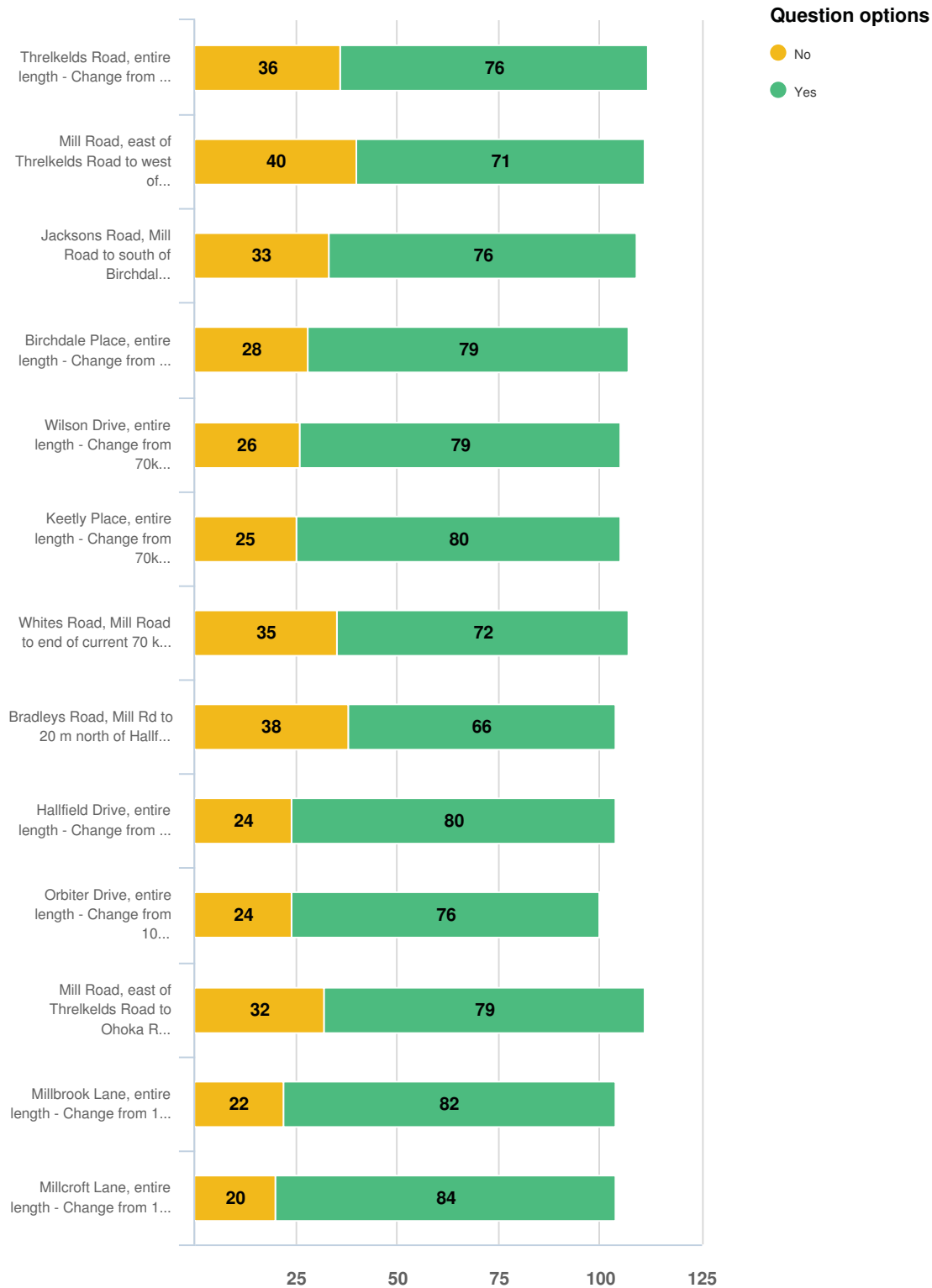
Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?



Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/27/2021 06:16 PM

I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.

Screen Name Redacted

9/28/2021 10:05 AM

Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.

Screen Name Redacted

9/28/2021 11:01 AM

I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.

Screen Name Redacted

9/28/2021 11:05 AM

I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1

Screen Name Redacted

9/28/2021 11:37 AM

Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool

Screen Name Redacted

9/28/2021 01:33 PM

Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic

Screen Name Redacted

9/28/2021 06:05 PM

Reduce the speed on tram road to 80km/h right back to mandeville

Screen Name Redacted

9/28/2021 06:53 PM

Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.

Screen Name Redacted

9/28/2021 07:11 PM

These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/29/2021 06:54 AM</p>	<p>Some that you've proposed 100 to 60 I would support an 80</p>
<p>Screen Name Redacted 9/29/2021 11:16 AM</p>	<p>A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.</p>
<p>Screen Name Redacted 9/29/2021 11:42 AM</p>	<p>1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h</p>
<p>Screen Name Redacted 9/29/2021 12:30 PM</p>	<p>Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.</p>
<p>Screen Name Redacted 9/29/2021 03:19 PM</p>	<p>Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.</p>
<p>Screen Name Redacted 9/29/2021 07:16 PM</p>	<p>i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.</p>
<p>Screen Name Redacted 9/29/2021 08:29 PM</p>	<p>Feldwick Drive needs to be 30kmph</p>
<p>Screen Name Redacted 9/29/2021 09:41 PM</p>	<p>Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.</p>
<p>Screen Name Redacted 9/29/2021 10:24 PM</p>	<p>If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change</p>
<p>Screen Name Redacted</p>	<p>I live in Mill Road west of Threlkelds road in the heart of Ohoka</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80K/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp comming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

 Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

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Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at _____, the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h???????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

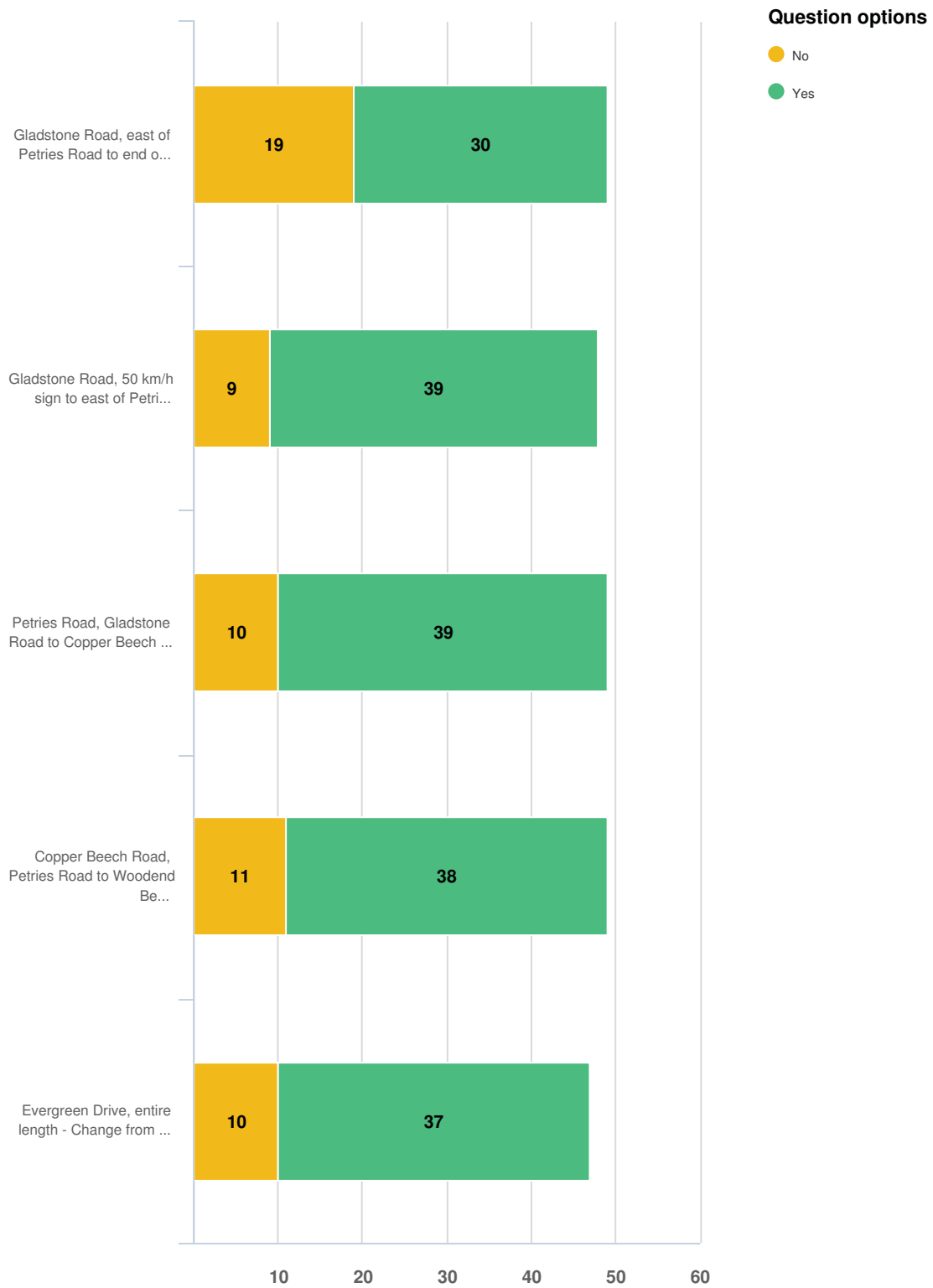
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

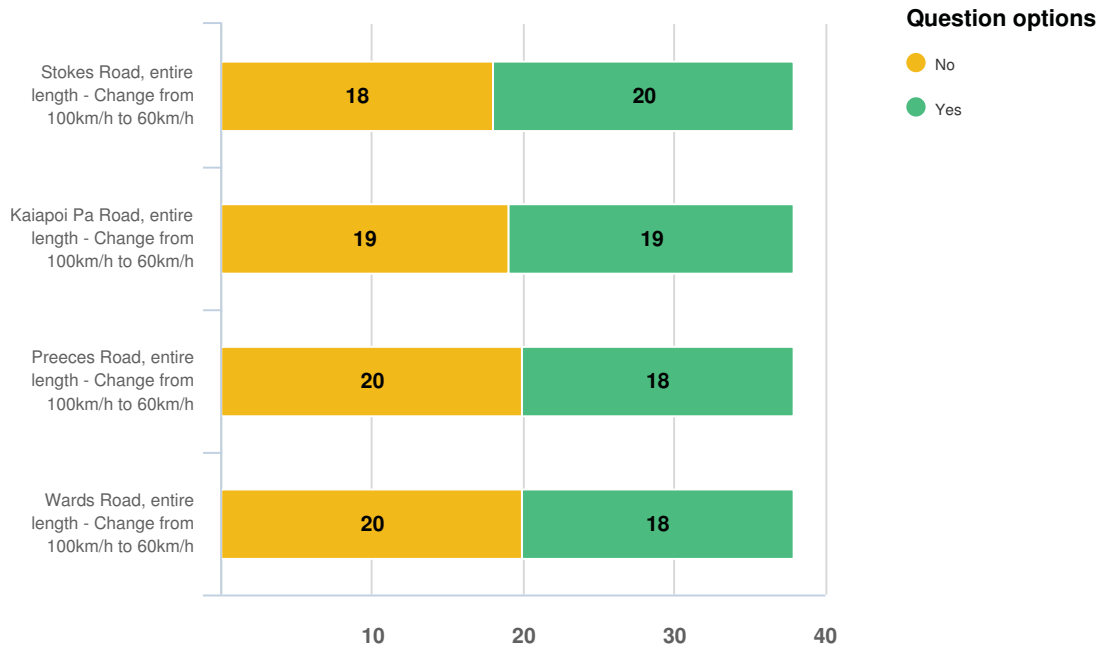
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

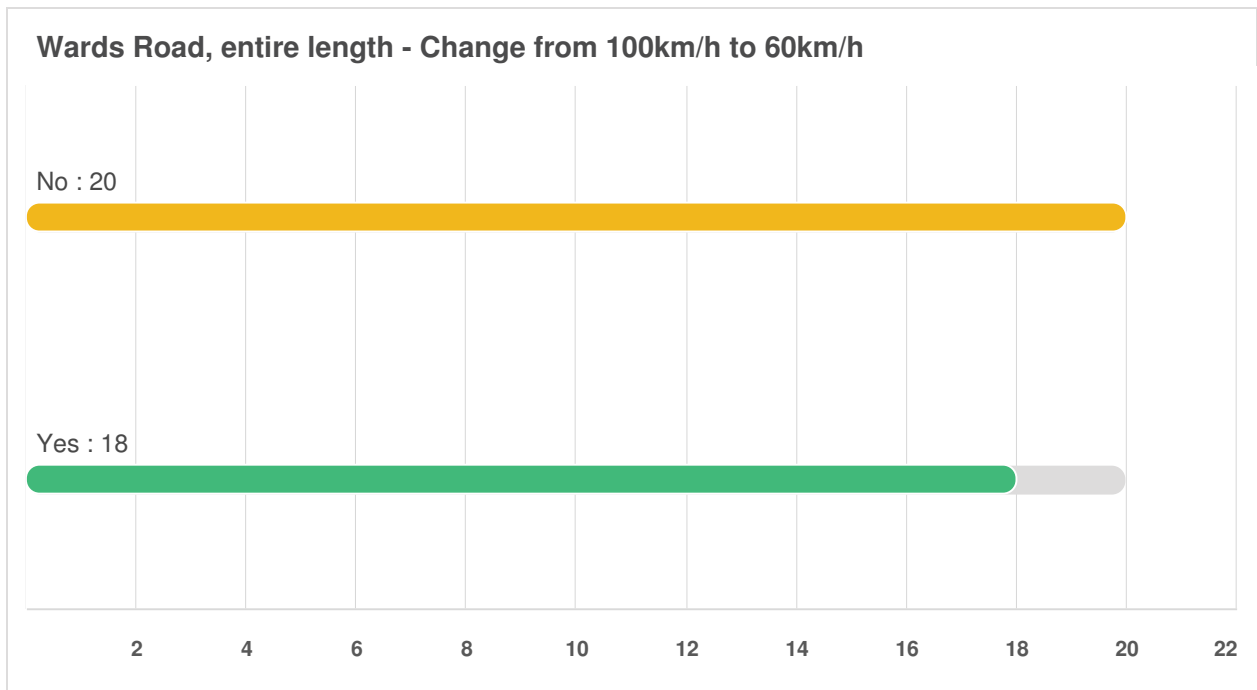


SURVEY QUESTIONS

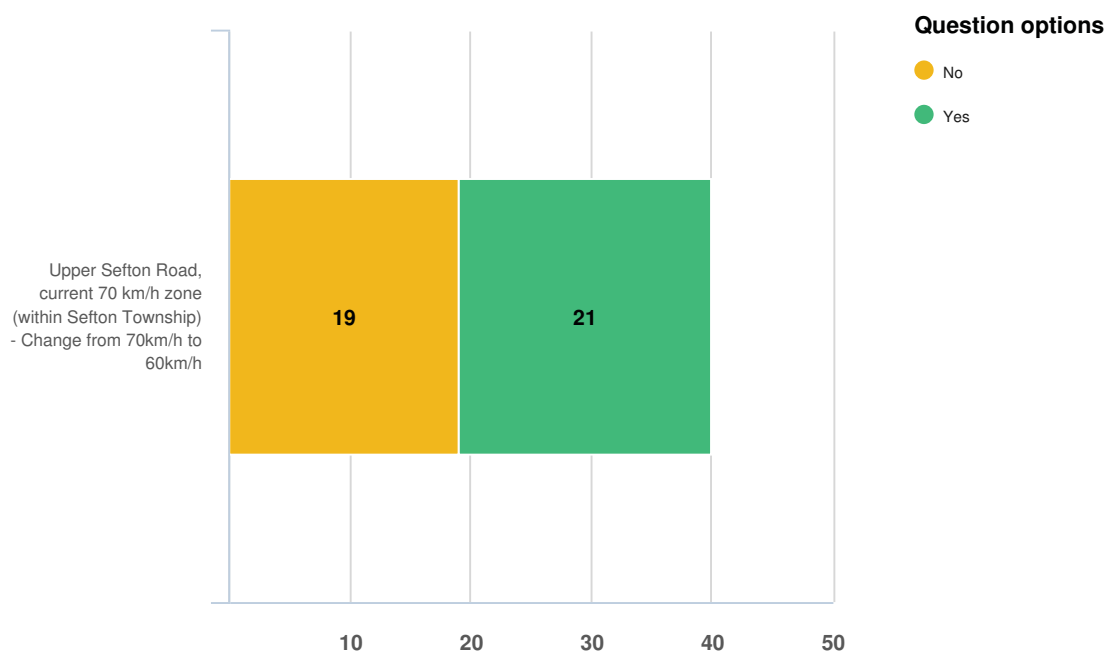
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted 10/01/2021 02:19 PM	It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.
Screen Name Redacted 10/01/2021 02:36 PM	You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...
Screen Name Redacted 10/02/2021 09:02 AM	I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.
Screen Name Redacted 10/03/2021 08:13 AM	Leave them alone
Screen Name Redacted 10/03/2021 01:50 PM	I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h
Screen Name Redacted 10/03/2021 04:03 PM	I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club
Screen Name Redacted 10/05/2021 09:52 PM	Better policing required
Screen Name Redacted 10/06/2021 09:52 AM	There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits
Screen Name Redacted 10/08/2021 02:13 PM	
Screen Name Redacted 10/13/2021 04:36 PM	I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

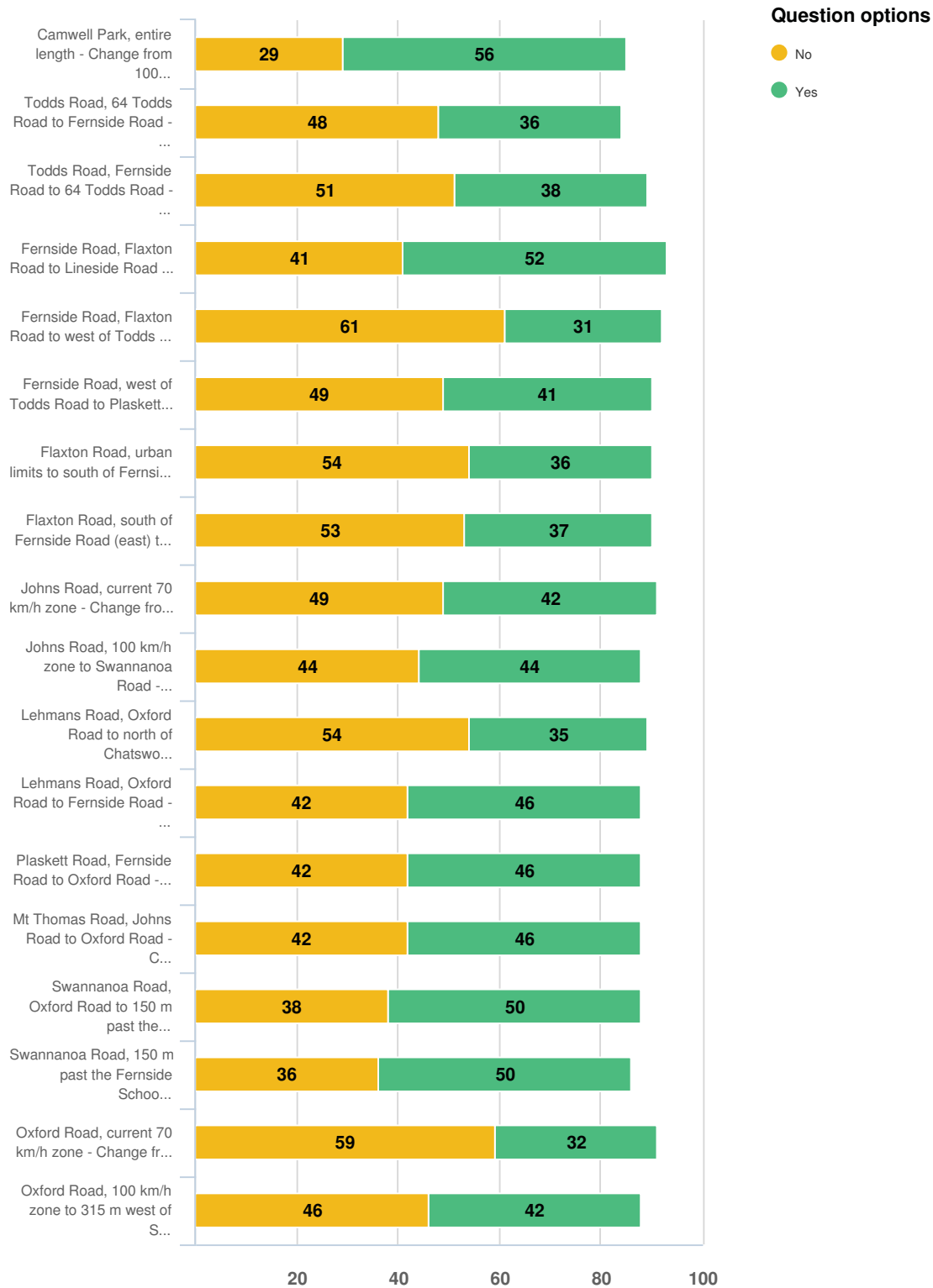
Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/02/2021 12:40 PM</p>	<p>Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt</p>
<p>Screen Name Redacted 10/02/2021 01:16 PM</p>	<p>O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road</p>
<p>Screen Name Redacted 10/02/2021 03:34 PM</p>	<p>Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads</p>
<p>Screen Name Redacted 10/02/2021 04:03 PM</p>	<p>The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.</p>
<p>Screen Name Redacted 10/02/2021 06:12 PM</p>	<p>Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.</p>
<p>Screen Name Redacted 10/02/2021 09:09 PM</p>	<p>I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.</p>
<p>Screen Name Redacted 10/03/2021 08:12 AM</p>	<p>Leave the speec limits alone. The roads are safe, it's the drivers that need the training.</p>
<p>Screen Name Redacted 10/03/2021 09:36 AM</p>	<p>I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along</p>

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

SURVEY RESPONSE REPORT

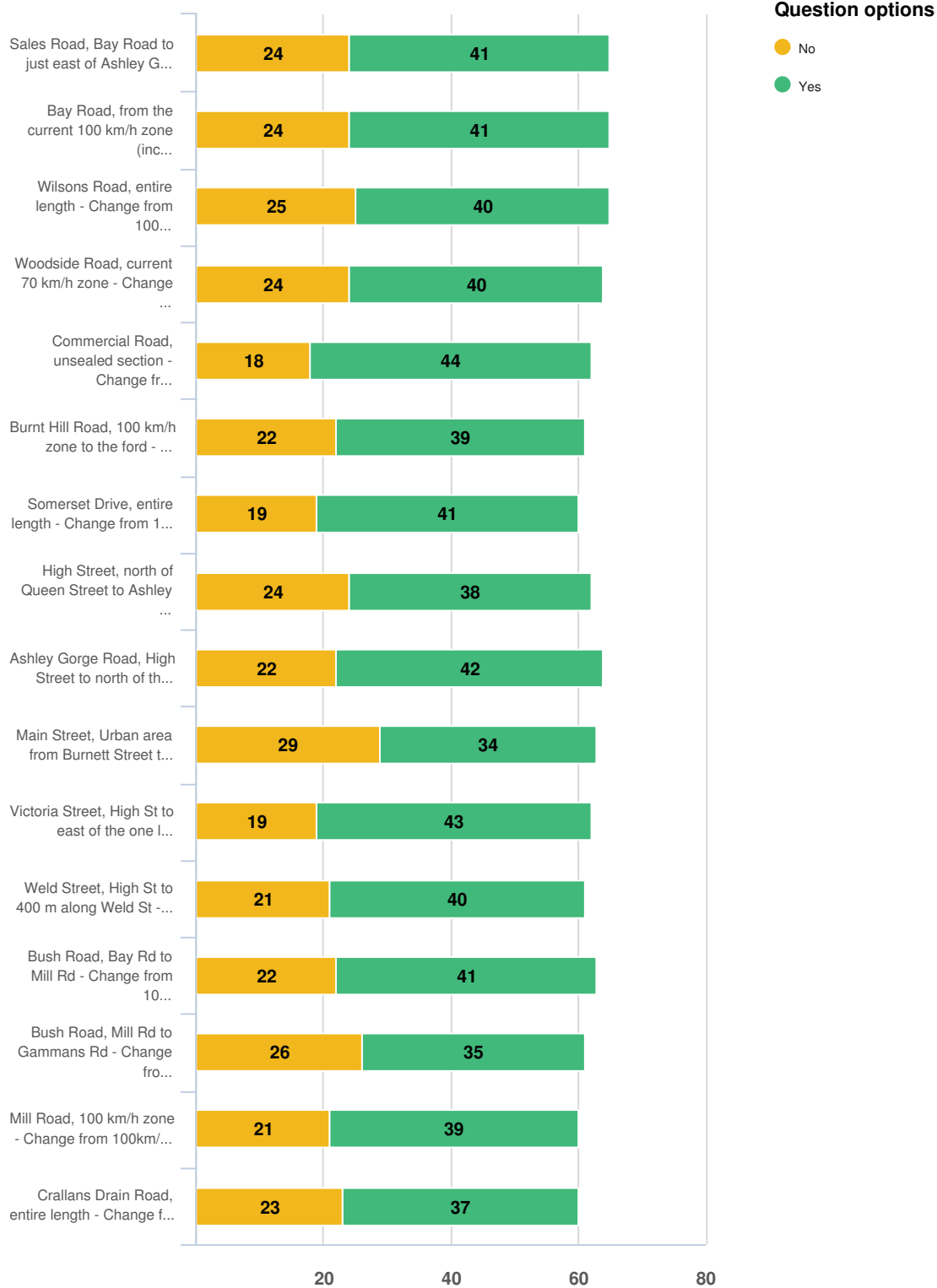
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

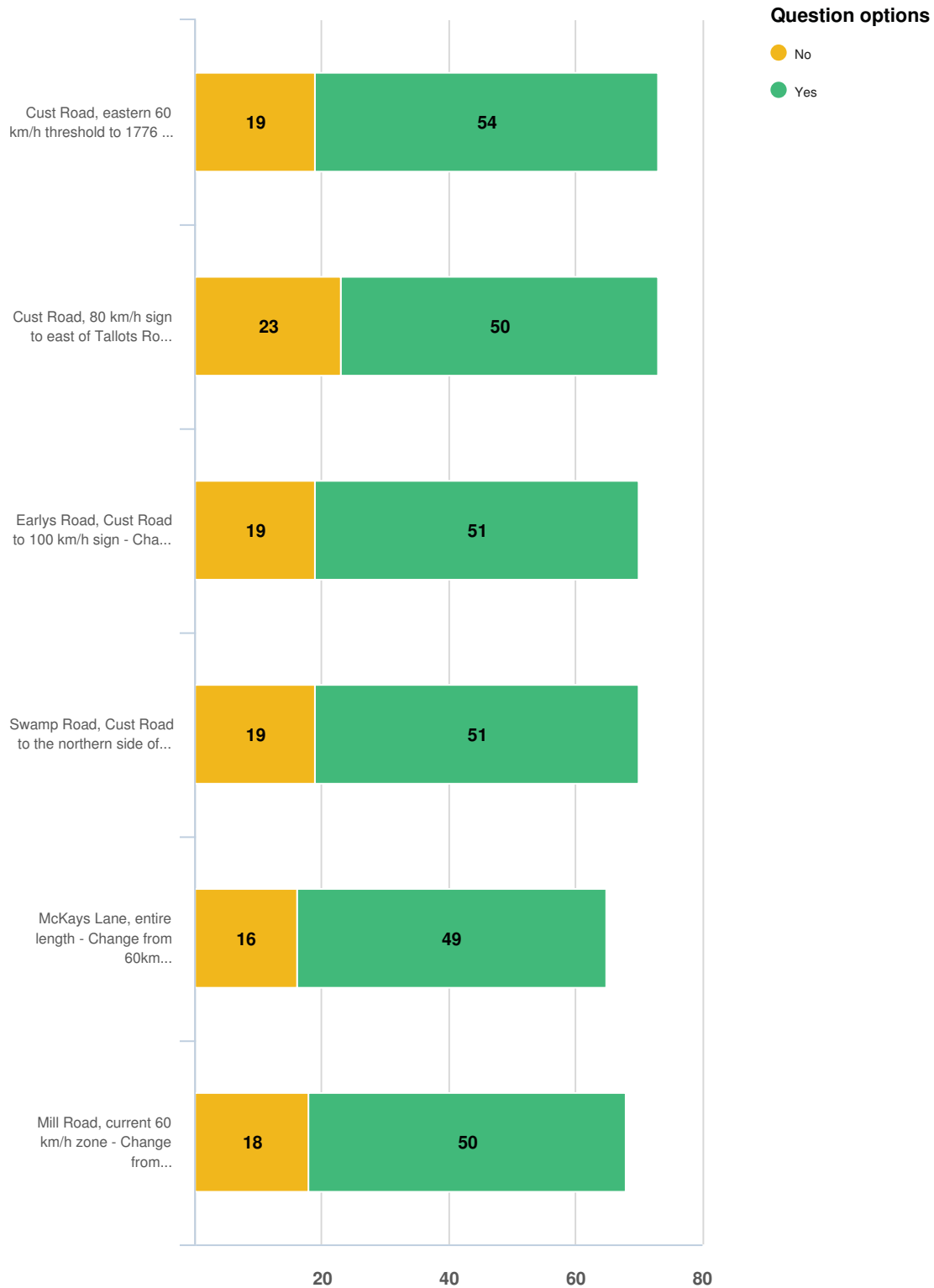


SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?


Optional question (70 response(s), 18 skipped)

Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?


Optional question (75 response(s), 13 skipped)

Question type: Likert Question

<p>Screen Name Redacted 9/27/2021 03:38 PM</p>	<p>We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance</p>
<p>Screen Name Redacted 9/28/2021 04:27 PM</p>	<p>I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view</p>
<p>Screen Name Redacted 9/30/2021 03:30 PM</p>	<p>Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.</p>
<p>Screen Name Redacted 10/01/2021 11:27 AM</p>	<p>Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather then having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.</p>
<p>Screen Name Redacted 10/04/2021 01:13 PM</p>	<p>Totally agree with the Oxford road changes. Have been wanting them lowered for years</p>
<p>Screen Name Redacted 10/07/2021 07:09 AM</p>	<p>Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.</p>
<p>Screen Name Redacted 10/07/2021 05:58 PM</p>	<p>Burnt Hill Road should be 50km/h</p>
<p>Screen Name Redacted 10/08/2021 10:03 PM</p>	<p>burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings .There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the</p>

way to the bridge. Bay road should change from 100 to 70 for that section It seems that the current thinking is that 60 is the new speed for everywhere .I certainly think that 100 is to high for some of those roads but 60 is to slow for these almost rural roads the new speed for those changes should be 70 at the lowest .

Screen Name Redacted

10/10/2021 10:10 PM

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

10/11/2021 07:36 AM

Hi, we live at 88 Bush rd.As part of the local walkway I am very concerned for the safety of a large number of people the use it (dog walkers,cyclist& parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100ks.

Screen Name Redacted

10/11/2021 10:19 AM

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

10/11/2021 04:09 PM

You appear to have missed out the western side of Cust Road completely. This plan has zero effect of the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

10/13/2021 06:40 AM

The 80km either side of Cust road change to 60km.

Screen Name Redacted

10/13/2021 12:26 PM

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

10/13/2021 01:10 PM

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

10/13/2021 03:12 PM

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

10/13/2021 04:47 PM

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is till too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

10/18/2021 12:05 PM

Screen Name Redacted

10/18/2021 08:12 PM

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly: - OFarrrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

10/19/2021 11:40 AM

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)**Question type:** Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

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

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

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

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services
DDI +64 4 894 5025 / M +64 21 962 829



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

Hi Glenn,

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

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

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

Cheers,

Allie

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

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

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

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

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

Hope that's helpful Allie.

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

Cheers, Glenn

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

Hi Glenn,

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

My comments to your comments in purple are in orange.

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

Cheers,

Allie

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



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

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

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

Cheers, Glenn

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

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Project Delivery Unit
Phone: 0800 965 468 (0800 WMK GOV)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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

Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
- Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



o - please remove and replace with correct 'adult' sign

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m ☺), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Wednesday, 28 April 2021 12:57 PM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>

Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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5 October 2021

Allie Mace-Cochrane
allie.mace-cochrane@wmk.govt.nz

Dear Allie,

I refer to your correspondence of 23 September 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Waimakariri District.

Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Natasha Rodley, as the District Road Policing Manager for her operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on the specified roads in the Waimakariri District.

Yours sincerely,

Inspector Peter Jones
Acting Director: National Road Policing Centre

Allie Mace-Cochrane

From: John Bond
Sent: Thursday, 14 October 2021 10:40 AM
To: Allie Mace-Cochrane
Subject: Consultation on Speed Limit Reviews - Waimakariri

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

Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanx.co.nz



**ROAD TRANSPORT
ASSOCIATION NZ**

From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 14 October 2021 9:34 AM
To: Simon Carson
Cc: '
Subject: Consultation on Speed Limit Reviews - Waimakariri
Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

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



Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 409 responses received – 400 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	87	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Common Themes included:

- Additional Roads – Asking for speed limits to be reviewed on roads outwith the scope of the engagement
- Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps
- Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended
- Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement
- School – comments or suggestions about roads around schools including speed and safety
- Driver education – relating to improving driver behaviour through better or more robust driver education
- Level of service – comments or suggestions to change current roads including layout, surfaces, signage
- Safety – included safety of other roads users. Querying the impact of slower speeds on safety
- General – general comments about the review process

Oxford/Cust Roads

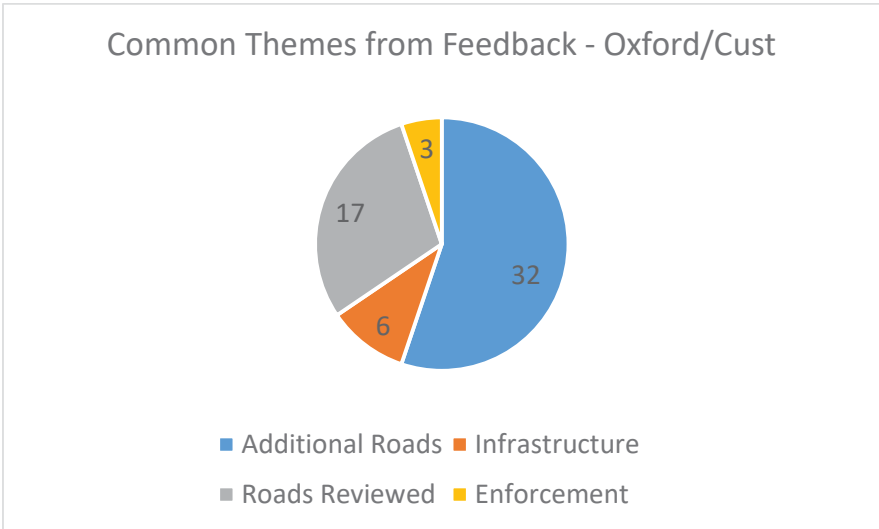
Of the 87 who completed the survey, 59 respondents left a comment and with the overall sentiment including:

10% negative

17% mixed

59% neutral

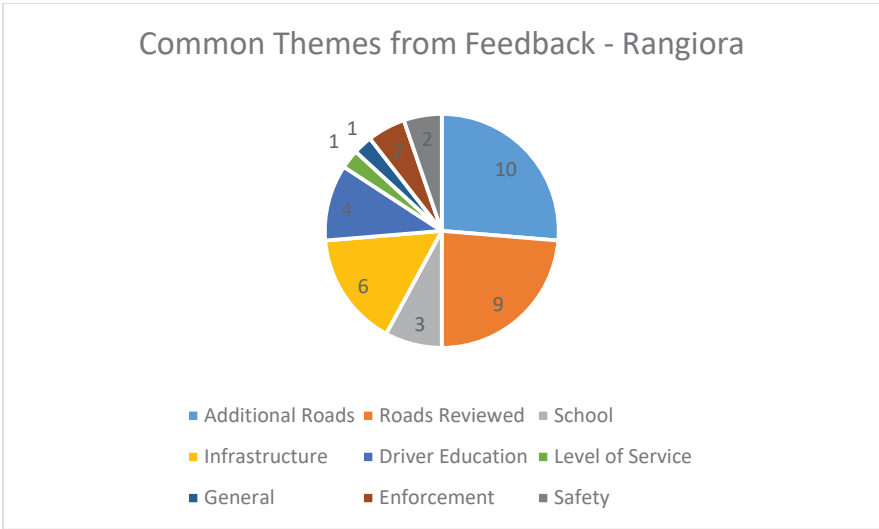
14% positive



Rangiora Roads

Of the 95 who completed the survey, 37 respondents left a comment and with the overall sentiment including:

- 22% negative
- 18% mixed
- 16% neutral
- 43% positive



Kaiapoi/Ohoka Roads

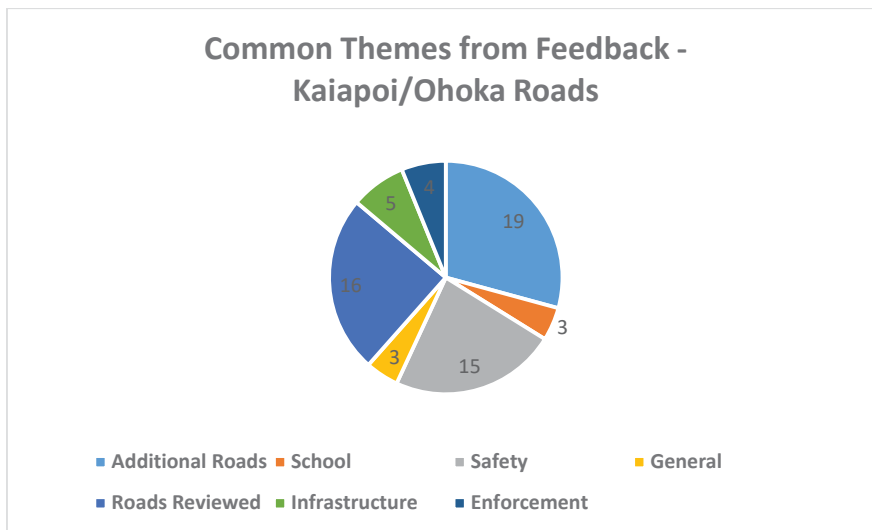
Of the 129 who completed the survey, 66 respondents left a comment and with the overall sentiment including:

24% negative

21% mixed

32% neutral

32% positive



Woodend/Tuahiwi Roads

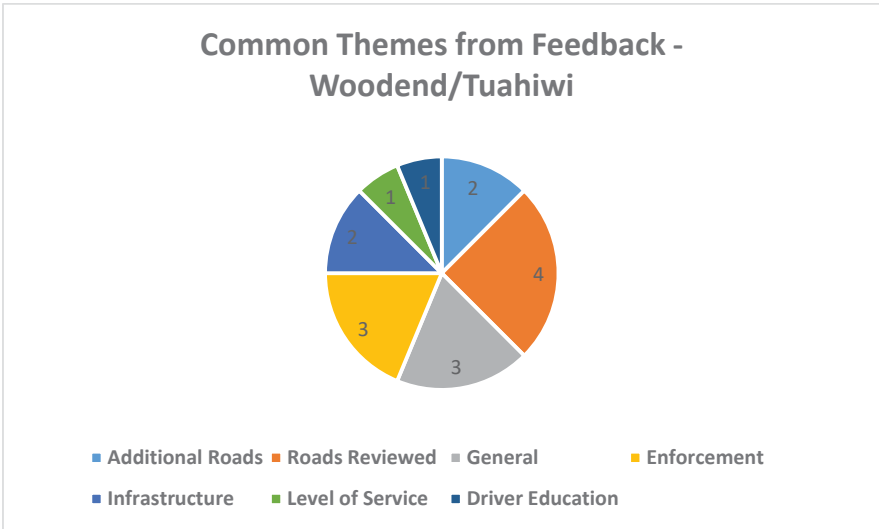
Of the 49 who completed the survey, 17 respondents left a comment and with the overall sentiment including:

18% negative

18% mixed

29% neutral

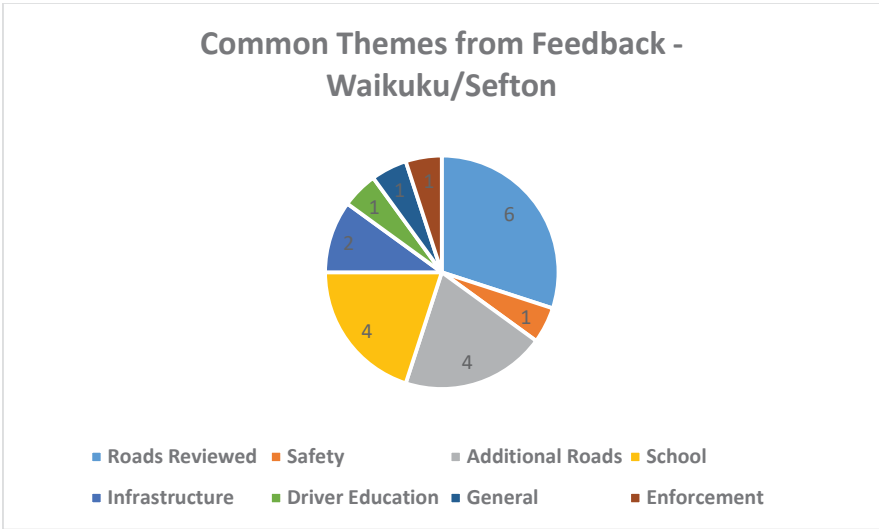
35% positive



Waikuku/Sefton Roads:

Of the 40 who completed the survey, 21 respondents left a comment and with the overall sentiment including:

- 18% negative
- 18% mixed
- 29% neutral
- 35% positive



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 211026171648

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 10th November 2021

AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Rangiora-Ashley Ward Area

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



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to update the Rangiora-Ashley Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 3, with the map extents relevant to the Rangiora-Ashley Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Rangiora-Ashley Community Board and Council gave approval to consult on these proposed speed limit changes in May and July 2021, respectively.
- 1.4 Public consultation was carried out from the 27th September 2021 to the 18th October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey. The majority of responses received for the Cust area favoured lower speed limits. Mixed responses were received for the Rangiora area.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

1.7 Feedback was sought from the key stakeholders' listed below:

- Te Ngāi Tūāhuriri Rūnanga
- New Zealand Police
- Waka Kotahi
- New Zealand Automobile Association
- New Zealand Road Transport Association
- Road Transport Forum
- New Zealand Trucking Association
- Canterbury District Health Board
- Fire and Emergency New Zealand

1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 3.

Attachments:

- i. Town Entrance Speed Limit Review – RACB Ward Area Maps (TRIM No. 211029174059)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211029174088)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211029174087)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211026171648;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Cust Roads.

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

Table 2. Proposed Speed Limits on Rangiora Roads.

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

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.
- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 The Rangiora and Cust town entrances have been reviewed due to the significant urban development which has occurred in recent years. This has caused these towns to expand outwards, away from town centres. This has resulted in rural residential speed limits being designated in an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.
- 3.4 Further to this, there has also been significant development within Cust. This means the previously higher rural speed limits are now inappropriate for the number of vehicle and people movements within these areas.
- 3.5 Proposed speed limit changes along sections of rural residential roads, like Oxford Road, have been included due to the high-risk intersections which cross these roads. These high-risk intersections in the rural residential areas, closer to the main towns, have thousands of vehicles crossing them daily. The few intersections included on the rural residential roads within this entire review have contributed to 15 serious and fatal crashes over the past 10 years. A reduction in speed along these roads will significantly reduce the severity of a motor vehicle accident occurring at the intersection.
- 3.6 The unsealed roads of Ashley and Tuahiwi were included within the 2019 Tuahiwi Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h, however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that an RCA may not set a speed limit of 70 km/h under the current legislation unless a plan is developed and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this, as noted in Attachment i.
- 3.7 The consultation results for the Rangiora-Ashley Ward Area are shown in Table 4. All results are included in Attachment ii. For ease, the speed reductions not favoured by the public are highlighted in yellow.

Table 4. Consultation results for the Rangiora-Ashley Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	50	26.0	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80	31.5	68.5
Earlys Road , Cust Road to 100 km/h sign.	50	27.1	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	50	27.1	72.9
McKays Lane , entire length.	50	24.6	75.4
Mill Road , current 60 km/h zone.	50	26.5	73.5
Todds Road , 64 Todds Road to Fernside Road.	50	57.1	42.9
Todds Road , Fernside Road to 64 Todds Road.	60	57.3	42.7
Fernside Road , Flaxton Road to Lineside Road.	80	44.1	55.9
Fernside Road , Flaxton Road to west of Todds Road.	60	66.3	33.7
Fernside Road , west of Todds Road to Plaskett Road.	80	54.4	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	60	60.0	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	80	58.9	41.1
Johns Road , current 70 km/h zone.	50	53.8	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	80	50.0	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	60	60.7	39.3
Lehmans Road , Oxford Road to Fernside Road.	80	47.7	52.3
Plaskett Road , Fernside Road to Oxford Road.	80	47.7	52.3
Mt Thomas Road , Johns Road to Oxford Road.	80	47.7	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	60	43.2	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	80	41.9	58.1
Oxford Road , current 70 km/h zone.	50	64.8	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	80	52.3	47.7
Camside Road , sealed section (280 m).	60	53.5	46.5
Camside Road , unsealed section.	60	37.2	62.8
Youngs Road , entire length.	60	41.0	59.0
Marsh Road , entire length.	60	51.2	48.8

4. **ISSUES AND OPTIONS**

- 4.1. Many comments received during consultation indicated that driver education was the problem and that more money should be spent in this area. This is one of the five key areas (road user choices) which is focused on in the Road to Zero approach. Council do engage in driver education campaigns; however, as an individual and no matter how much education you have engaged with, a mistake can still be made on the road.
- 4.2. Sub-sections 4.3 to 4.9 detail technical reasons for why staff have recommended speed limit reductions on the roads which were not favoured by the public.
- 4.3. There are multiple high risk intersections along the Oxford Road and Fernside Road. These intersections have been 'engineered up' within the bounds of the funding available; however, continue to be a hotspot for crashes. A lower speed in these areas will reduce the seriousness of a crash, if one occurs, and also allow individuals greater time to judge a gap. This will reduce the impact for an individual who makes a mistake and will also reduce risky behaviour when turning.
- 4.4. The land use adjacent to both of the Oxford Road and Johns Road 70 km/h areas has changed over the years. These areas have become concentrated with subdivision development. On Johns Road, dwellings have accessways through the 70 km/h area and there are also multiple access roads for the subdivision. Although Oxford Road does not have direct accessways from dwellings in the subdivision, it does contain many access roads for the subdivision. Both of these roads therefore have an increase in vehicle turning movements and other multi-modal movements, indicating that 70 km/h is no longer appropriate. Furthermore, in free-flow conditions, a vehicle travelling at 50 km/h will take 10 sec more to traverse the distance than at 70 km/h, indicating that a reduction in speed at these locations will have negligible effect on travel time.
- 4.5. Vehicle turning movements have increased on Lehmans Road due to the Rangiora Vet Centre and access to the subdivision via Chatsworth Avenue. Furthermore, the intersection of Lehmans Road and Oxford Road is also high-risk, with three crashes occurring at this location in the last two years.
- 4.6. Todds Road does not have a marked centreline and has a culvert crossing with concrete headwalls at the southern end of the road. This area is also marked for future commercial development, with the section at 2 Todds Road currently on the market. It is expected that this land area will be developed once the property is sold. The mean operating speed in this area is under 65 km/h; therefore, a reduction to 60 km/h will have minimal effect on road users and indicates the RCA would still be in alignment with Clause 4.4(2)(c) of the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- 4.7. The new roundabout at the intersection of Flaxton Road and Fernside Road has increased the safety of this intersection; however, a speed reduction to 60 km/h along both roads is still recommended. The road connecting to the development on the east side of the roundabout is likely to have a speed of 50 km/h to 60 km/h; therefore, to ensure even approach speeds, a lower limit is preferred. The current mean operating speed in the area (WDC traffic count data obtained after construction of the roundabout) is 60.6 km/h.
- 4.8. With the support received for a lower speed limit on the Skewbridge Road section, between Flaxton Road and the current 80 km/h section near Kaiapoi, staff will be recommending that the speed limit is reduced to 80 km/h. For consistency purposes, staff are also recommending that Flaxton Road, between Skewbridge Road and the current 80 km/h section near Rangiora, is also reduced to 80 km/h. A deputation was presented to the Kaiapoi-Tuahivi Community Board in May after senior staff attended a resident meeting. This detailed the residents request for a lower speed along this corridor.

- 4.9. The current mean operating speed on Marsh Road is less than 45 km/h. Therefore, a drop to 60 km/h along this road will have minimal impact on the traffic which travels down it.
- 4.10. The 280 m sealed section on Camside Road was included in the review to ensure consistency along the road. This section has no marked centreline, aside from the lead up to the intersection, and contains multiple reverse radius bends, making it a different road environment to the 80 km/h environment on Boys Road.
- 4.11. At the Council meeting in July, an amended recommendation was carried. This saw both Earlys Road and Mill Road excluded from consultation and retained at 100 km/h. There were eight requests (three for Earlys Road and five for Mill Road) for these to be included.
- 4.12. There were also a number of requests for the western section of Cust Road (current 80 km/h zone) to have a reduced speed limit. This section of road was included within the report taken to this Community Board in May; however, was removed under advice from Waka Kotahi. Staff will explore options for this section of road to bring the mean operating speed to within 10% of the posted speed limit, ensuring alignment with the Setting of Speed Limits Rule.
- 4.13. The Rangiora-Ashley Community Board has the following options available to them:
- 4.14. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the approval of this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with. Where proposals do not align with the feedback received, technical reasoning has been provided.

- 4.15. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the amendment of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and technical reasoning has been provided where the proposals do not align with the feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

- 4.16. Option Three: Retain the Current Posted Speed Limits in the Ward Area

The option is to recommend to Council that the report recommendations are declined and to retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council Staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.17. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.

5.1.2. To date, the Rūnanga have not provided a formal response to this consultation; however, Council will be updated if this changes.

5.2. **Groups and Organisations**

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

5.2.2. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.

5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which some of these stakeholders were present. Council will be updated with feedback from these entities if they provide a late submission.

5.2.4. Waka Kotahi has advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.

5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.

5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits

proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.

- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from the 27th September 2021 to the 18th October 2021. This consultation included a letter drop to affected residents within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.
- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. The majority of responses received for the Cust area favoured lower speed limits. Mixed responses were received for the Rangiora area. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Technical reasons have been provided in Section 4 detailing why staff are still recommending speed limit reductions on the roads unflavoured by the public.
- 5.3.6. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.
- 5.3.7. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

6.1.3. There are also costs associated with the implementation of infrastructure at locations where the mean operating speed needs to be reduced substantially. An example of this is Cust, where to achieve a 50 km/h operating speed through the village, investment is required to provide traffic calming. For this reason, \$75,000 has been included in the 2021/2022 Minor Safety Programme for speed calming measures in Cust.

6.2. Sustainability and Climate Change Impacts

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

6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.

6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 Risk Management

6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.

6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.4 Health and Safety

6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.

6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have a sitewise score of 100%.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

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

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

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

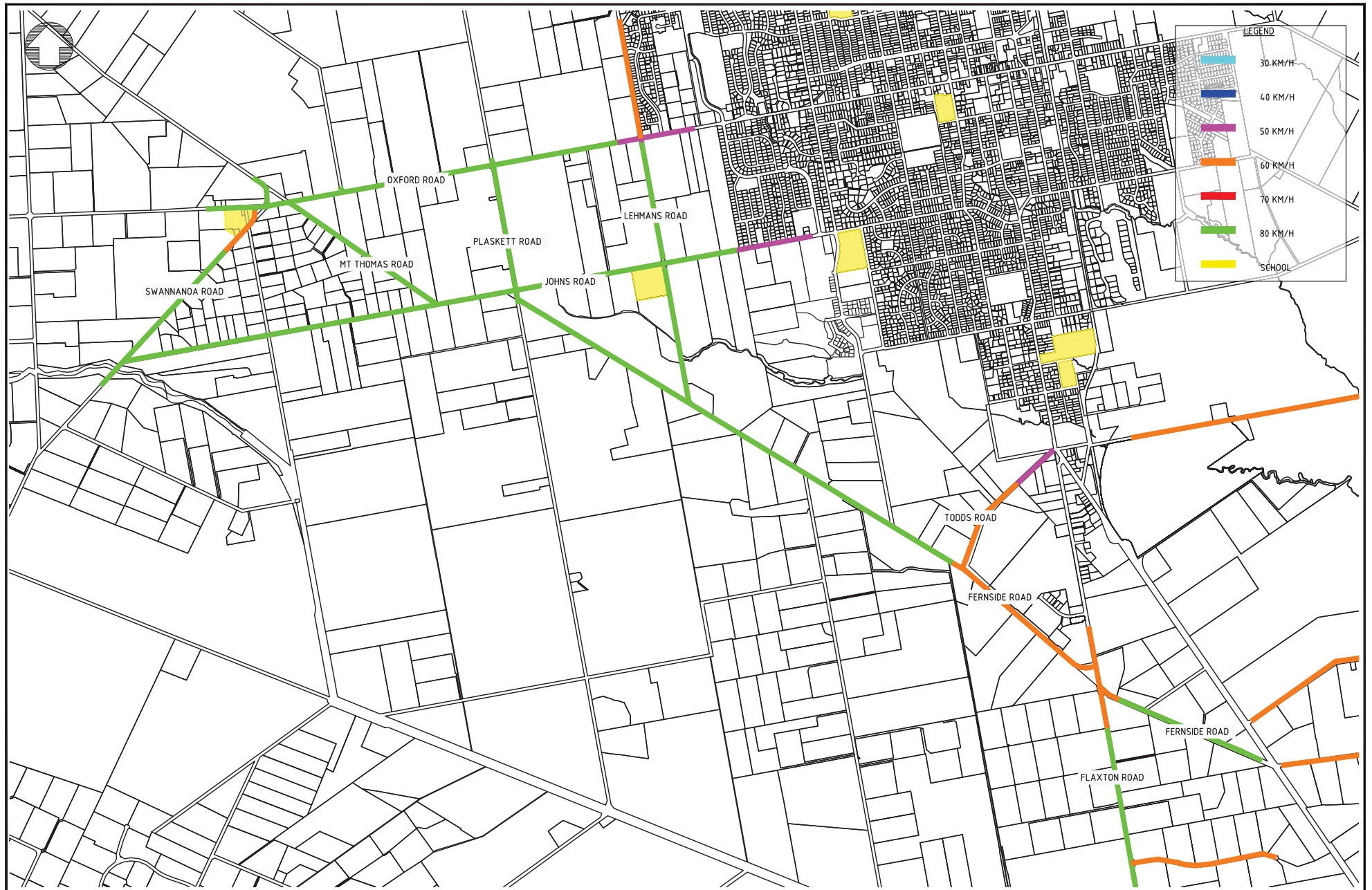
7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

7.3. Consistency with Community Outcomes

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- 7.3.2. There is a safe environment for all
- Harm to people from natural and man-made hazards is minimised.
 - Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.
- 7.3.3. Transport is accessible, convenient, reliable and sustainable
- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. Authorising Delegations

- 7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.
- 7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

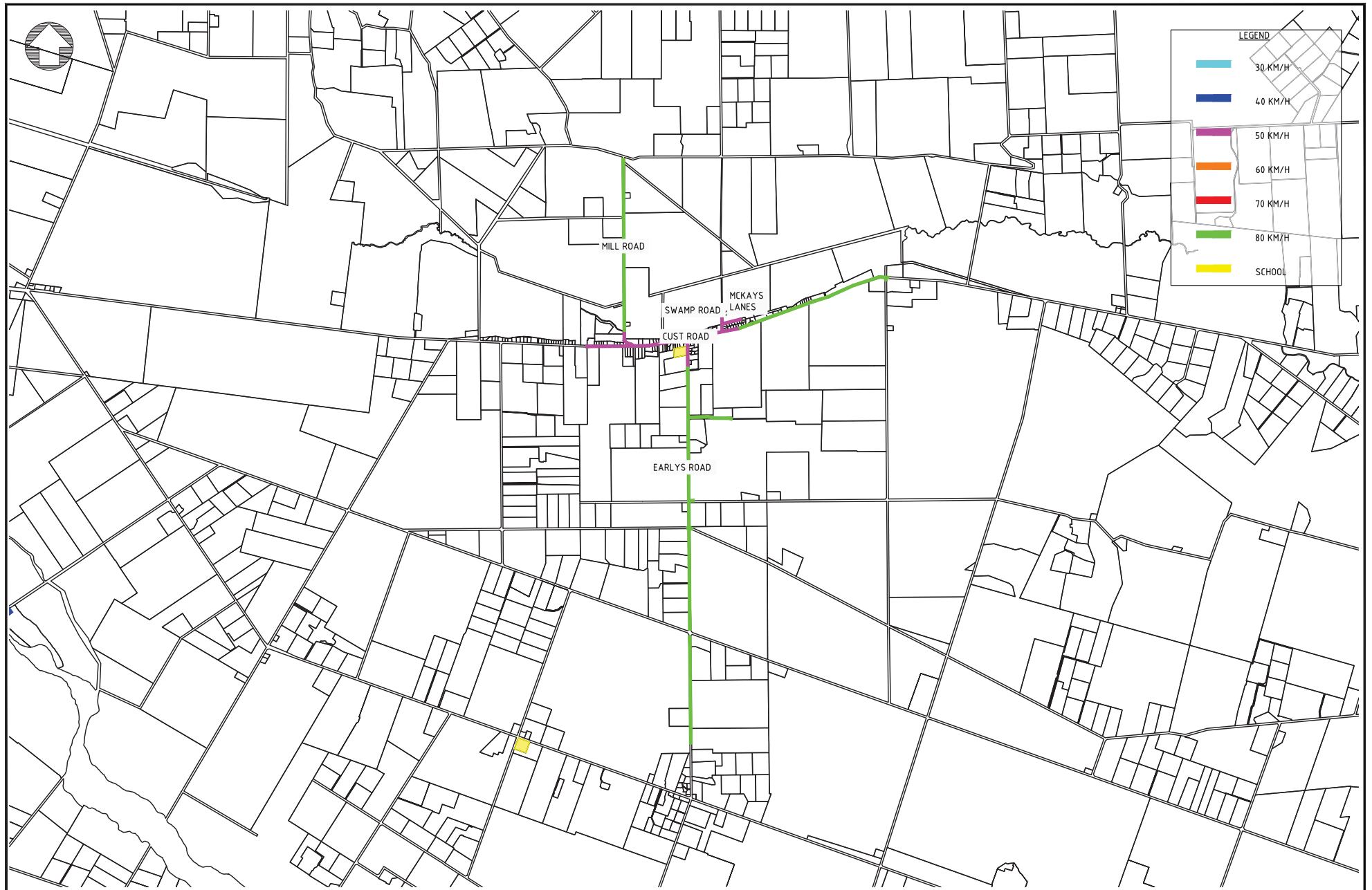
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DRAWN	AMC	28/01/2021
DRAWING CHKD	CON No	
DESIGNED	SCALE (A3) NOT TO SCALE	
DESIGNED CHKD	DATUM ORIGIN	
APPROVED	HORIZONTAL NZTM GD2000	
	VERTICAL	



PROJECT
SPEED LIMIT REVIEWS TOWN ENTRANCES

SHEET TITLE
RANGIORA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
01	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

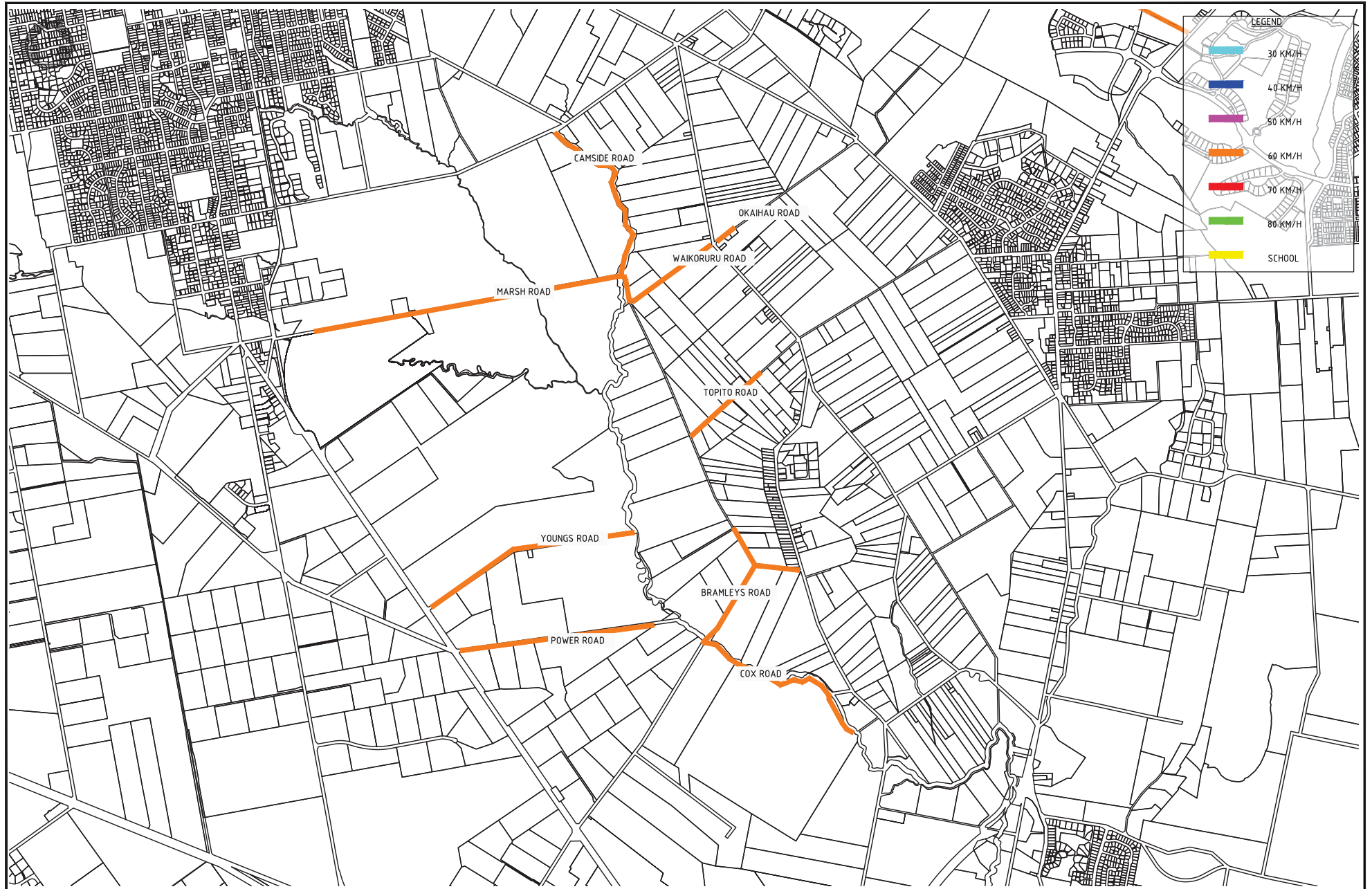
SURVEYED		PROJECT No	PD001172
DRAWN	AMC	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	CUST
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
03	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED		PROJECT No	PD001172
DRAWN	AMC	CON No	
DRAWING CHKD		SCALE (A3) NOT TO SCALE	
DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	TUAHIWI UNSEALED ROADS
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
06	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns



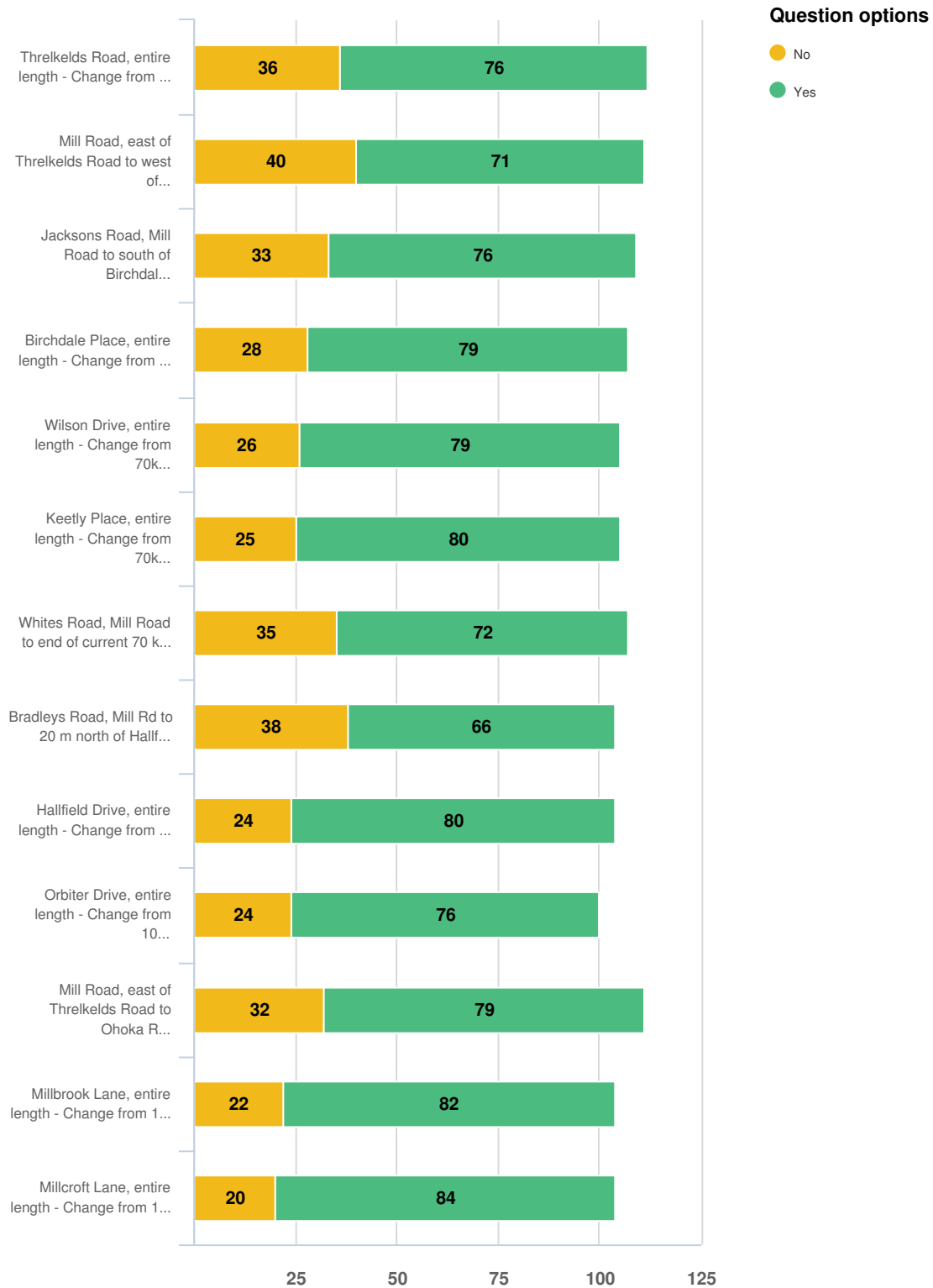
SURVEY QUESTIONS

Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?

Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/27/2021 06:16 PM

I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.

Screen Name Redacted

9/28/2021 10:05 AM

Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.

Screen Name Redacted

9/28/2021 11:01 AM

I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.

Screen Name Redacted

9/28/2021 11:05 AM

I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1

Screen Name Redacted

9/28/2021 11:37 AM

Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool

Screen Name Redacted

9/28/2021 01:33 PM

Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic

Screen Name Redacted

9/28/2021 06:05 PM

Reduce the speed on tram road to 80km/h right back to mandeville

Screen Name Redacted

9/28/2021 06:53 PM

Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.

Screen Name Redacted

9/28/2021 07:11 PM

These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/29/2021 06:54 AM</p>	<p>Some that you've proposed 100 to 60 I would support an 80</p>
<p>Screen Name Redacted 9/29/2021 11:16 AM</p>	<p>A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.</p>
<p>Screen Name Redacted 9/29/2021 11:42 AM</p>	<p>1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h</p>
<p>Screen Name Redacted 9/29/2021 12:30 PM</p>	<p>Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.</p>
<p>Screen Name Redacted 9/29/2021 03:19 PM</p>	<p>Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.</p>
<p>Screen Name Redacted 9/29/2021 07:16 PM</p>	<p>i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.</p>
<p>Screen Name Redacted 9/29/2021 08:29 PM</p>	<p>Feldwick Drive needs to be 30kmph</p>
<p>Screen Name Redacted 9/29/2021 09:41 PM</p>	<p>Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.</p>
<p>Screen Name Redacted 9/29/2021 10:24 PM</p>	<p>If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change</p>
<p>Screen Name Redacted</p>	<p>I live in Mill Road west of Threlkelds road in the heart of Ohoka</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80Km/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp comming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

 Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at _____, the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h???????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

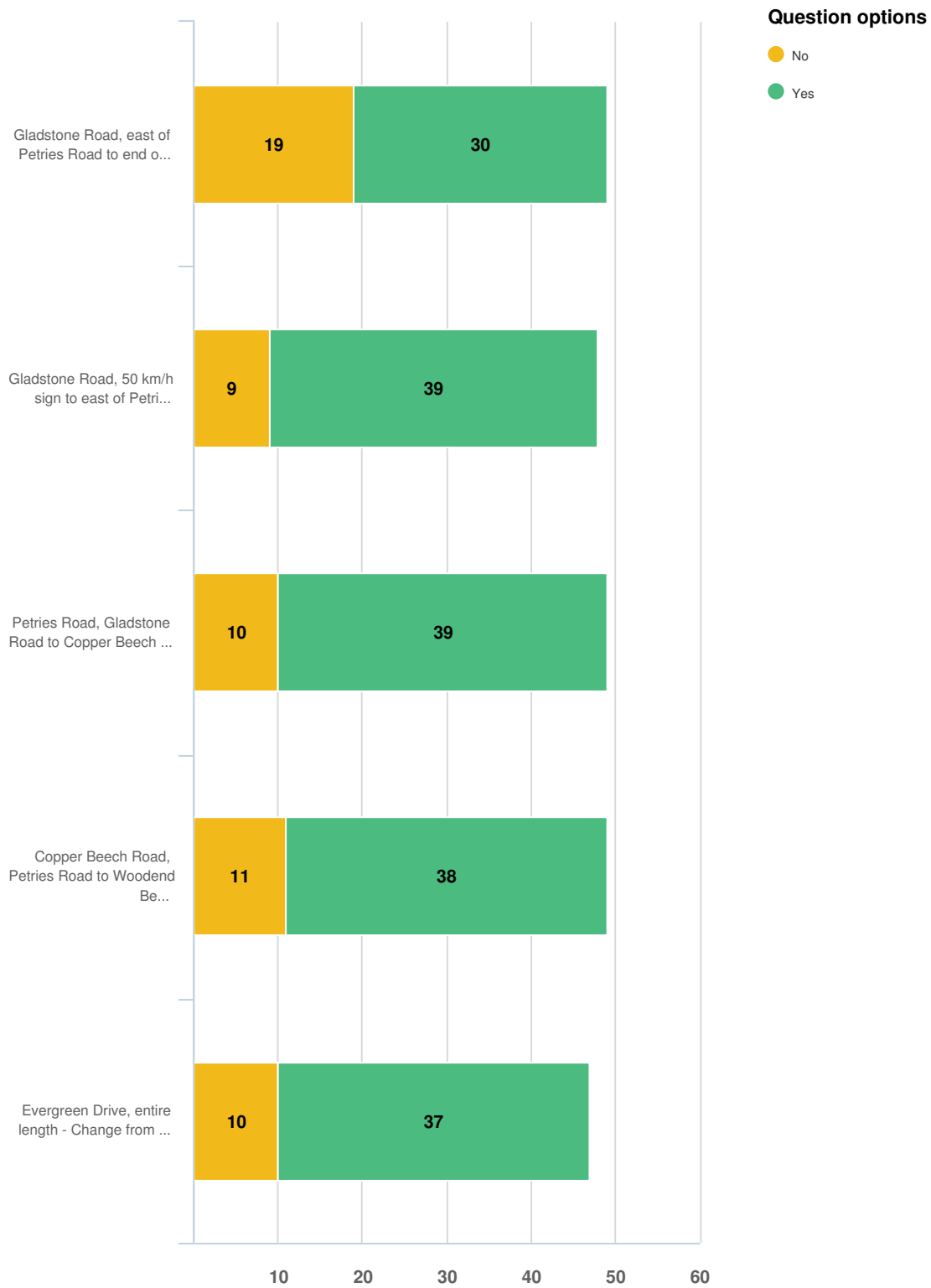
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

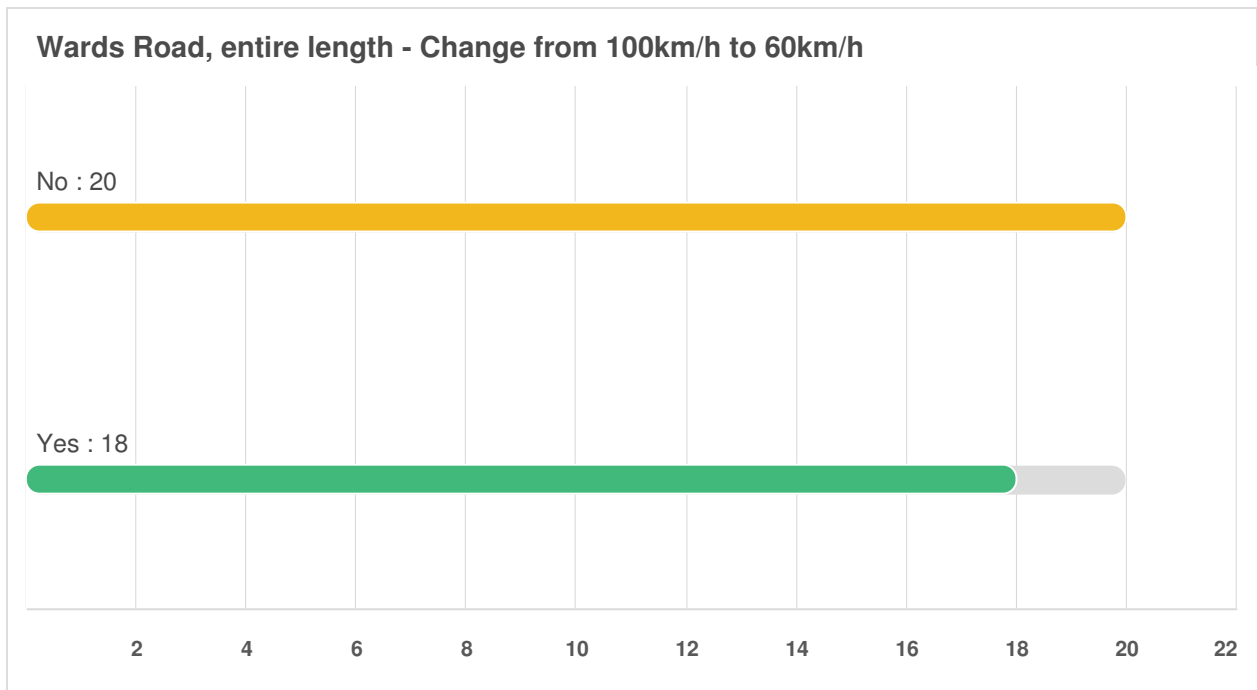


SURVEY QUESTIONS

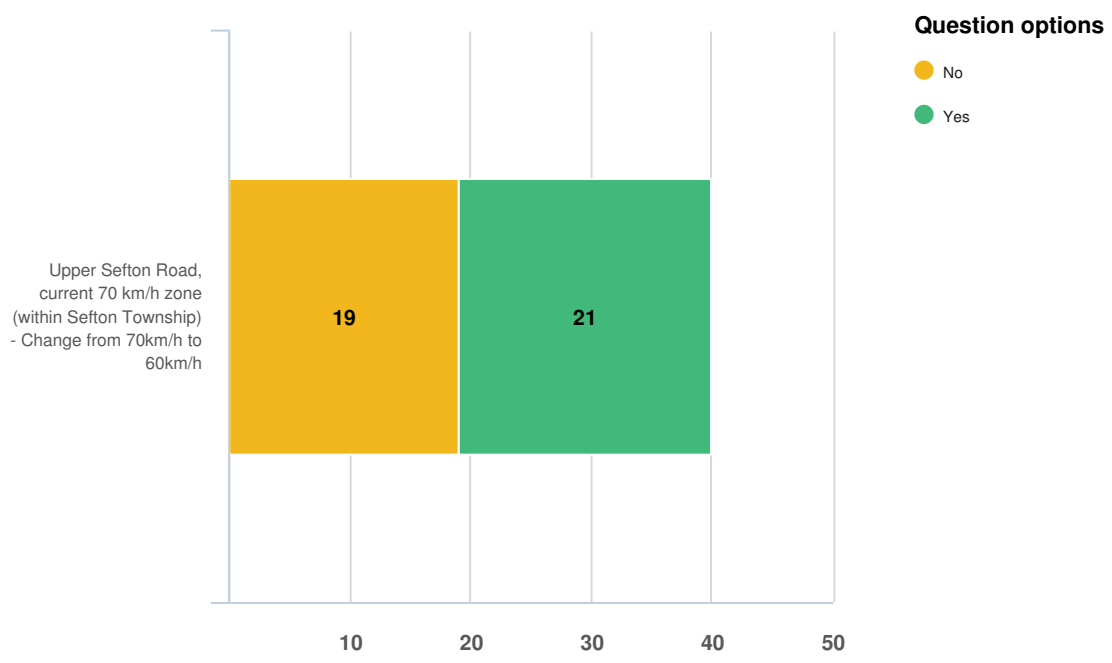
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/01/2021 02:19 PM</p>	<p>It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.</p>
<p>Screen Name Redacted 10/01/2021 02:36 PM</p>	<p>You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...</p>
<p>Screen Name Redacted 10/02/2021 09:02 AM</p>	<p>I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.</p>
<p>Screen Name Redacted 10/03/2021 08:13 AM</p>	<p>Leave them alone</p>
<p>Screen Name Redacted 10/03/2021 01:50 PM</p>	<p>I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h</p>
<p>Screen Name Redacted 10/03/2021 04:03 PM</p>	<p>I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club</p>
<p>Screen Name Redacted 10/05/2021 09:52 PM</p>	<p>Better policing required</p>
<p>Screen Name Redacted 10/06/2021 09:52 AM</p>	<p>There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits</p>
<p>Screen Name Redacted 10/08/2021 02:13 PM</p>	<p></p>
<p>Screen Name Redacted 10/13/2021 04:36 PM</p>	<p>I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).</p>

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

PROJECT NAME:

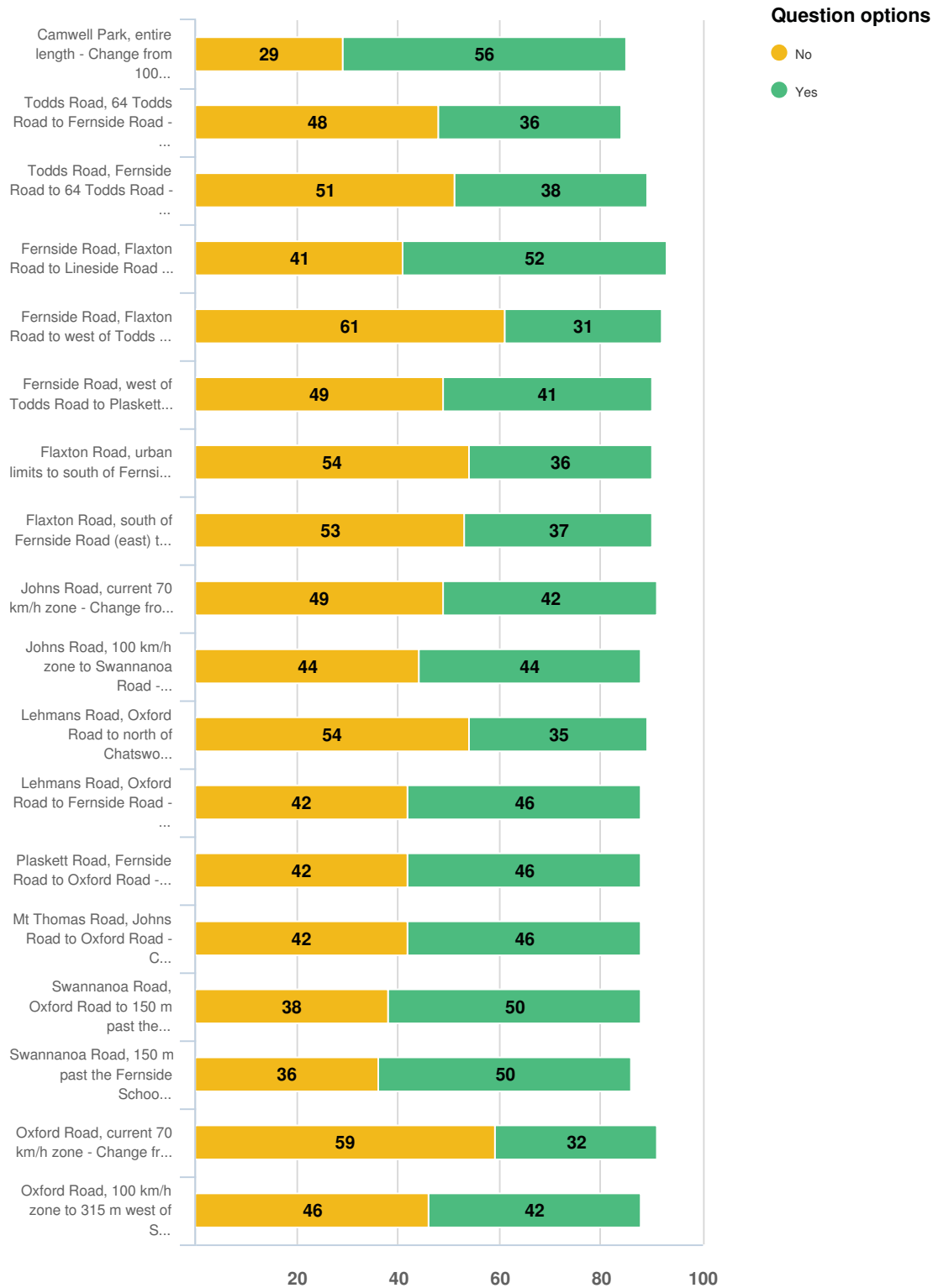
Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/02/2021 12:40 PM</p>	<p>Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt</p>
<p>Screen Name Redacted 10/02/2021 01:16 PM</p>	<p>O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road</p>
<p>Screen Name Redacted 10/02/2021 03:34 PM</p>	<p>Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads</p>
<p>Screen Name Redacted 10/02/2021 04:03 PM</p>	<p>The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.</p>
<p>Screen Name Redacted 10/02/2021 06:12 PM</p>	<p>Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.</p>
<p>Screen Name Redacted 10/02/2021 09:09 PM</p>	<p>I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.</p>
<p>Screen Name Redacted 10/03/2021 08:12 AM</p>	<p>Leave the speec limits alone. The roads are safe, it's the drivers that need the training.</p>
<p>Screen Name Redacted 10/03/2021 09:36 AM</p>	<p>I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along</p>

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

SURVEY RESPONSE REPORT

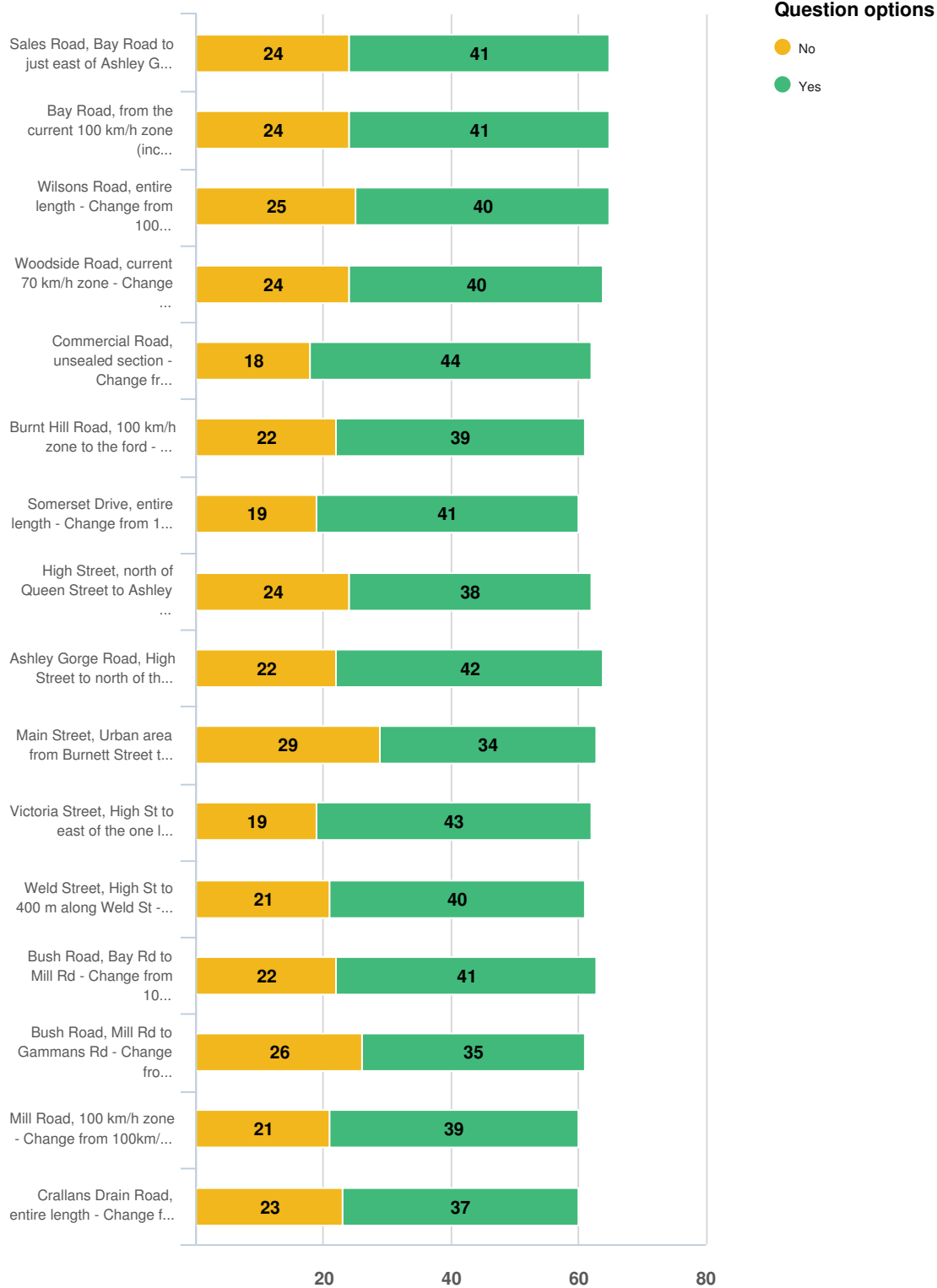
21 September 2021 - 20 October 2021

PROJECT NAME:

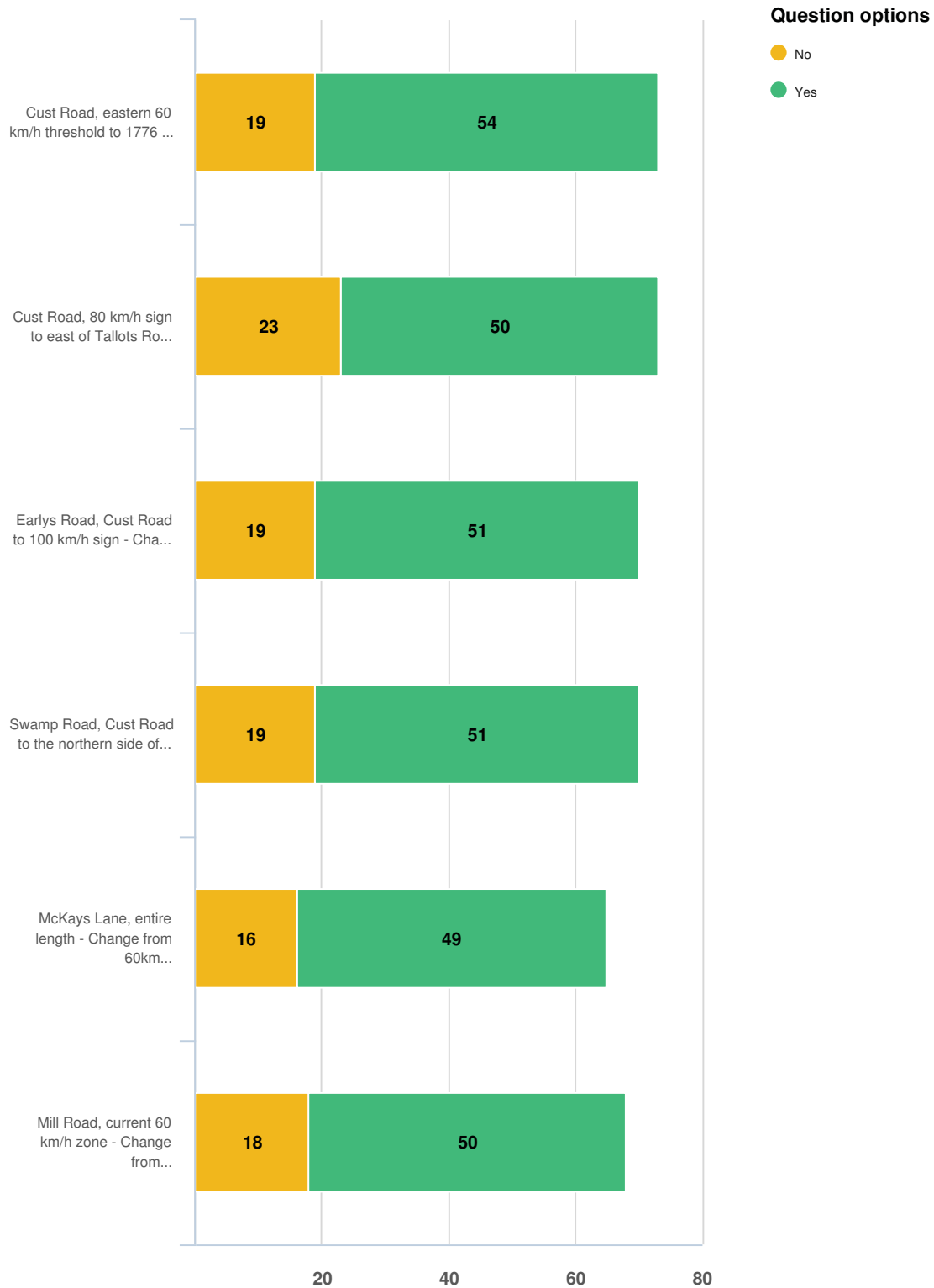
Speed Limit Review - In and Around our Towns

SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?



Optional question (70 response(s), 18 skipped)
Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?


Optional question (75 response(s), 13 skipped)

Question type: Likert Question

<p>Screen Name Redacted 9/27/2021 03:38 PM</p>	<p>We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance</p>
<p>Screen Name Redacted 9/28/2021 04:27 PM</p>	<p>I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view</p>
<p>Screen Name Redacted 9/30/2021 03:30 PM</p>	<p>Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.</p>
<p>Screen Name Redacted 10/01/2021 11:27 AM</p>	<p>Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather then having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.</p>
<p>Screen Name Redacted 10/04/2021 01:13 PM</p>	<p>Totally agree with the Oxford road changes. Have been wanting them lowered for years</p>
<p>Screen Name Redacted 10/07/2021 07:09 AM</p>	<p>Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.</p>
<p>Screen Name Redacted 10/07/2021 05:58 PM</p>	<p>Burnt Hill Road should be 50km/h</p>
<p>Screen Name Redacted 10/08/2021 10:03 PM</p>	<p>burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings .There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the</p>

way to the bridge. Bay road should change from 100 to 70 for that section It seems that the current thinking is that 60 is the new speed for everywhere .I certainly think that 100 is to high for some of those roads but 60 is to slow for these almost rural roads the new speed for those changes should be 70 at the lowest .

Screen Name Redacted

10/10/2021 10:10 PM

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

10/11/2021 07:36 AM

Hi, we live at 88 Bush rd.As part of the local walkway I am very concerned for the safety of a large number of people the use it (dog walkers,cyclist& parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100ks.

Screen Name Redacted

10/11/2021 10:19 AM

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

10/11/2021 04:09 PM

You appear to have missed out the western side of Cust Road completely. This plan has zero effect of the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

10/13/2021 06:40 AM

The 80km either side of Cust road change to 60km.

Screen Name Redacted

10/13/2021 12:26 PM

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

10/13/2021 01:10 PM

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

10/13/2021 03:12 PM

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

10/13/2021 04:47 PM

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is still too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

10/18/2021 12:05 PM

Screen Name Redacted

10/18/2021 08:12 PM

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly: - OFarrrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

10/19/2021 11:40 AM

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)**Question type:** Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

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

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

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
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A vision of a New Zealand
where no one is killed or seriously
injured in road crashes



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

Hi Glenn,

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

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

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

Cheers,

Allie

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

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

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

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

Hope that's helpful Allie.

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

Cheers, Glenn

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

Hi Glenn,

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

My comments to your comments in purple are in orange.

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

Cheers,

Allie

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



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

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

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

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

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



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
 - Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



o - please remove and replace with correct 'adult' sign

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m ☺), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety

Safety, Health and Environment

Te Roopu Waeture-Regulatory Services

DDI +64 4 894 5025 / M +64 21 962 829

A vision of a New Zealand
where no one is killed or seriously
injured in road crashes



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Wednesday, 28 April 2021 12:57 PM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>

Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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5 October 2021

Allie Mace-Cochrane
allie.mace-cochrane@wmk.govt.nz

Dear Allie,

I refer to your correspondence of 23 September 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Waimakariri District.

Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Natasha Rodley, as the District Road Policing Manager for her operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on the specified roads in the Waimakariri District.

Yours sincerely,

Inspector Peter Jones
Acting Director: National Road Policing Centre

Allie Mace-Cochrane

From: John Bond
Sent: Thursday, 14 October 2021 10:40 AM
To: Allie Mace-Cochrane
Subject: Consultation on Speed Limit Reviews - Waimakariri

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

Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanx.co.nz



**ROAD TRANSPORT
ASSOCIATION** 

From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Thursday, 14 October 2021 9:34 AM

To: Simon Carson

Cc:

Subject: Consultation on Speed Limit Reviews - Waimakariri

Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV)



Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 409 responses received – 400 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	87	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Common Themes included:

- Additional Roads – Asking for speed limits to be reviewed on roads outwith the scope of the engagement
- Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps
- Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended
- Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement
- School – comments or suggestions about roads around schools including speed and safety
- Driver education – relating to improving driver behaviour through better or more robust driver education
- Level of service – comments or suggestions to change current roads including layout, surfaces, signage
- Safety – included safety of other roads users. Querying the impact of slower speeds on safety
- General – general comments about the review process

Oxford/Cust Roads

Of the 87 who completed the survey, 59 respondents left a comment and with the overall sentiment including:

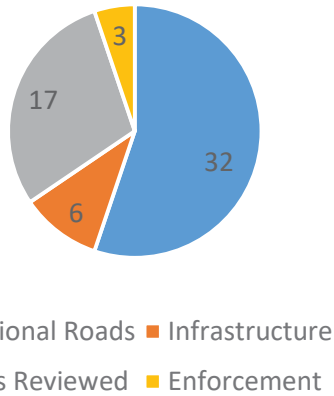
10% negative

17% mixed

59% neutral

14% positive

Common Themes from Feedback - Oxford/Cust



Rangiora Roads

Of the 95 who completed the survey, 37 respondents left a comment and with the overall sentiment including:

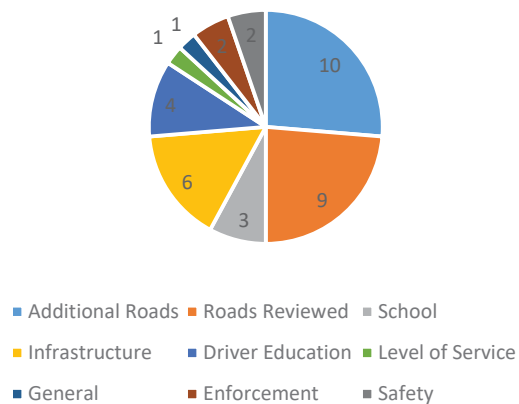
22% negative

18% mixed

16% neutral

43% positive

Common Themes from Feedback - Rangiora



Kaiapoi/Ohoka Roads

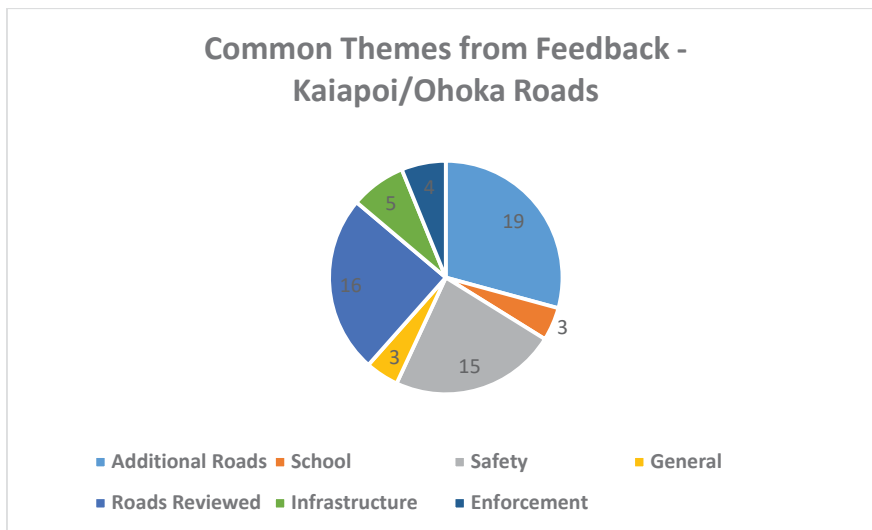
Of the 129 who completed the survey, 66 respondents left a comment and with the overall sentiment including:

24% negative

21% mixed

32% neutral

32% positive



Woodend/Tuahiwi Roads

Of the 49 who completed the survey, 17 respondents left a comment and with the overall sentiment including:

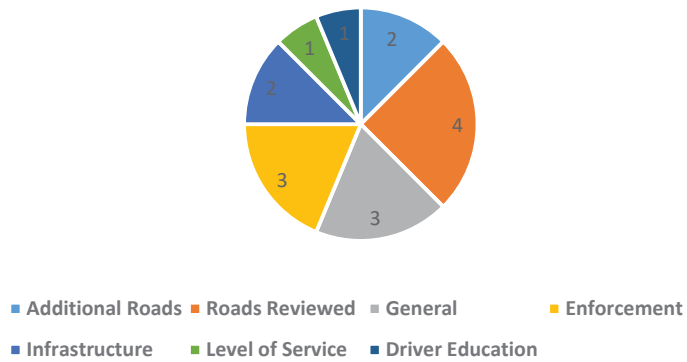
18% negative

18% mixed

29% neutral

35% positive

Common Themes from Feedback - Woodend/Tuahiwi



Waikuku/Sefton Roads:

Of the 40 who completed the survey, 21 respondents left a comment and with the overall sentiment including:

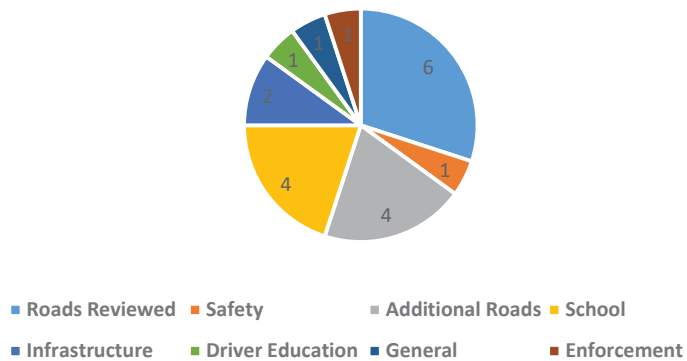
18% negative

18% mixed

29% neutral

35% positive

Common Themes from Feedback - Waikuku/Sefton



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 211101174883

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 15th November 2021

AUTHOR(S): Joanne McBride – Roading and Transport Manager
Allie Mace-Cochrane – Graduate Engineer

SUBJECT: Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area

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



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to update the Kaiapoi-Tuahiwi Community Board on the speed limit consultation results and obtain a recommendation for Council. The proposed changes are listed in Tables 1 and 3, with the map extents relevant to the Kaiapoi-Tuahiwi Board's Ward Area shown in Attachment i.
- 1.2 This speed limit review included the following areas:
- Unsealed roads previously consulted on during the Tuahiwi/Ashley 2019 Review
 - Eastern Woodend
 - West and south Rangiora Town entrances
 - Cust Township
 - South-west Kaiapoi Town entrances, including Skewbridge Road and a portion of Tram Road
 - Regeneration areas in Kaiapoi, including a portion of Raven Quay
 - Oxford Town entrances, including Main Street
 - Ohoka Township, including Mill Road to Kaiapoi
- 1.3 The Kaiapoi-Tuahiwi Community Board and Council gave approval to consult on these proposed speed limit changes in May and July 2021, respectively.
- 1.4 Public consultation was carried out from the 27th September 2021 to the 18th October 2021 and returned the results shown in Attachment ii.
- 1.5 In total, 297 submitters provided a total of 401 submission points for the district-wide survey. Within the Kaiapoi-Tuahiwi Ward Area, the majority of respondents favoured lower speed limits.
- 1.6 A summary of the proposed speed limits and technical assessment is shown in Attachment iii. Waka Kotahi's Speed Management Guide (2016) was used to assess the safe and appropriate speeds for these roads.

1.7 Feedback was sought from the key stakeholders' listed below:

- Te Ngāi Tūāhuriri Rūnanga
- New Zealand Police
- Waka Kotahi
- New Zealand Automobile Association
- New Zealand Road Transport Association
- Road Transport Forum
- New Zealand Trucking Association
- Canterbury District Health Board
- Fire and Emergency New Zealand

1.8 Based on feedback received from the public and key stakeholders, it is recommended that the posted speed limits are amended on the roads shown in Table 1 to 3.

Attachments:

- i. Town Entrance Speed Limit Review – KTCB Ward Area Maps (TRIM No. 211101174892)
- ii. Town Entrance Speed Limit Review – District-wide Consultation Results (TRIM No. 211021170270)
- iii. Town Entrance Speed Limit Review – Technical Assessment (TRIM No. 211021170230)
- iv. Town Entrance Speed Limit Review – Waka Kotahi Pre-approval Responses (TRIM No. 210518079186)
- v. Town Entrance Speed Limit Review – New Zealand Police Response (TRIM No. 211029174088)
- vi. Town Entrance Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 211029174087)
- vii. Town Entrance Speed Limit Review – Communications & Engagement Sentiment Analysis (TRIM No. 211021170396)

2. **RECOMMENDATION**

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Council:

- (a) **Receives** Report No. 211101174883;
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3;

Table 1. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80

Table 2. Proposed Speed Limits on Tuahiwi Roads.

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

Table 3. Proposed Speed Limits on Kaiapoi Roads.

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

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits;
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017);
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

3. **BACKGROUND**

- 3.1 The New Zealand Government's road safety strategy of 'Road to Zero' sets New Zealand on a path to achieve zero deaths and serious injuries on the road. This strategy aims to achieve a reduction in deaths and serious injuries on the road by 40% over the next ten years. There are five key areas associated with this strategy; infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices, and

system management. This strategy is guided by the Safe System Approach, which is detailed in Section 3.2.

- 3.2 Reductions in speed limits is one of the four focus areas identified in the Safe System Approach which aims to reduce deaths and serious injuries on our roads. This approach recognises that people make mistakes and are vulnerable in a crash, and therefore has the intention of reducing the price paid for a mistake. The Safe System focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These aspects are intended to be improved by driving safer cars, Road Controlling Authorities (RCA's) developing and implementing safety programmes and removing roadside hazards, education/training and enforcement, and setting safe & appropriate speeds. As can be seen, reducing speed limits is not the only initiative in this approach, however, supports a key step in ensuring a safe system is developed.
- 3.3 The south-western Kaiapoi town entrances have been reviewed due to the significant urban development which has occurred in recent years. This has caused these towns to expand outwards, away from town centres. This has resulted in rural residential speed limits being designated in an urban residential setting. These urban settings have greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways. Increases to these factors correlates directly to an increase in the likelihood of an accident involving a motor vehicle, and at higher speeds results in an increase of crash severity. Lower speeds in these areas will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.
- 3.4 Proposed speed limit changes along sections of rural residential roads, like Tram Road, have been included due to the high-risk intersections which cross these roads. These high-risk intersections in the rural residential areas, closer to the main towns, have thousands of vehicles crossing them daily. The few intersections included on the rural residential roads within this entire review have contributed to 15 serious and fatal crashes over the past 10 years. A reduction in speed along these roads will significantly reduce the severity of a motor vehicle accident occurring at the intersection.
- 3.5 Since the Canterbury Earthquakes', the red-zone of Kaiapoi has developed into a regeneration area, which attracts many recreational walkers and cyclists to the area. Traffic calming measures have been implemented along part of Charles Street and up to the Askeaton Boat Ramp, resulting in a slower speed environment. Attractions within the area include the Dog Park and the Askeaton Boat Ramp, drawing greater pedestrian and motor vehicle traffic to the area. Interactions between pedestrians, motor vehicles, and cyclists are improved in slower speed environments, therefore, the 50 km/h speed limit in this area has become inappropriate. This is a direct result of the change in land use after the earthquakes.
- 3.6 There is a small portion of Raven Quay which is being developed into a neighbourhood greenway as part of the Kaiapoi Town Cycleway development. This section is located directly outside Kaiapoi Borough School and extends to east of Rich Street. The proposed reduction of speed in this area is intended to provide increased safety to the children of Kaiapoi Borough School, whilst reinforcing the low-speed environment of a neighbourhood greenway. A lower speed limit will not be proposed on Peraki Street or Vickery Street until post-construction traffic speed data counts are undertaken in this area
- 3.7 The unsealed roads of Tuahiwi were included within the 2019 Tuahiwi/Ashley Speed Limit Review. Consultation was originally undertaken on a speed limit of 80 km/h; however, Waka Kotahi recommended these roads be set at 60 km/h. Council then requested that staff re-consult on these roads. It should be noted that a Road Controlling Authority may not set a speed limit of 70 km/h under the current legislation unless a plan is developed

and accepted by Waka Kotahi for reducing the speed on these roads to 60 km/h within a set timeframe. Staff consider 60 km/h to be a safe and appropriate speed on these unsealed roads, as the current mean operating speeds are below this.

- 3.8 The consultation results for the Kaiapoi-Tuahiwi Ward Area are shown in Table 4. All results are included in Attachment ii.

Table 4. Consultation results for the Kaiapoi-Tuahiwi Ward Area.

Location	Proposed Speed (km/h)	No (%)	Yes (%)
Fernside Road , Flaxton Road to Lineside Road.	80	44.1	55.9
Flaxton Road , urban limits to south of Fernside Road (east).	60	66.3	33.7
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	80	54.4	45.6
Camside Road , sealed section (280 m).	60	53.5	46.5
Camside Road , unsealed section.	60	37.2	62.8
Okaihau Road , entire length.	60	39.5	60.5
Waikoruru Road , entire length.	60	48.8	51.2
Topito Road , unsealed section.	60	34.9	65.1
Bramleys Road , unsealed section.	60	37.2	62.8
Cox Road , entire length.	60	40.5	59.5
Power Road , entire length.	60	41.0	59.0
Youngs Road , entire length.	60	42.9	57.1
Giles Road , Ohoka Road to just south of Neeves Road.	60	31.9	68.1
Giles Road , south of Neeves Road to Tram Road.	80	23.3	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	60	28.1	71.9
Island Road , 50 km/h sign to Tram Road.	80	25.9	74.1
William Coup Road , entire length.	80	25.5	74.5
Orchard Place , entire length.	60	17.9	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	80	24.6	75.4
Raven Quay , east of Rich Street to western end.	30	37.7	62.3
Charles Street , Jones Street to Jollie Street.	30	42.5	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	30	42.9	57.1
Camwell Park , entire length.	60	34.1	65.9
Skewbridge Road , Flaxton Road to 80 km/h sign.	80	36.8	63.2
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	60	32.1	67.9

4. **ISSUES AND OPTIONS**

- 4.1. There were a number of requests from the public for a 60 km/h speed limit along the entire length of Giles Road, which aligns with Waka Kotahi's stance provided in Attachment iv, noting that this is not a formal response by the Agency. Staff completed a technical assessment of this road which showed that 80 km/h was the safe and appropriate speed for the straight section. Further to this, the mean operating speed shown in Attachment iii is obtained from the Waka Kotahi database, which averages the speed across the entire length (i.e., one operating speed for the entire length). This does not align with the speed data obtained by Council, which shows a mean operating speed of 72 km/h and 77 km/h for the curved at straight sections respectively.
- 4.2. Due to the support received for a lower speed limit on Skewbridge Road, staff are recommending that the speed limit is also reduced to 80 km/h on Flaxton Road (south of Fernside Road East to Skewbridge Road) to ensure consistency along the road corridor. This does not align with the public feedback; however, to ensure consistency of posted speed limits along the road corridor, this is recommended. A deputation was presented to the Kaiapoi-Tuahiwi Community Board (May meeting) requesting a lower speed limit along this corridor.
- 4.3. The new roundabout at the intersection of Flaxton Road and Fernside Road has increased the safety of this intersection; however, a speed reduction to 60 km/h on Flaxton Road is still recommended. The road connecting to the development on the east side of the roundabout is likely to have a speed of 50 km/h to 60 km/h; therefore, to ensure even approach speeds, a lower limit is preferred. The current mean operating speed in the area (WDC traffic count data obtained after construction of the roundabout) is 60.6 km/h.
- 4.4. The 280 m sealed section on Camside Road was included in the review to ensure consistency along the road. This section has no marked centreline, aside from the lead up to the intersection, and contains multiple reverse radius bends, making it a different road environment to the 80 km/h environment on Boys Road. Also, the mean operating speed along this section is less than the proposed 60 km/h speed limit, indicating that a speed reduction would have little effect on the users of the road.
- 4.5. The Kaiapoi-Tuahiwi Community Board has the following options available to them:
- 4.6. Option One: Adopt the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the approval this report, and authorise staff to update the Register of Speed Limits and install signage portraying the proposed speed limits in these areas.

The implementation of these speed limits is intended to improve safety for all users of the road corridor, and reduce the number of deaths and serious injuries from crashes in these areas. It also ensures speed limits are more appropriate for the surrounding land use and infrastructure.

This is the recommended option because the community and key stakeholders have been consulted with, and the recommended changes have been proposed as a result of their feedback. Where proposals do not align with the feedback received, technical reasoning has been provided.

4.7. Option Two: Adopt an Amended Scope of the Recommended Speed Limit Changes in the Ward Area

This option is to recommend to Council the amendment of the scope of the recommended speed limit changes and authorising staff to update the Register of Speed Limits and physical signage accordingly.

This is not the recommended option because the community and key stakeholders have been consulted with, and technical reasoning has been provided where the proposals do not align with the feedback. Furthermore, any amendments to the proposed speed limit which has been consulted on would have to undergo the review process again, including consultation, to ensure compliance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).

4.8. Option Three: Retain the Current Posted Speed Limits in the Ward Area

This option is to recommend to the Council that the report recommendations are declined and retain the status quo of speed limits throughout their Ward Area.

This is not the recommended option because the district has undergone significant growth, meaning urban areas have encroached on previously rural areas, with subsequent rural speed limits. It is now unsafe to have these speed limits in these areas with the substantial increase in traffic volume. Council Staff have analysed the speed limits on a technical basis, to determine the safe and appropriate speed limits for these roads, and have best catered for the feedback received from the community and key stakeholders.

4.9. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Therefore, the community has been consulted with to obtain their opinions on the proposed speed limit reductions.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Therefore, as a key stakeholder, feedback from the Rūnanga has been sought as part of the consultation process.

5.1.2. To date, the Rūnanga have not provided a formal response to this consultation; however, Council will be updated if this changes.

5.2. **Groups and Organisations**

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

5.2.2. Whilst the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) requires Council to send specific consultation material to the New Zealand Police Commissioner, the CE of the New Zealand Automobile Association and Road Transport Forum, Waka Kotahi, and any other organisations which Council deem as key stakeholders, these entities do not have to provide a formal response to consultation.

5.2.3. Council staff have not received formal responses from the New Zealand Automobile Association, Road Transport Forum, New Zealand Trucking Association, Canterbury District Health Board, or Fire and Emergency New Zealand. This was raised at the recent Road Safety Committee meeting at which

some of these stakeholders were present. Council will be updated with feedback from these entities if they provide a late submission.

- 5.2.4. Waka Kotahi have advised (verbally) that they will also not be providing a formal response to this consultation due to capacity issues at the current time. Glenn Bunting (Manager Network Safety) indicated that the proposed speed limits had been looked over by senior staff, with no resulting concerns; however, did indicate that this feedback did not necessarily focus on the regulatory stance. Prior to obtaining approval to consult on these speed limits, Council staff did engage with Waka Kotahi, in which, potential misalignments with the rule were discussed. A summary of this feedback can be found in Attachment iv, noting that this is provided from an individual's perspective of the Land Transport Rule and do not necessarily reflect Waka Kotahi's overall stance.
- 5.2.5. Responses were received from the New Zealand Police and the New Zealand Road Transport Forum. These have been summarised below, with full responses included within the appropriate attachment.
- 5.2.6. Inspector Peter Jones (Acting Director: National Road Policing Centre), on behalf of the New Zealand Police, responded with full support of all of the speed limits proposed in this consultation, as this aligns with both the New Zealand Government's road safety strategy of 'Road to Zero' and the New Zealand Police's goal of 'Safe Roads'. The full response is shown in Attachment v.
- 5.2.7. The New Zealand Road Transport Association, on behalf of its members, indicated that the speed limit proposals would have minimal effect on the respective businesses, as these roads are rarely used by their operators. They noted that as an association they see speed limit reductions as means to not repair roading infrastructure and expressed frustration at the overlooking of a 90 km/h speed limit on the likes of Oxford Road. The full response is shown in Attachment vi.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. The community was consulted with during the period from the 27th September 2021 to the 18th October 2021. This consultation included a letter drop to affected residents within the area of the proposed changes, information on community noticeboards, an online platform, Facebook posts, promotional videos, feedback booklets at service centres, and advertisement in the Northern Outlook, noting that COVID-19 impacted the drop-in sessions which were originally proposed.
- 5.3.3. A total of 297 submissions were made by the public and 401 submission points were received. The collated responses are shown in Attachment ii and the sentiment analysis by the Communications & Engagement Team is shown in Attachment vii.
- 5.3.4. Within this Board's Ward Area, there was great support for lowering the speed limits in and around Kaiapoi, and in the Tuahiwi area. Mixed responses were received for the Flaxton Road sections and Fernside Road. The majority of the written feedback received also favoured the lower speed limits, specifically for safety reasons. Others suggested roads which they would like to see reviewed and some requested lower/higher speed limits on the roads reviewed. A few responses indicated that other factors, like infrastructure, driver education *etc.*, should be considered rather than lowering the speed limit.
- 5.3.5. Other roads which the public indicated they would like to see speed reductions along will be considered for inclusion within the Council's Speed Management

Plan, which is to be developed when the new Setting of Speed Limits Rule comes into force in 2022.

- 5.3.6. Any amendments to the proposed speed limits consulted on would require the full speed limit review process, including consultation, to be undertaken again. In terms of alignment with the Setting of Speed Limits Rule and technical assessment, the proposed speed limits put forward for this consultation process best represented these two factors.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are financial implications of the decisions sought by this report.
- 6.1.2. There is cost associated with changes to the speed limit signage. This includes replacing existing signs and the addition of more signs where required. There is currently \$25,000 assigned across the whole district through the Minor Safety Budget, which is an adequate amount to cover the changes associated with all of the district-wide proposed speed limits.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling at slower speeds.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report. In saying that, the reduction of speed limit is expected to reduce the number of fatal and serious crashes occurring within the road reserve.
- 6.3.2. There is potential risk that motorists may choose to ignore the posted speed limits; however, it is expected that these will be the same individuals which ignore the speed limits currently. The New Zealand Police will be patrolling these areas where the speed limit has changed and will aim to educate speeding drivers early on.

6.4 Health and Safety

- 6.4.1. There are not significant health and safety risks arising from the adoption/implementation of the recommendations in this report, as the implementation only involves contractors installing signage.
- 6.4.2. The physical works to install the signage will be carried out by the District Maintenance Contractor, Sicon Ltd., using contract approved Health & Safety systems. Sicon Ltd. have a sitewise score of 100%.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. **Authorising Legislation**

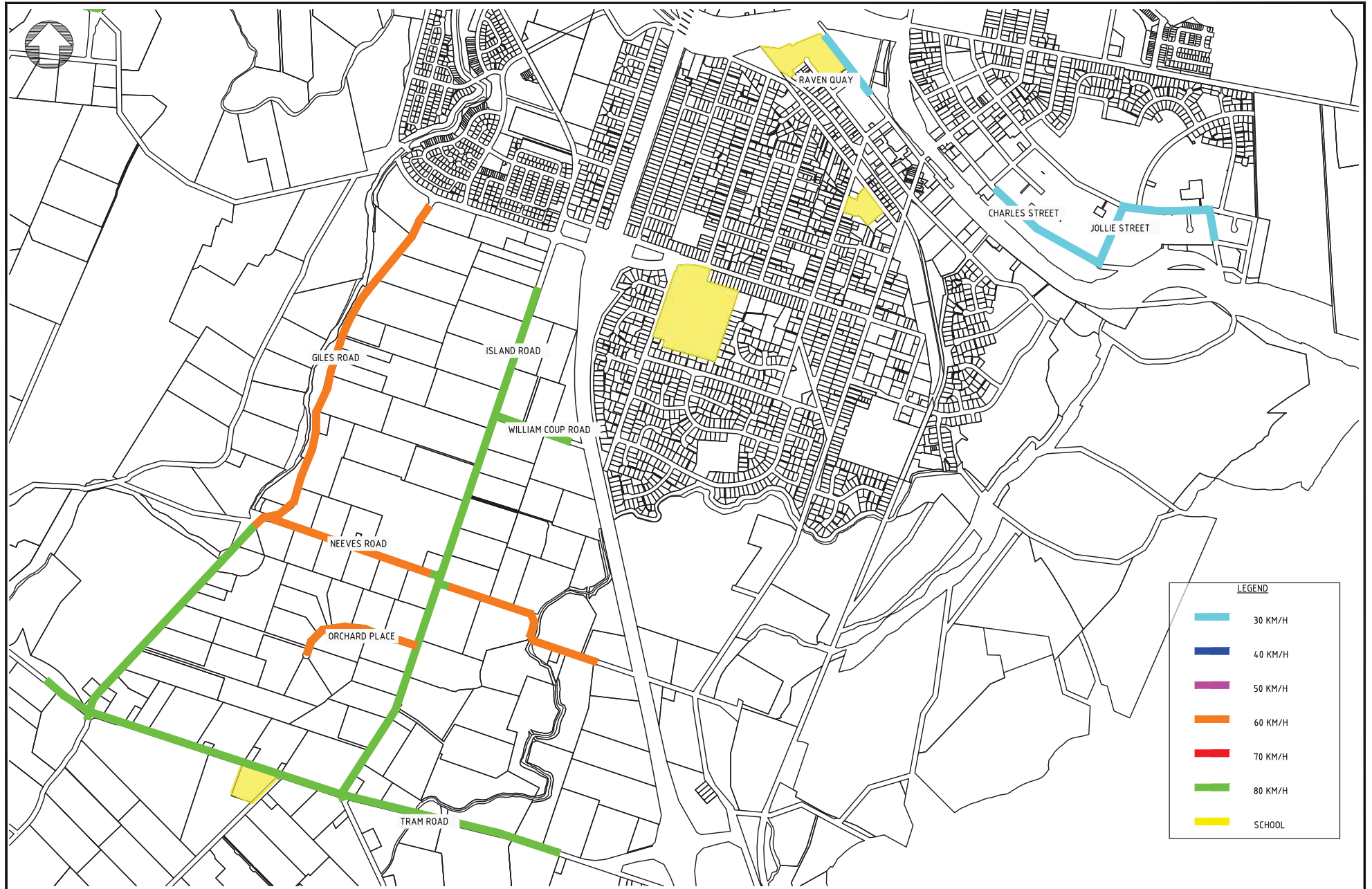
- 7.2.1. The Local Government Act (2002), Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), and the Speed Limit Bylaw (2009) are the relevant legislation for this project.
- 7.2.2. The Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) outlines the responsibility of the Road Controlling Authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Clause 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.
- 7.2.3. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.
- 7.2.4. The Speed Limit Bylaw (2009) enables Council to set speed limits by Council resolution on roads which are within their jurisdiction.

7.3. **Consistency with Community Outcomes**

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- 7.3.2. There is a safe environment for all
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.
- 7.3.3. Transport is accessible, convenient, reliable and sustainable
 - The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. **Authorising Delegations**

- 7.4.1. The Community Board is responsible for considering any matters of interest or concern to the Community Board.
- 7.4.2. The Speed Limit Bylaw (2009) allows Council to set speed limits by Council resolution.



REV	REVISION DETAILS	DRN	CHK	APP	DATE

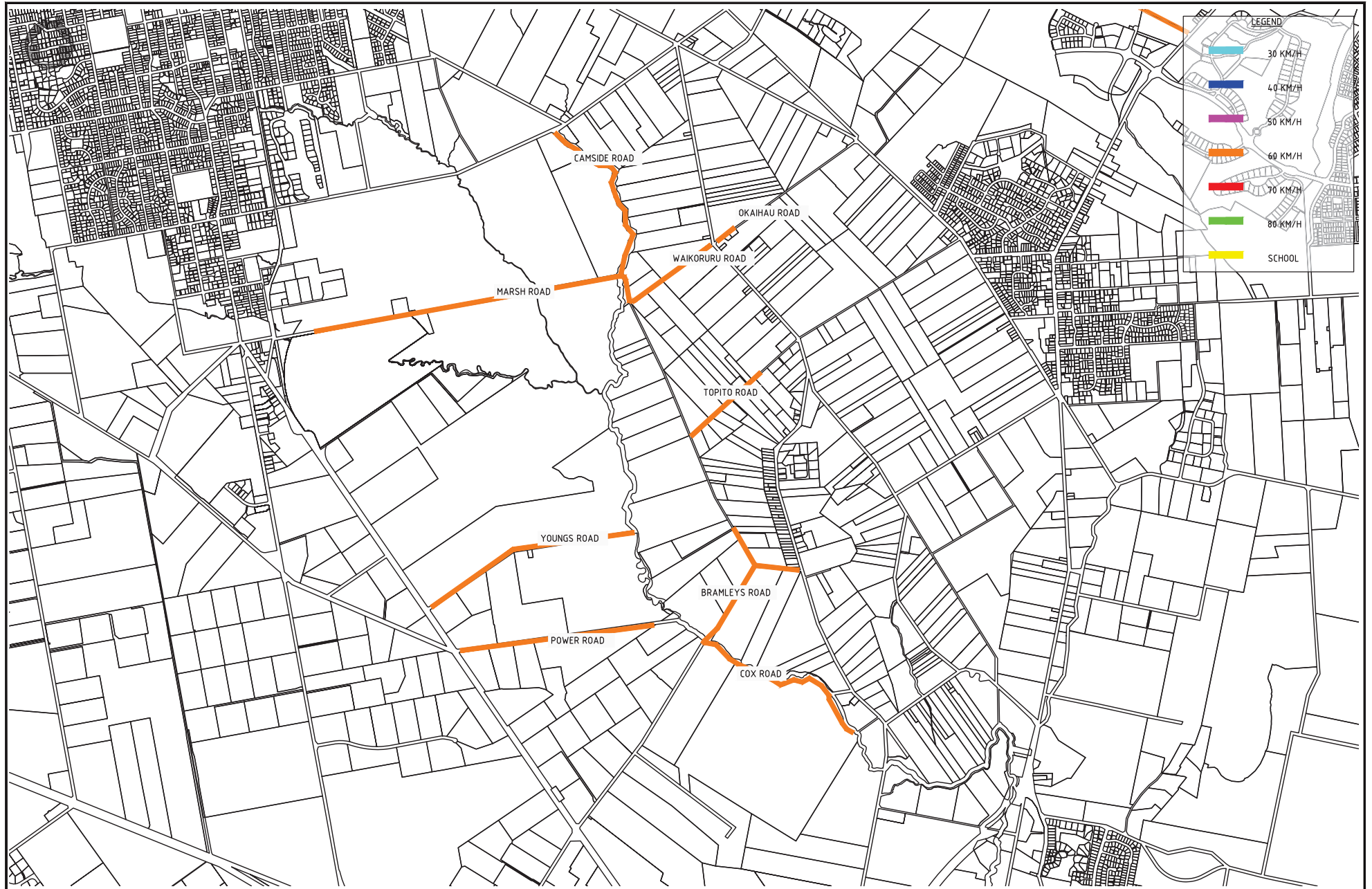
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DESIGNED			DATUM ORIGIN	
DESIGNED CHKD			HORIZONTAL NZTM GD2000	
APPROVED			VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
KAIAPOI

FOR INFORMATION	
DRAWING	
SHEET	REVISION
02	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

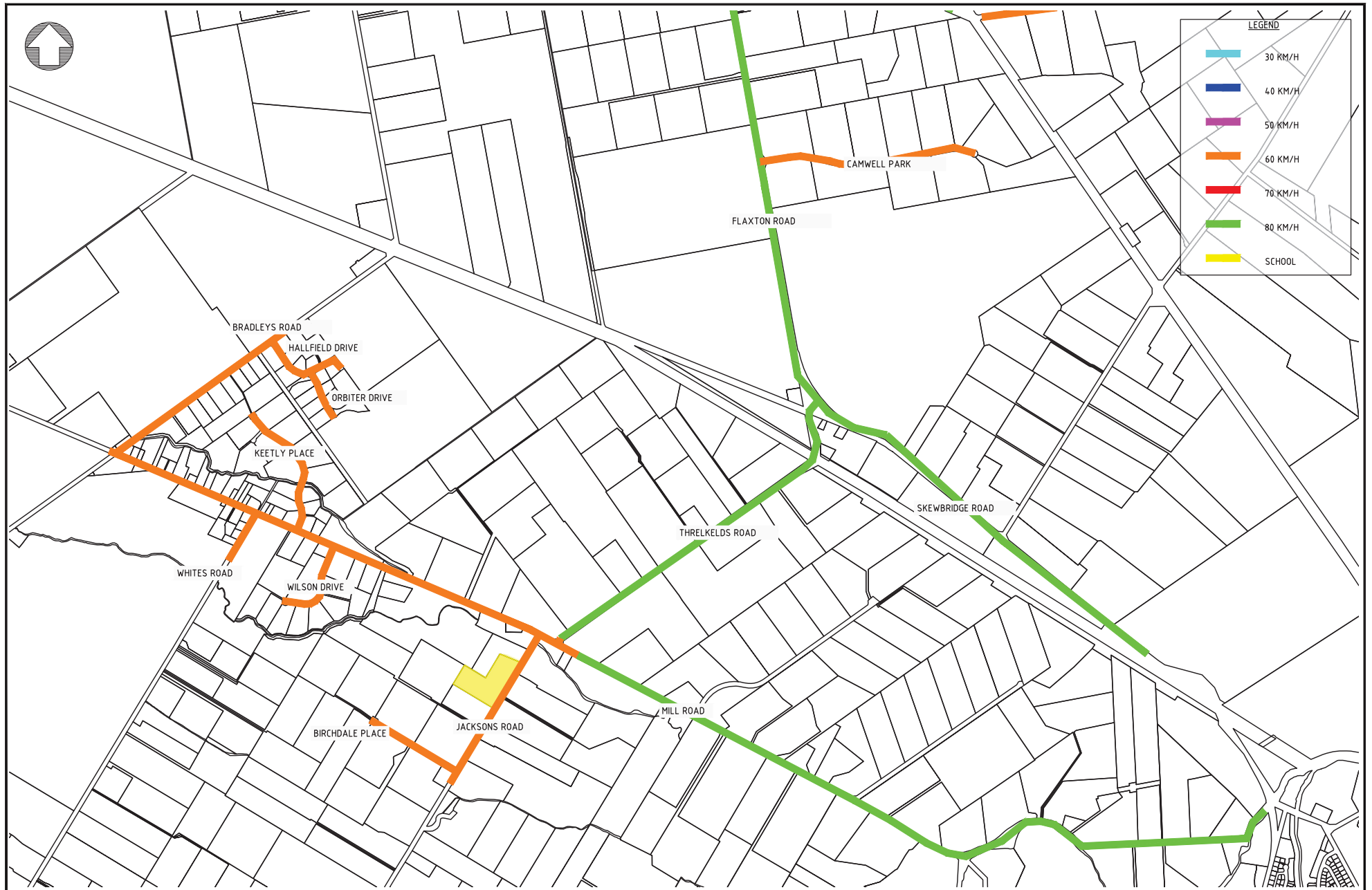
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DESIGNED		DATUM ORIGIN	
DESIGNED CHKD		HORIZONTAL NZTM GD2000	
APPROVED		VERTICAL	



PROJECT	SPEED LIMIT REVIEWS TOWN ENTRANCES
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SHEET TITLE	TUAHIWI UNSEALED ROADS
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FOR INFORMATION	
DRAWING	
SHEET	REVISION
06	



REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	PROJECT No	PD001172
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DESIGNED	DATUM ORIGIN	
DESIGNED CHKD	HORIZONTAL NZTM GD2000	
APPROVED	VERTICAL	



PROJECT
**SPEED LIMIT REVIEWS
 TOWN ENTRANCES**

SHEET TITLE
OHOKA

FOR INFORMATION	
DRAWING	
SHEET	REVISION
08	

Kaiapoi/Ohoka Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

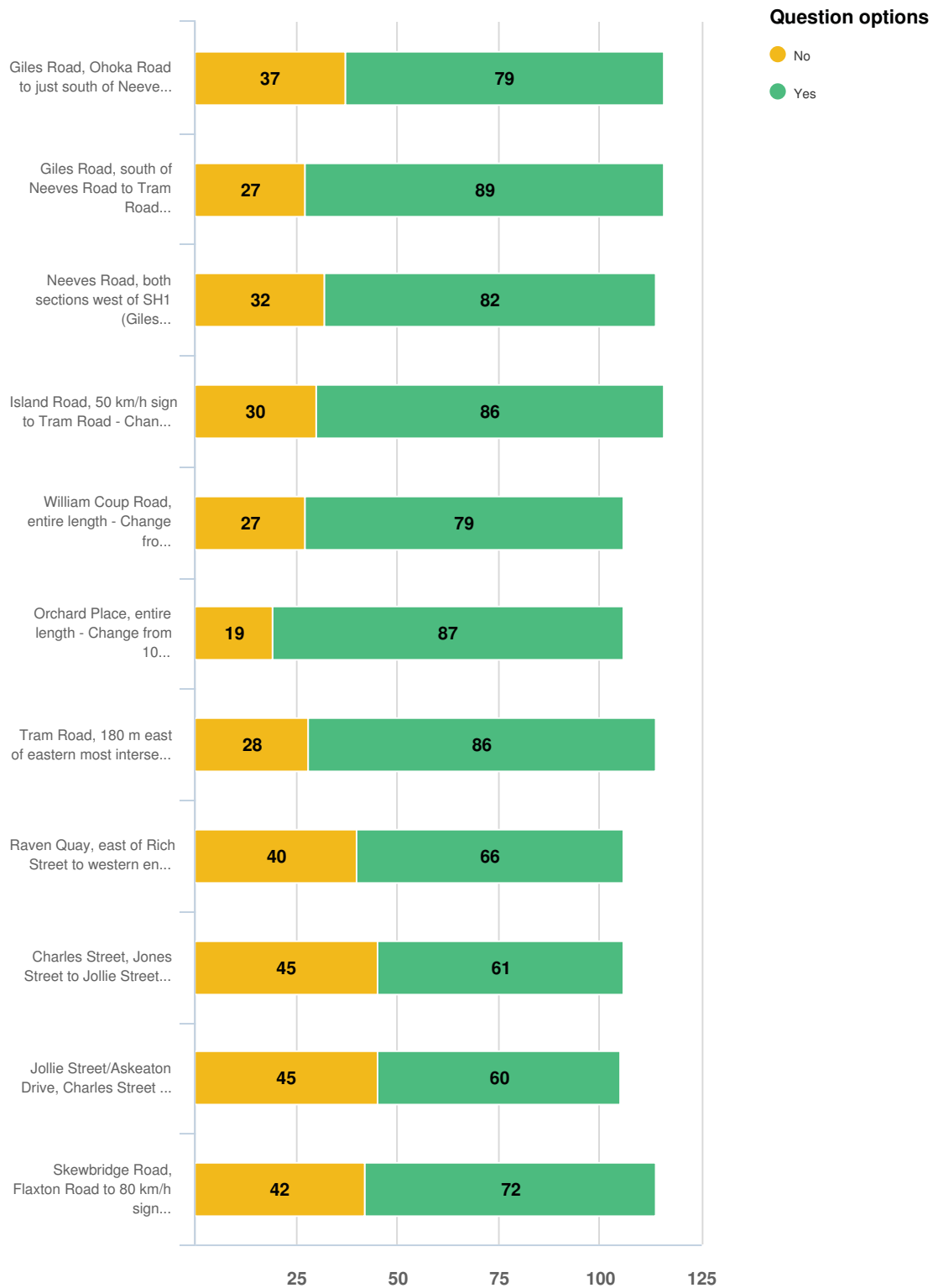
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Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

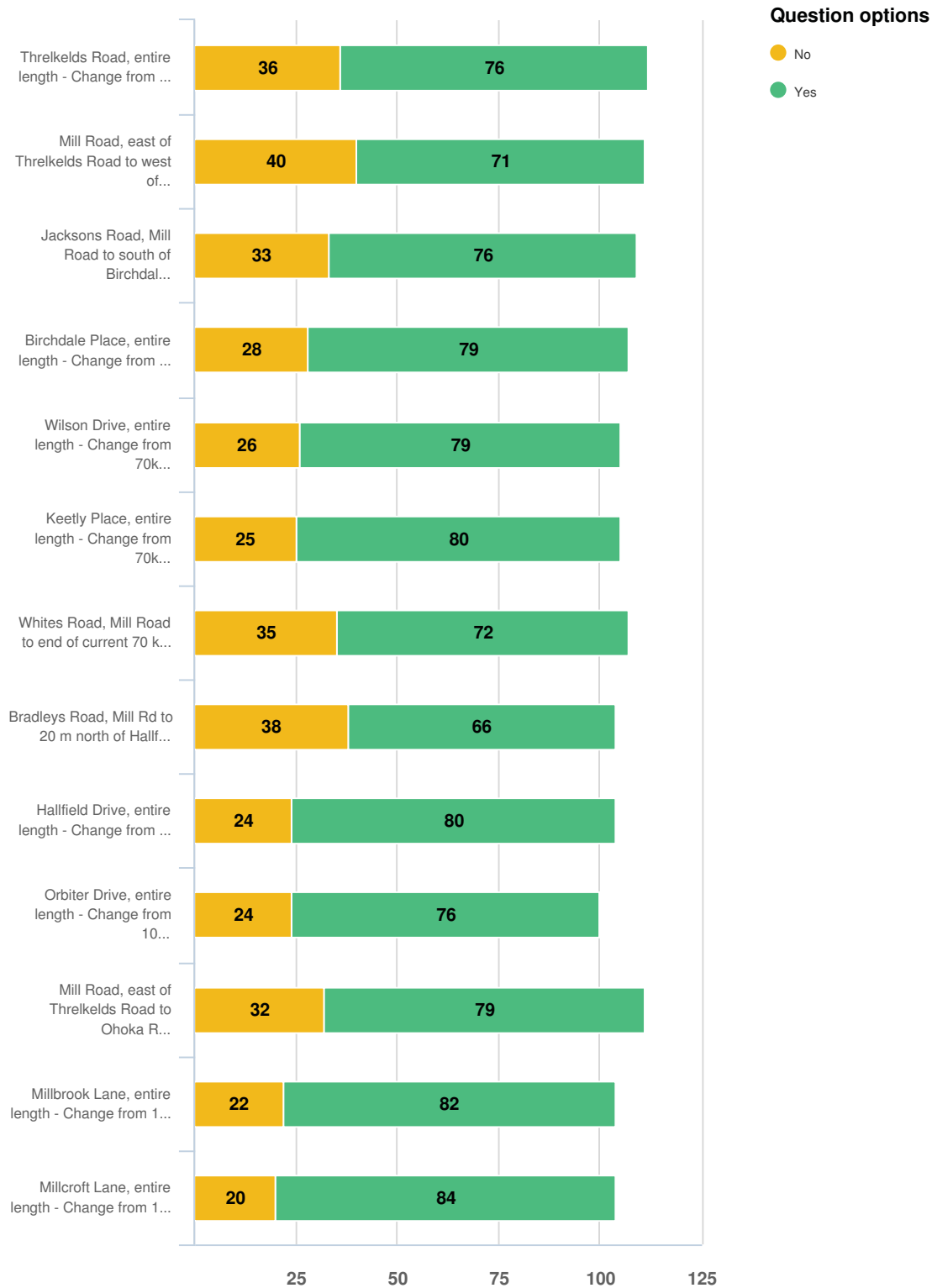
Q1 Kaiapoi speed limits - do you agree with the proposed?



Optional question (124 response(s), 5 skipped)

Question type: Likert Question

Q2 Ohoka speed limits - do you agree with the proposed?



Optional question (113 response(s), 16 skipped)

Question type: Likert Question

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/27/2021 06:16 PM

I feel most emphasis should be on reducing the 100kmh to lower speeds as these have largely existed by default. If budget is tight then 70 to 60 type changes should be the ones overlooked.

Screen Name Redacted

9/28/2021 10:05 AM

Many of these only affect the local residents - it's them you should be targeting. Common "through" public areas and certainly areas around the school need to be slowed down.

Screen Name Redacted

9/28/2021 11:01 AM

I believe these changes will make driving on these roads much safer, as well as making it safer for pedestrians and cyclists who use these spaces as well.

Screen Name Redacted

9/28/2021 11:05 AM

I like the Kaiapoi options but you still need to consider the north end of Williams dropping it 50 or 60km from the Kaiapoi lakes to SH1

Screen Name Redacted

9/28/2021 11:37 AM

Speed limits should be lowered around all schools and preschools speed bumps should be put in non Wesley street near preschool

Screen Name Redacted

9/28/2021 01:33 PM

Are you going to look at dropping the speed limit on Smith Street between motorway lights and Cam River to 60km? Lots of traffic turning on and off and many times faced with a car on the wrong side of the road as they don't want to slow down they pass regardless on on coming traffic

Screen Name Redacted

9/28/2021 06:05 PM

Reduce the speed on tram road to 80km/h right back to mandeville

Screen Name Redacted

9/28/2021 06:53 PM

Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 80km/h Above is so important it s very hard to cross tram after dropping child to Clarkville School.

Screen Name Redacted

9/28/2021 07:11 PM

These surveys should have a "don't know" choice as people are unlikely to be familiar with every road affected and should be able to opt out of having an opinion. In my experience (in the city) it is very difficult to drive at 30 km/h max and very few people do it.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 9/29/2021 06:54 AM</p>	<p>Some that you've proposed 100 to 60 I would support an 80</p>
<p>Screen Name Redacted 9/29/2021 11:16 AM</p>	<p>A Rangiora-Ohoka pedestrian/biking link would be awesome. Would make a much safer link between the two communities, especially now that Rangiora is pushing out towards Ohoka more and more. We live in Threlkelds Road and it is very busy with bikers an pedestrians. A lower speed limit will certainly help but a separate lane for them would be safer.</p>
<p>Screen Name Redacted 9/29/2021 11:42 AM</p>	<p>1. Small residential streets/roads should all be 50km/h in and around Ohoka village. 2. Whites Road, Jacksons Road and Bradleys Road at Ohoka should all be 80km/h</p>
<p>Screen Name Redacted 9/29/2021 12:30 PM</p>	<p>Too many speed limit changes. Drivers are now focusing on the speed limit which is now a distraction from focusing on appropriate speed for the road and conditions.</p>
<p>Screen Name Redacted 9/29/2021 03:19 PM</p>	<p>Please please look into speed bumps or speed reduction down Beach Rd, kaiapoi. Just past beachgrove subdivision.</p>
<p>Screen Name Redacted 9/29/2021 07:16 PM</p>	<p>i would like to see the speedlimit on Mill road between Jackson's road and Bradleys road reduced to 50 km,as it is no longer the quiet country road of 30 years ago,there is a lot of speeding on this road ,also there are a lot of driveways on that road ,Mill road is not that smooth and trucks with trailers are shaking our homes hopefully that will change with a reduced speed limits.</p>
<p>Screen Name Redacted 9/29/2021 08:29 PM</p>	<p>Feldwick Drive needs to be 30kmph</p>
<p>Screen Name Redacted 9/29/2021 09:41 PM</p>	<p>Only if it will be enforced is it worth doing. The Ohoka road overpass has been 50km for a long time but is completely ignored by most and never policed.</p>
<p>Screen Name Redacted 9/29/2021 10:24 PM</p>	<p>If speed is a real issue put a flashing sign and a speed pump at the concern properties otherwise no change</p>
<p>Screen Name Redacted</p>	<p>I live in Mill Road west of Threlkelds road in the heart of Ohoka</p>

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

9/30/2021 01:52 AM

village. I am happy that the speed proposal is to reduce the speed by 10km from 70km to 60km. I noticed that the council had a speed/traffic box in place several months ago. Are we able to see the results of that. My concern is that even though the speed in the village is 70km there are many cars/trucks that travel considerably faster than this. I am concerned that the change will just see traffic travel at the same speed as the speed sign appears to be ineffectual. The box was a double rope so it measured speed and traffic volume. I think the village should have a lower speed due to the higher housing density and houses being closer to the road and thus more at risk from traffic. With the Market on Friday the traffic can often cause congestion and 70km is too fast with this many people in the village. This is also the day the gas company deliver gas making it dangerous with speeding traffic. I know that we will not get the same treatment as Tuahiwi with their speed bumps but I think that we should have them through the village. It has become a thoroughfare for delivery trucks and traffic from Mandeville, who use the village as their route to Rangiora. Please advise. Many thanks

Screen Name Redacted

9/30/2021 09:54 AM

I would like to see McHugh's road speed limit from Tram Road lowered to 70km/h.

Screen Name Redacted

9/30/2021 02:50 PM

If we want to get serious about road safety all of the roads in the district that are not motorway or dual carriageway should have a maximum speed limit of 80K/h

Screen Name Redacted

9/30/2021 04:39 PM

Agree with all the speed reductions.

Screen Name Redacted

9/30/2021 10:05 PM

BUTCHERS ROAD MUST BE 60KM RIGHT FROM CHRISTMAS RD TO OHOKA ROAD, ITS DANGEROUS

Screen Name Redacted

10/01/2021 06:42 AM

I think slowing down the traffic will be better especially for pedestrians and bikers. I hope it is enforced. I think there will be kickback from some of the population.

Screen Name Redacted

10/01/2021 08:30 AM

Should have been done 20years ago

Screen Name Redacted

I live on Giles Road and the volume of heavy traffic is horrendous.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

10/01/2021 09:21 AM

My whole house shakes when trucks go past and at times it is very frightening, similar to a moderate earthquake. The road is too narrow to accommodate large trucks and the edge of seal is breaking up due to heavy vehicles having to position themselves hard left to pass in opposing directions. Please ban heavy vehicles.

Screen Name Redacted

10/01/2021 09:32 AM

The proposed speed reduction Giles Road south of Neeves Road to Tram should be 100k to 60 k-the road is narrow and I observed this morning two school buses travelling in opposite directions both having to have their off side wheels off the road surface-the road is too narrow for the entire length of Giles Road and from Neeves to Ohoka Road the speed reduction is imperative due to the narrow and windy nature of the carriage way and lack of forward unobscured vision .Exit from 154 and 166 Giles Road is so problematic that at current road speeds it is an accident waiting to happen.

Screen Name Redacted

10/01/2021 12:30 PM

Many of the proposed 100 to 80 zones are on country roads with not many houses and I've never seen any risky or dangerous driving on any of these at 100. It seems silly to be changing these limits as they are low risk zones and current limits are just fine.

Screen Name Redacted

10/01/2021 12:54 PM

My opinion of the standard of driving along the length of tram road is that the speed limit should be reduced to 90 as particularly on dark winter nights even when visibility is seriously reduced, people insist on driving at 110, pass dangerously on blind corners and tailgate, even if others are driving at 100. Furthermore, either the limit should be reduced to 70 leading up to the tram road intersection with McHughes road, present limits are 80, which most of the time is not adhered to, or consideration should be given to a roundabout here. The current system is remarkably dangerous particularly as it appears the retail section there is to be expanded. There is no place in my opinion for the current lax standard of allowing cars to use the same speed, 100, on the motorway as they do on narrow gauge country B roads which by definition have traffic in narrow lanes in close vicinity, not to mention frequent hazards such as dwelling accesses leading directly on to these highways. It defies logic. Any road in the country should be maximum 80.

Screen Name Redacted

10/01/2021 01:41 PM

Can you PLEASE reduce the speed limit on Hayson Drive to 30km/h??!!! People drive way too fast past my house

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/01/2021 03:18 PM

We live in Giles Road. Trucks are damaging road when using it instead of Island Rd. It is a narrow road & not suitable for trucks.

Screen Name Redacted

10/01/2021 03:19 PM

The Kaiapoi proposed 30km/h zones are probably too low, given that the general environment is currently 50km/h - suggest 40km/h. For Millbrook Ln and Millcroft Ln, I think they are still to high - suggest 60km/h. While I think Mill Rd in that area is right at 80km/h, these are essentially cul-de-sacs and the lifestyle block environment is really residential.

Screen Name Redacted

10/02/2021 12:04 PM

We already have reduced road speeds and have special cycle lanes. Some people do 20kms less than the speed limits and this can be just as dangerous. Perhaps looking into the motorway off ramp coming into Kaiapoi onto Ohoka Road as there is a lot more traffic now. It may need lights would be a better safety issue for 0 deaths and injuries.

Screen Name Redacted

10/02/2021 06:39 PM

Hi there, ' opposite the Kaiapoi Lakes where the speed limit is 80km and this is another area where we feel the limit should be reduced to 50 or 60 km. This stretch of road starts at the Pineacres turnoff where the speed limit on SH1 at peak times is 60km, and finishes at Lake Hutchinson on the edge of the Kaiapoi Lakes reserve, where the speed limit reduces to 50km. There are a couple of gentle bends on this stretch of road and wide gravel verges which combined with speed and/or wet weather have caused many accidents over the years. Both ourselves and our neighbours have had vehicles through or into our fences on numerous occasions. Last year a man was killed on his motorcycle after what seems like he hit the gravel verge and lost control of his bike. This is not the only fatality that has occurred in this area over the years. Sometimes from inside my home or in my garden I listen to vehicles screaming past and around the bend (which has a sign with a suggested speed of 65km) and past our home and just wait for the sound of an impact which I know will happen again given time. It seems crazy that this stretch of road has been overlooked for a speed limit change and we ask that a reduction in the speed limit be seriously considered.

Screen Name Redacted

10/03/2021 08:17 AM

Recycling the speed limits means journeys take longer and so more exhaust fumes are produced.

Kaiapoi/Ohoka Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/03/2021 12:59 PM

I think the limit for Hallfield Drive and Orbiter Drive should be 50km/h. This is a new subdivision with a number of house already built and quite a number more to be built. All of this area will be residential with quite a number of children living in this area. I can not see any logic or justification for the speed limit to be 60km/h. As all of the advertising around speed indicates that speed kills, the difference between 50 & 60 in this case could be quite fatal.

Screen Name Redacted

10/03/2021 04:44 PM

Any intersection with Tram Road should be 60 km.

Screen Name Redacted

10/03/2021 10:00 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option.

Screen Name Redacted

10/03/2021 10:55 PM

And no trucks down Giles Rd and have road markings down whole road

Screen Name Redacted

10/04/2021 10:17 AM

"Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option"

Screen Name Redacted

10/04/2021 10:46 AM

There has been an increase in heavy trucks on Giles Road since the new Arterial Road (Ohoka Road) around Silverstream was built. Is there anyway trucks can be encouraged to use Island Road rather than Giles Road when they are moving from Tram to the new Ohoka Road and vice versa?.

Screen Name Redacted

10/04/2021 08:44 PM

The whole length of Giles Rd should be 60 km/hrs. Tram Rd should be 80 km/hr from Swannanoa. There are too many houses and too much traffic and too many accidents caused by idiots speeding.

Screen Name Redacted

10/04/2021 09:48 PM

Population/housing has increased in the area. It's not safe for these roads to be used as race tracks anymore.

 Screen Name Redacted

10/05/2021 09:49 AM

Hi, I've clicked yes to all the speed limit reductions but would love the speed to come down even further however the feedback doesn't allow for other choices of speed so have written comments below

Thanks

1) As a cyclist I strongly suggest these changes go down to 60km/hr not 80km/hr? Now the Northern Corridor cycleway has opened, getting to the cycleway is deadly along Tram Road or Island Road Just on Tram Road is a primary school, 3 large articulated trucks businesses, 5 other businesses, all requiring stopping and turning in. These create a safety hazard when vehicles travel at 100 or 80 Marshland Road speed change to 60km/hr has been a big success and is much safer now because of this change Turning onto Tram Road from the side roads is extremely hazardous and will still be a hazard at 80km/hr particularly when the articulated trucks are turning onto Tram Road. **Tram Road, 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road -Change from 100km/h to 60km/h **Island Road, 50 km/h sign to Tram Road - Change from 100km/h to 60km/h

2) As a cyclist, it is deadly along Tram Road. There are either very inconsistent or minimal allowance for cycle lanes or none at all in places from the beginning of Tram Road to West of South Eyre Road. Most vehicles do not change their position on the road to allow for a cycle and it is frightening to have high speed vehicles including many articulated trucks, a metre away from a cyclist

3) The plan for reviewing speed around this area is great and well overdue --- it would also be great to consider school children and families biking to school which lends more argument to making the area majority 60km/hr. The greater number of new housing has increased the population in the area, particularly young families Would you allow your children to bike to school at 80km/hr? No! But you would if it was 60km/hr?

4) The lower speed limits WDC have been put forward to lower in the Ohoka /Kaiapoi area are still very inconsistent with speeds varying from 40,50,60,70,80,100 all in a very small area. Clarkville School traffic goes from 40km/hr into 100km/hr (or 80km/hr in your proposal or 60km/hr in mine lol) Consistent speed limits would lead to much greater speed compliance if the speed limit was more consistent across the area such as 60km/hr as Marshlands have done Drivers will comply much better to speed limits if they know its 60km/hr across this particular area

5) As a cyclist its really dangerous getting from the cycleway onto Tram Road and across the motorway overbridge? There is NO safe passage for cyclists? There is NO cycleway available? I was surprised there had been no allowance for cyclists to use this part of Tram Road Could this please have serious review of this as its really dangerous? Maybe go and have a look at peak-hour and tell me where the cyclist is meant to go? A suggestion is to put a cycle crossing at the traffic lights by the on-ramp with an exit on/off the cycleway onto Tram

Road -- this would serve Tram Road cycle users to safely get on/off the cycleway. Maybe the footpath across the bridge could be made more accessible to cyclists as there is no cycleway space available? 6) A wishlist comment It would be wonderful to have a 2-way cycleway along Tram Road to the West of South Eyre Road or at least to the school, with a curbing separating the vehicle traffic from the cyclists or walkers or joggers or disabled or children or families..... It would be a safe haven for users and would encourage far more people to use it -- more eco friendly, great for exercise, the psyche and great for families. It would be so well used and area changing for local residents as it would be so much more accessible for use

Screen Name Redacted

10/05/2021 01:42 PM

Entire length of Giles Road needs to be 60 and NOT changed halfway down. The speed on this road is dangerous and I am sick of vehicles ending up in my hedges or hitting the trees. 60 the whole length of Giles Road will save lives if 60 is implemented and policed.

Screen Name Redacted

10/05/2021 05:11 PM

We would like to see the reduction of the current speed limit 100km/h down to 80km/h on South Eyre Road from Tram Road intersection to further up South Eyre Road to the one way bridge over the Eyre River - Diversion Road. The trucks turn off here to get their loads of shingle. A very dangerous stretch of road for commuters and residents that live on this section.

Screen Name Redacted

10/06/2021 04:26 PM

Absolutely NOT necessary.

Screen Name Redacted

10/07/2021 11:25 AM

I would like to see Mill Road from Jackson's Road to Bradleys Road at 50kph. The route is used by school children to walk, scoot, bike to school and some kids are dropped off at the domain so they can go together to school. The Ohoka market is very busy and increases traffic. Heavy vehicles cut through (Rangiora landscapes, tankers, gravel trucks) 50 kph would deter them. Horse riders use this route regularly. We lose our rural amenity when fast trucks deter walkers and riders from enjoying the domain, Ohoka bushwalk, walking to the Village Hall and market. Please consider 50kph for this stretch of road that is now busy with people enjoying our lovely Ohoka environment. I don't have children at school but enjoy seeing them go by and have concerns for their safety 50kph is a clear signal to drivers that there is a need to slow down. Thank you.

Screen Name Redacted

10/08/2021 02:13 PM

Screen Name Redacted

10/08/2021 08:19 PM

I think Mill Road (between Wilson's Drive to at least Whites Rd) and Whites Rd to the end of the current 70km zone (in other words the roads surrounding the Ohoka domain) should be even lower than proposed, I really think it should be at the most 50km. This is mainly due to the domain and the large number of children (and other people) around this area and crossing roads, to me very similar to a school zone.

Screen Name Redacted

10/08/2021 08:23 PM

I think 60 kph is still too fast through Ohoka village and the northern end whites rd (60 means 70 to most...). Not only because of the friday markets but because of all the foot traffic between the domain and ohoka GAS station. People and kids from the playground are often on the road side as there's no footpath. Cars rip around the corner from mill onto whites and floor it from the start of whites rd with no regard to their speed at all. Thanks for the consideration.

Screen Name Redacted

10/10/2021 08:44 AM

Please also consider reducing the Whites Road speed limit south of the current 70 km/hr zone down to Tram Road to 80 km/hr. We have truck and trailer units doing at least 90km/hr regularly using Whites Road. Given the width, other traffic and pedestrian use this speed is not safe for Whites Road.

Screen Name Redacted

10/10/2021 11:59 AM

All of Island Road, Giles Road, Tram Road from the South Eyre Turnoff to the motorway overpass should be 60km (same as Marshland's Rd) there's a school and the traffic speed and density is horrendous for 80-100km ph. The heavy traffic i.e trucks on that section of Tram Road and Island road is constant. Where you have written down to 80km in this survey I have marked yes but I do I believe these roads should be 60km, 80km is too fast for the amount of traffic. There is no room for pedestrians or cyclists at these speeds for any amount of safety.

Screen Name Redacted

10/10/2021 05:51 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option even 50km/hr would suit the road better.

Screen Name Redacted

10/10/2021 05:56 PM

Giles road is used by many pedestrians, bikers and road users. It is a narrow and winding road that has many driveways attached to it. At 100km it's a large risk for pets and children to be hit and killed. Changing this road limit to 60km/hr is a very safe and needed option but 50kmh is more suited to the road conditions

Screen Name Redacted

10/12/2021 05:01 PM

The proposed speed changes are sensible but will need to be enforced as the current reduction on some roads results in some people tailgating in an attempt to intimidate those adhering to the posted speed.

Screen Name Redacted

10/13/2021 02:47 PM

One issue I have is with all the different speeds along one road or area it is becoming a test to ensure you know what speed you should be doing and keeping track of where the speed changes are. The main issue I have is the problem with a large number of drivers who don't stay at the speeds and pressure you by driving very close to make you speed up above the speed limits. Around the area I live in there is so much rubber on the roads from people doing burn outs and as today is wet it brings them all out and I would say today there have been 20 cars rounding the corner with loss of traction. I guess my point is that it doesn't matter what speeds you set unless something is done to enforce the speeds it will make very little improvement. Thanks

Screen Name Redacted

10/13/2021 04:58 PM

Traffic going several ways around the Ohoka village centre and the roads are quite narrow for faster speeds. I regularly cycle Flaxton and Skewbridge Roads.

Screen Name Redacted

10/14/2021 03:17 PM

The proposed speed limit change to 80Kmh for Tram Road (currently proposed to Sth Eyre Rd junction only) should be extended further along Tram Road all the way to Mandeville Village road intersections. If this whole 10km section of Tram road is changed to an 80kmh speed limit it will save additional lives for sure. Additional travel time for the total section of 10kms would only increase by one minute if the speed limit was 80kmh, as a Tram Road resident there is no one I know locally would disagree with a change to 80kmh as we have all viewed the very substantial increase in near accidents and actual accidents along that whole stretch of Tram Road. Please call me at [redacted] if you would like to discuss this further. Kind regards,

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Screen Name Redacted

10/17/2021 08:22 AM

I suggest lowering speed along Tram Rd to South Eyre and also Island Road to 60km/hr not 80km/hr. Continue the 60km/hr from the Greigs Road East entrance through to South Eyre Road If you want to encourage cycle and pedestrian users then it needs to be safe to use at 60km/hr. There is a primary school that all parents have to drive children to but our local children and families could bike or walk if it was safe? Kendal Park on Island Rd could be safely accessed by its many users if the speed was 60km/hr and a cycleway This is positive exercise for families and fuel reduction for the planet There are too many different speed zones in the area and need to be a consistent speed if you want drivers to stick to the speed. 60km/hr everywhere and 30&40 at designated areas where necessary. Make this a family safe area? Put a cycle/pedestrian crossing at the Tram Rd on-ramp traffic lights to connect to cycleway for entry/exit to cycleway through the current barricade - where I see people stepping over I suggest a proper 2 way cycle way/walkway with curb between users and vehicles along Tram Road from Main North Rd to the West of South Eyre Road and also Island Rd. These are the most dangerous and hazardous areas for cyclists, joggers, walkers and other users I am a local daily user of both cycle, jogging and vehicle. I would be safer at 60km/hr. This would be a transformational change for the greater good of users and the environment as it's current status of racing track is deadly I see near misses of high speed vehicles on a daily basis and accidents on a weekly basis It's time to seriously review this and encourage people to get out of their vehicles - they would if it was safe

Screen Name Redacted

10/17/2021 12:30 PM

I think the 80km change to Tram Rd is the most important out of all of these. I believe this is essential.

Screen Name Redacted

10/17/2021 09:16 PM

I would like to see more downgrading of speed limits around Ohoka. Jacksons Road should not be 100kph - there are narrow culverts, no road markings, many people coming out of or turning into driveways. Why could it not be dropped to 80ph for the entire length? It seems completely illogical that a road like this is the same speed limit as Tram Road.

Screen Name Redacted

10/17/2021 09:36 PM

Giles Road, Ohoka Road to just south of Neeves Road - change to 50kmh (not 60kmh) Reasons: we live on Moodys Road and overlook Giles Road and over the years have witnessed many cars skidding off the road on the bends. In some cases near fatalities with cars narrowly missing power poles and catapulting through 360 degrees in both vertical and horizontal planes. We note that

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Giles Road has many blind driveways accessing Giles Road. In addition Giles Road is a very narrow and windy road with many blind corners. Giles road has a significantly higher traffic flow now that Silverstream sub division is fully established with numerous joggers, walkers, cyclists and horses using this road. In the interests of safety we would like to see a speed limit of 50kmh.

Screen Name Redacted

10/18/2021 07:36 AM

60km speed limit in the residential subdivisions are still too high. This should be reduced further to 50km.

Screen Name Redacted

10/18/2021 09:40 AM

We have had some discussions with Joanne McBride regarding the speed limit in Threlkelds Road. We have always felt that the speed limit in Threlkelds Road should be 70km which brings it more inline with the proposed reductions in Mill Road & Bradleys Road. I would also add that I would also like to see more policing of our rural roads.

Screen Name Redacted

10/18/2021 04:15 PM

Hi i live at , the speed limit shouls be reduced to 60 kl/h for the entire length, The road is narrow and the sides of the road is being eroded by trucks making it dangerous for cyclists and traffic in general. Many residences driveways open onto Giles road, It is a school bus route. since island road / Ohoka road intersection has been upgraded many trucks and other vehicles now use giles to avoid this intersection, trucks travelling at 100 kl/h on Giles rd is just crazy?>>> so dangerous! Ohoka West road is twice as wide and only two intersecting roads with no driveways and is 60m kl/h?????????????? Stupid to have Giles road 40%faster!!!!!!!!!! AS a Police officer of 35 years I find the 100 kl/h speed of Giles road to be unjustifiably dangerous.

Optional question (66 response(s), 63 skipped)

Question type: Essay Question

Woodend/Tuahiwiri Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

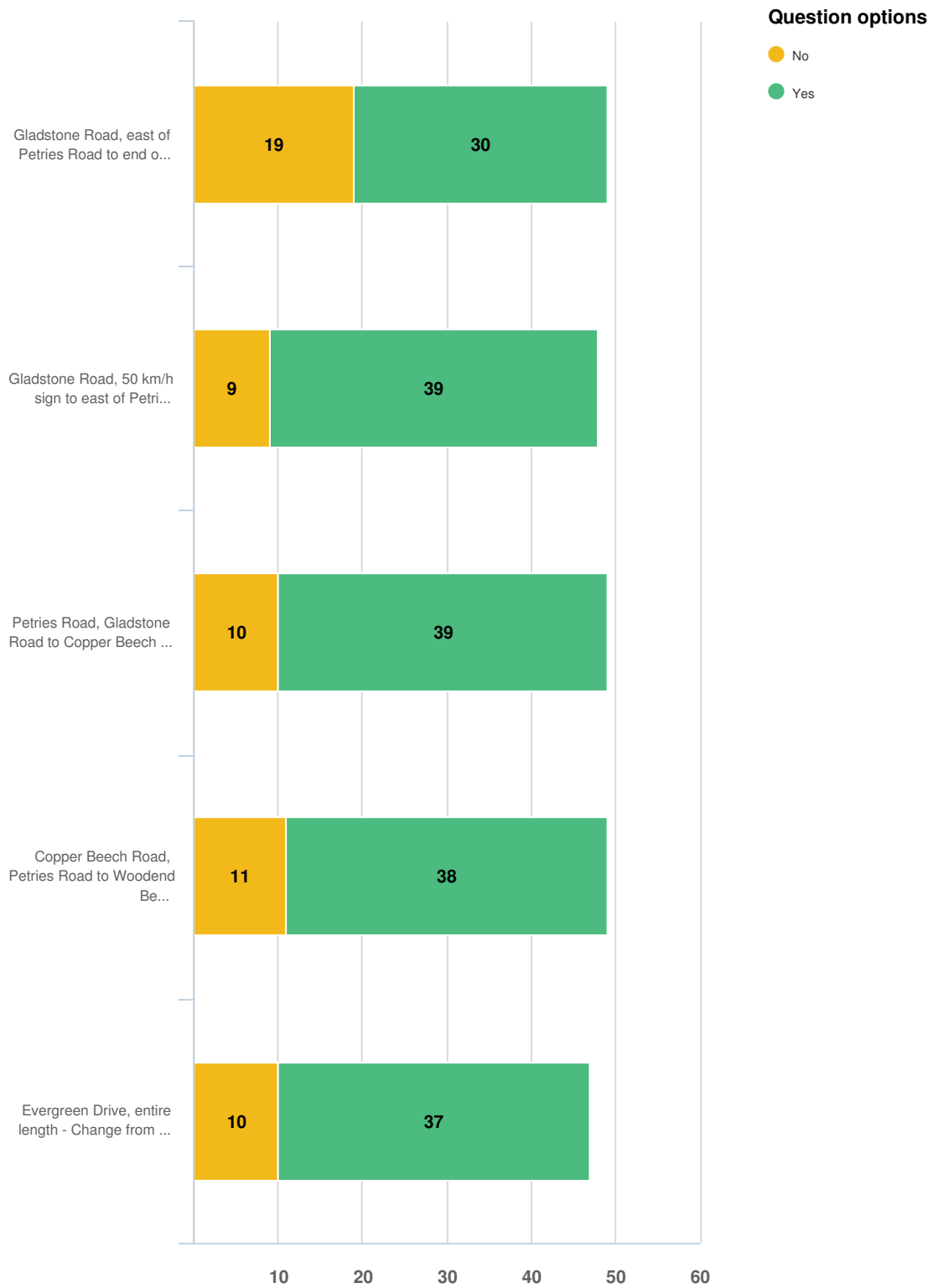
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Woodend speed limits - do you agree with the proposed?



Optional question (49 response(s), 0 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Q2 Tuahiwi speed limits - do you agree with the proposed?

Optional question (43 response(s), 6 skipped)

Question type: Likert Question

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/28/2021 08:17 PM

Any road with a footpath on the side of it should be 50k

Screen Name Redacted

9/28/2021 09:09 PM

Woodend - Copper Beech - Petries - Gladstone. Residential area and important for children safety.

Screen Name Redacted

9/28/2021 10:17 PM

I support reduced speed limits on many of these roads, but most are rural roads with few intersections or private driveways and 60km/hr is too slow. Many drivers will simply ignore the speed limit, and enforcement is unlikely to be consistent on these roads. It's better to have realistic speed limits that drivers adhere to.

Screen Name Redacted

9/28/2021 10:19 PM

60km on rural roads is too slow. I agree with speed limit lowering. These aren't used much as they are metal roads.

Screen Name Redacted

9/29/2021 08:36 AM

Don't know tuahiwi Rds so will leave for the locals

Screen Name Redacted

9/29/2021 12:20 PM

While excessive speed is a problem, speed limits are nothing more than a cheap and ineffective way to improve safety. Speed limits have steadily been lowered over the last decade with little impact on road carnage. Poor policing of speeding and bad driving makes lowering speed limits less effective than it should be. It's too easy to replace few new \$10 signs in the name of road safety in place of making effective changes that would make a difference. The accident rate on State Highway 1 though and around Woodend has not change since speed limits were reduced, if anything the road has got more dangerous. I am not against appropriate speed limits, but lowering them is not changing outcomes.

Screen Name Redacted

9/29/2021 01:30 PM

Our roads are increasingly being used by cyclists, walkers and runners. These reductions make our environment safer and encourages people to get out more. I would like to see the completion of the linking all of our towns by cycle/walkways particularly the north of Woodend to the Pegasus roundabout and ultimately linking Woodend with Kaiapoi (the beach track is not at all suitable or safe)

Screen Name Redacted

9/29/2021 04:55 PM

Ridiculous proposal - leave the speed limits alone.

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

9/29/2021 06:36 PM

Reduction of speed limits at the degree being proposed is utterly ridiculous.

Screen Name Redacted

9/30/2021 09:53 AM

I live on Sandhill Road, which is not on these maps, but I would like to propose speed bumps on this road. This road is a magnet for boy racers and there is at least 3 times a week where I hear either burnouts or drifting - its a lovely windy road for speeding and racing and sometimes I hear the same car go around several times. There is a lot traffic comes through here due to people using it to get to Copper Beech and Woodend Beach Road and the road has a couple of blind corners which makes it really dangerous for pedestrians and cyclists. I had a really frightening incident where I was passed as I was about to turn right into my driveway. My 2 boys are 13 and 14 and I'm terrified of them having to learn to drive using this road every day. I think a few speed bumps down the Rd would make a huge difference in that people would just have to slow down and it wouldn't be such a fun road for racers. I realise this isn't part of the roads in this survey, but could you please pass this on to the relevant people. Thanks. With regards to the above speed limit changes - I'm all for it. There is so much traffic out here now, and so many cyclists and pedestrians down these roads. Definitely the limits should be lowered.

Screen Name Redacted

10/02/2021 08:13 PM

When will you include Turiwhaia road

Screen Name Redacted

10/04/2021 04:43 PM

Unsealed roads and short roads it just makes sense to have speed limit of 60km. Unsealed is dangerous and bothers residents. Short roads, it's not even possible to get to 100km without really putting your foot down which is extremely dangerous. 60km all the way.

Screen Name Redacted

10/04/2021 07:22 PM

Improve Marsh, Camside and Waikoruru roads. Make them sealed proper roads, as the traffic using these roads is increasing. Also the road at the back of Pak n Save needs repairs and no parking by the intersections as it is hard to see on coming traffic.

Screen Name Redacted

10/05/2021 09:54 PM

Better policing required

Screen Name Redacted

10/06/2021 04:30 PM

Please bear in mind that the current settings are LIMITS. Anyone is free to decide to drive at a slower speed but for most modern cars,

with a reasonably competent driver, the current settings are perfectly safe.

Screen Name Redacted

10/08/2021 02:12 PM

Screen Name Redacted

10/10/2021 11:31 PM

All proposed speed limits are agreed to BUT there is no point in doing so as very few motorists actually adhere to these limits as they know there is no physical or visual enforcement thereof. The same opinion is held for SH1 - there is an 80kph limit from Woodend to the first over pass bridge and then 100kph, however, with road works currently being done there is a lower limit visually displayed - [what a joke] - I travel daily at 06:30 to the Belfast turnoff and in this particular stretch it calls for an 80 Kph [due to road works]; every single day at least 20 to 30 cars pass me [travelling at 80 on my speedometer] - at speed far in excess of mine. It may be argued that those cars are specially calibrated more accurately than mine by 2 ,3 or 4 kph more than mine but regardless thereof its a no brainer that if it says 80 or whatever speed is called for the speed you travel is the one on your speedometer and not any other mechanism or calibration. Perhaps it is time to set overhead speed cameras under the flyover bridges which can pickup the barcode displayed on your wind screen and are able to record when speed limits are exceeded. Better still create a section in the govt regulations similar to Air New Zealand where you would have dedicated traffic police division [fully trained police officers with emphasis on traffic regulations and are seconded to this division], totally knowledgeable and familiar with all the traffic enforcement and infringement laws and regulations. By doing this would release the normal police officers to do the safety and protection services to the communities where assigned nationwide. Creating this traffic enforcement division would be self funded from the income derived and would also in time cover all the costs with the operational setup. Since councils are keen to collect funding by every which way or other this would be a very good system whereby all fines issued within each municipal boundary accrues to that municipality where the infringement occurred [furthermore a ZERO TOLERANCE policy would enforce these designated speed limits. This would certainly ensure far less accidents, DUI, boy racers, trucks travelling above their rated speed limits and several others punishable infringements [where traffic infringements are ignored the information is recorded with the National vehicle licensing authority and a license cannot be renewed until paid - where tickets issued are challenged would see the fine doubled for wasting the time of the issuing authority. Speed limits would then be far more meaningful and the driver culture

Woodend/Tuahiwi Roads : Survey Report for 21 September 2021 to 20 October 2021

improved for the better. Speaking from firsthand experience having lived in the USA, Austria and Switzerland where the above practice is well ingrained with registered motorists the driving culture is very responsible and aware of the consequences and thus strictly adhered to. The present system is ineffective as motorists drive at what ever speed they wish seemingly unaware of the visual limits displayed on the roads we travel on.

Optional question (17 response(s), 32 skipped)

Question type: Essay Question

Waikuku/Sefton Roads

SURVEY RESPONSE REPORT

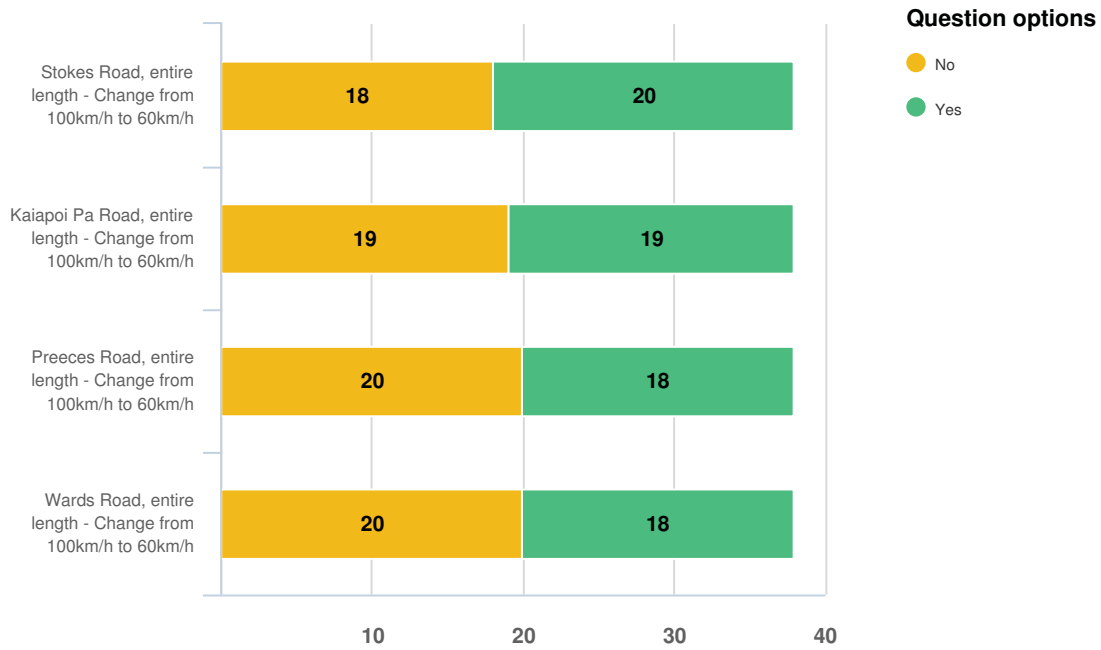
21 September 2021 - 20 October 2021

PROJECT NAME:

Speed Limit Review - In and Around our Towns

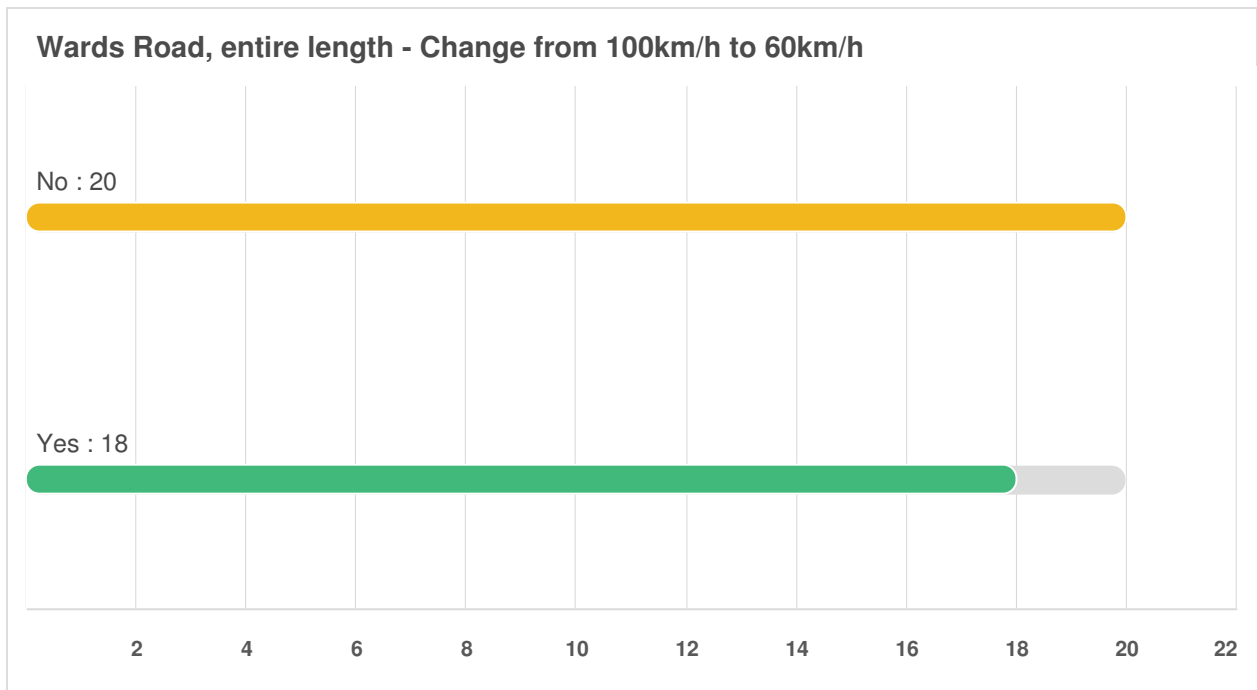


SURVEY QUESTIONS

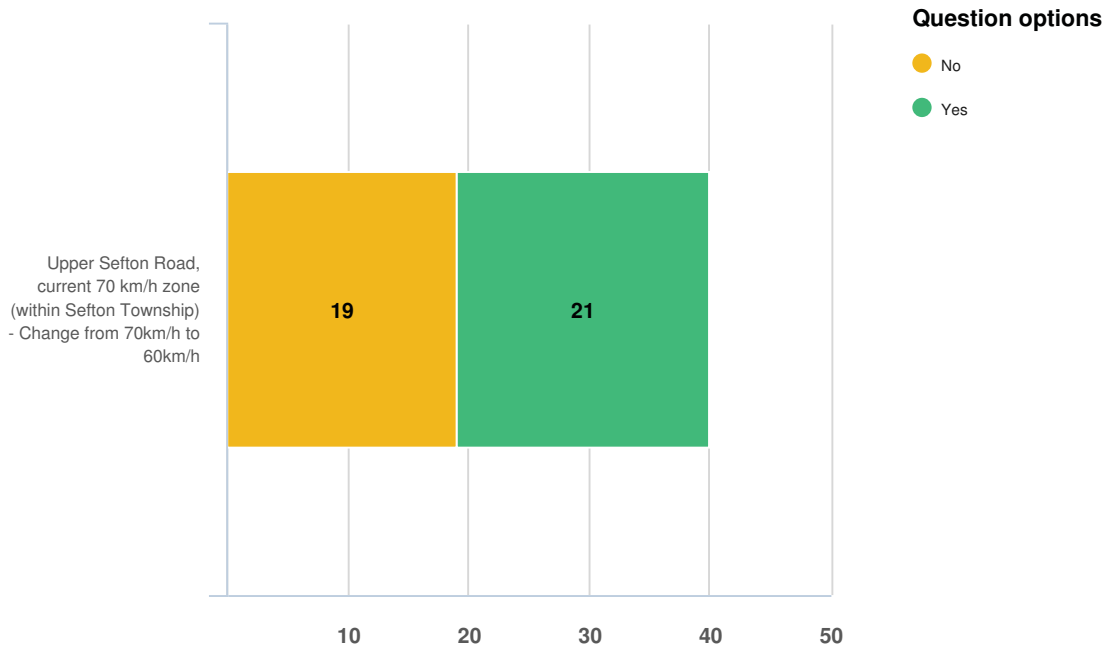
Q1 Waikuku speed limits - do you agree with the proposed?

Optional question (38 response(s), 2 skipped)

Question type: Likert Question



Q2 Sefton speed limits - do you agree with the proposed?



Optional question (40 response(s), 0 skipped)
Question type: Likert Question

Q3 Let us know any feedback you may have with this proposal:

Screen Name Redacted

9/28/2021 10:05 AM

Waikuku roads are all low traffic rural roads. From my experience traffic self regulates speed well on these roads already.

Screen Name Redacted

9/28/2021 02:23 PM

Ridiculously low speeds. NZTA is just conducting a program to lower speeds by stealth. So called consultation is bogus. The decisions have already been made. The argument about harm reduction is also false. By that we should reduce vehicles to walking speed then nobody would get hurt.

Screen Name Redacted

9/28/2021 04:48 PM

Beach road is still 80 surrounded by 60. All or none

Screen Name Redacted

9/28/2021 07:48 PM

Sefton should be 40 in school times like all other schools

Screen Name Redacted

9/28/2021 09:15 PM

Upper Sefton road should have a school hours speed limit change similar to Ashley. Say 50kmh around school times. Arbitrary speed limit changes do nothing for road safety and generally have poor compliance making them more dangerous.

Screen Name Redacted

9/28/2021 09:23 PM

You are focussing on speed limits instead of deadly patches of road due to poor structure and maintenance. The road outside of 951 Upper Sefton Road is dangerous, hydroplaning happens all the time and someone will hit a power pole and die. Heaps of people have gone through the fence and ruined the farmers property. The reduction of speed through Waikuku, Woodend and Pine acres has ruined traffic flow, it's now more dangerous, people overtake, people can't get out from side streets when the lights back up traffic, and traffic on Friday night backs up to the motorway. Fix the roads not the speed limits.

Screen Name Redacted

9/28/2021 10:06 PM

The speed limit past Sefton School between hours of 8:30-9am and 2:50pm-3:10 should be 40km with signs stating this. People do not slow down during drop off and pick up times as no active signage like Ashley School has.

Screen Name Redacted

Ideally I'd like the speed reduced to 50kmh, there are more families

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

9/29/2021 12:44 PM

and children now in the area and often speed is NOT reduced when passing through the township.

Screen Name Redacted

9/29/2021 03:10 PM

We live at the corner of Toppings Road-Lower Sefton Road on the route to SH1 and have witnessed a fair few crashes on the corners since we moved, especially the one we are on. The data for this will not have been collated all in one place because the emergency services were not always / usually not involved. There were 3 in close succession on the Toppings Road into Lower Sefton Road bend last year, one where a power pole was seriously damaged and had to be replaced (the driver ran off and left the car), another where the car went over the corner and through a fence, narrowly missing a power pole and another where the car ended up in the ditch on Toppings Road. We regularly see people take the corner too fast, drifting across the lanes... very dangerous especially with the huge trucks that travel as fast as they can around down that road. I milk dairy sheep and twice a day travel between our house driveway and our yard (where I milk the sheep) on Toppings Road. In the time I have been doing it, I have had several cars right up the rear of my vehicle / trying to inappropriately overtake as I am not going fast because of needing to turn off shortly after the corner. The corner has two turnings on/off it which are used regularly. Visibility isn't good and everyone crossing from Toppings Road into the side roads feels like they are playing Russian roulette when they do so. I am surprised no one has died in an accident there. The 3 bends further down towards SH1 have also seen 4 accidents in the past 2 years, with cars failing to take one of the bends - speed was probably the main factor but there are lots of hedges on this route so in winter, ice is a problem. This route, from SH1 to Sefton, is now a major thoroughfare for commuters (especially at peak hours) and large trucks. Children do walk along Lower Sefton Road to catch the school bus which picks them up at the Toppings Road corner. There are also a lot of cyclists who use this route, most usually at weekends. There are also a number of people who ride horses down this road on a regular basis. It is as busy as the road from Waikuku towards Rangiora. We have also witnessed "boy racer" activity including dough-nutting and burning rubber on this road. You can see the tyre marks. I think that, like the route from Waikuku to Rangiora, the speed should be reduced to 80km/h.

Screen Name Redacted

9/29/2021 03:46 PM

There should be consideration around reducing speed limits on shingle roads as it would reduce dust, grading and maintenance and other potential H & S issues.

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted 10/01/2021 02:19 PM	It's not so much the speed but the poor driving. I believe the driving tests should be harder and longer.
Screen Name Redacted 10/01/2021 02:36 PM	You say this is due to usage and changes, yet nothing has really changed in these areas from my understanding...
Screen Name Redacted 10/02/2021 09:02 AM	I think the speed limit in sefton should remain at 70kmhr, with a 40kmhr limit past the school during school drop off/ school pickup. I also think Cass street should have 40Kmh limit, due to alot of children using this access to the school.
Screen Name Redacted 10/03/2021 08:13 AM	Leave them alone
Screen Name Redacted 10/03/2021 01:50 PM	I would like to see the proposed change within Sefton township amended from 60km/h to 50km/h
Screen Name Redacted 10/03/2021 04:03 PM	I would like to see 2 extra 30km signs at Waikuku. One at the Dairy or along park terrace and one just after the bridge before the surf club
Screen Name Redacted 10/05/2021 09:52 PM	Better policing required
Screen Name Redacted 10/06/2021 09:52 AM	There are too many speed changes between sefton and chch already The one place that should be reduced to 80k is the ashley river bridge on SH1 which can feel quite dangerous when there are big trucks crossing at the same time. I often drive home late at night when there is very little traffic and it is very difficult to stick to all the different speed limits
Screen Name Redacted 10/08/2021 02:13 PM	
Screen Name Redacted 10/13/2021 04:36 PM	I agree with there reduced limits especially the one through Sefton (due to potential of crossing vehicles and vulnerable road users) and Preece/Kaiapoi Pa Rd (due to the width and road surface).

Waikuku/Sefton Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/14/2021 10:27 AM

Thank you, a welcomed review. My preference however, is for a speed limit of 50km/hr along this section of the Upper Sefton Road. The volume and type of traffic (i.e. heavy vehicles) has increased dramatically over the 50yrs of residing along this section of road. Drivers attitudes/levels of patience are worse, which is displayed by speeds frequently above the set limit. For Safety through Sefton, Please Consider 50km/hr Speed Limit.

Optional question (21 response(s), 19 skipped)**Question type:** Essay Question

Rangiora Roads

SURVEY RESPONSE REPORT

21 September 2021 - 20 October 2021

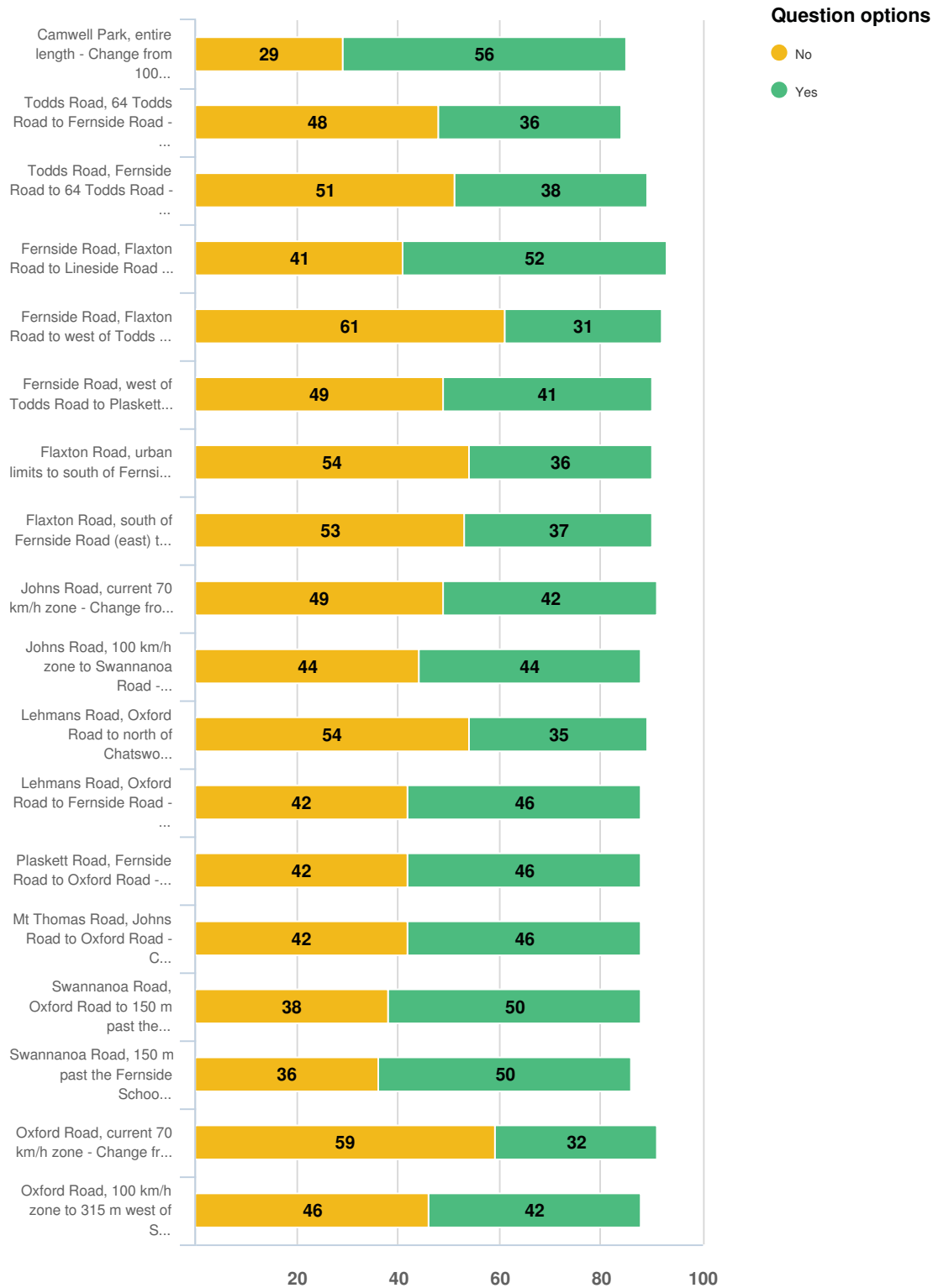
PROJECT NAME:

Speed Limit Review - In and Around our Towns



SURVEY QUESTIONS

Q1 Rangiora speed limits - do you agree with the proposed?



Optional question (95 response(s), 0 skipped)
Question type: Likert Question

Screen Name Redacted

9/27/2021 03:44 PM

Rural roads outside towns are used a short cuts from main roads such as from boundary road Rd1 inbetween oxford road and two chain road 100 km is way to fast including trucks that drive early morning and late at night should go down to at least 70 km/h

Screen Name Redacted

9/27/2021 04:59 PM

Changes must be balanced around need to get around. I have not felt that many of the speed limits need changing. Most areas the 100km is still safe. Johns Road built up area should be slower, but the rural end can stay 100km and changing this will only be annoying for users. A balance must be kept for users too.

Screen Name Redacted

9/27/2021 05:52 PM

"Lehmans Road, Oxford Road to north of Chatsworth Avenue - Change from 80km/h to 60km/h" - this should be extended to Priors road! OR Truck bypass should be moved to go Priors road - Merton Road - Oxford road, it is so dangerous having large trucks now there is housing and preschool on Lehman's road

Screen Name Redacted

9/28/2021 01:46 PM

Townsend Rd, Fernside Rd through to John's Rd and West belt. Speed bumps needed near to primary school and speed limits highlighted.

Screen Name Redacted

9/30/2021 09:24 AM

On Johns road should be 50ks until past Oxford Estates Subdivision. Cars go too fast along there and its unnerving turning right into one of the street if cars are coming towards you and behind you. Lehmans/Johns Road corner needs urgent attention. It is so dangerous and worse now with the subdivision on Oxford road with many people travelling though. Needs flashing lights like at Plaskets Rd. This road is busy.

Screen Name Redacted

9/30/2021 02:45 PM

If we want to get serious about road safety all of the roads in the district that are not Motorway/Dual Carriageway should have a maximum speed limit of 80KM/H

Screen Name Redacted

10/01/2021 06:48 AM

It looks we are slowing down the flow of traffic. I think that is a positive thing. We need to change the mindset of our community. Everyone is in such a rush. As our district grows, I think this is a good move.

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

<p>Screen Name Redacted 10/02/2021 12:40 PM</p>	<p>Go further: 40kmhr zone for this area: River Road-Ashley-Coldstream-East Belt-Northbrook-Percival-South Belt-Townshend-West Belt</p>
<p>Screen Name Redacted 10/02/2021 01:16 PM</p>	<p>O'Roarkes Road should also be reduced to 60kmh between Swannanoa Road and John's Road</p>
<p>Screen Name Redacted 10/02/2021 03:34 PM</p>	<p>Driver training would be more beneficial than reducing speed limits. This approach will only cause more motorists to become impatient, potentially causing more accidents on our roads</p>
<p>Screen Name Redacted 10/02/2021 04:03 PM</p>	<p>The roads south of Rangiora, flaxton to skewbridge and onwards to the motorway should be planned and maintained for 80 kmh or higher for good travel times and low frustrations. West of rangiora the kink in oxford road around the mount thomas road intersection and the tractor repairers is blind coming from Cust, that area needs improved signage and a speed reduction as the potential for a high speed impact into somebodies drivers door is high.</p>
<p>Screen Name Redacted 10/02/2021 06:12 PM</p>	<p>Glad to see the changes proposed for Swannanoa Road and Oxford Road. Hope it goes through because i have seen sooo many near misses at that intersection and also Mt. Thomas Road. Speed should reduce to 60km at the school sign on Oxford road. The trucking business operating 24/7 there must have had a few near misses too as we hear their horns going off.</p>
<p>Screen Name Redacted 10/02/2021 09:09 PM</p>	<p>I don't feel a speed limit change will be of benefit in these areas. I think money should be spent on educating people about being aware, stopping and looking where they're going.</p>
<p>Screen Name Redacted 10/03/2021 08:12 AM</p>	<p>Leave the speec limits alone. The roads are safe, it's the drivers that need the training.</p>
<p>Screen Name Redacted 10/03/2021 09:36 AM</p>	<p>I feel like the speed limits to johns road definitely needs to be changed. The 70km zone just shouldn't be there, take it out and make it 50. People just coast through there right to the round about which I feel is dangerous.. especially around school times. I drop my son to preschool at 8.30 and the amount of people that speed in the 50 zone as it is between the 2 round abouts on johns road, is absolutely terrible!! Some sort of monitoring needs to happen along</p>

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

that road. I use Johns Road every day, for preschool or to get to RVC and feel that the speed limit definitely should come down.

Screen Name Redacted

10/03/2021 10:35 AM

There needs to be a speed reduction outside Loburn School on Hodgsons Rd. It is a unique setting as there is no general off street parking so children are forced into walking/crossing a otherwise 109km/hr zone

Screen Name Redacted

10/03/2021 01:11 PM

Stop reducing speeds. It is a waste of time and getting very frustrating

Screen Name Redacted

10/03/2021 04:15 PM

Some speed changes are well justified. However longer distances at lower speeds can become incredibly frustrating and cause loss of concentration, and those that already speed will continue to do so, thereby creating a higher danger of crashes. Crashes are frequently referred to as accidents, they are seldom accidents. Crashes are caused by one or more drivers either making a bad decision, and / or failing to make a good one. The only way to fix that problem is with driver retraining, an option that is difficult to deal with. Drivers that speed and / or drive dangerously (including driving too slowly with no consideration for other drivers) need to be dealt with more consistently and harshly, thereby placing the burden squarely where it belongs, leaving the rest of us to continue to enjoy driving safely. I have had my Drivers license for 46 years, and consider myself a professional driver, having driven well over 1 million km in Christchurch, plus what I have driven around NZ and Australia. In the first 5 years of driving I had a couple of minor at fault crashes, but since then have avoided at least hundreds of potential crashes caused by other drivers not keeping their minds on the job. I am now training younger people to drive safely. I feel that I have earned the right to make some comments in this area.

Screen Name Redacted

10/03/2021 04:28 PM

I would also like to suggest that 30kmh would be more appropriate through the main part of the shopping area (High St). There are numerous pedestrians crossings so 50kmh is too fast. I also think that our roads need more policing as we live on a very busy 50kmh road and the speeds that people travel at are excessive but very rarely do we see any policing.

Screen Name Redacted

10/05/2021 10:56 AM

The Flaxton Road Fernside and Camwell Park has a number of families with children some cycling to school, 60km/hr in this area would be

much safer. I would recommend extending the 60km/hr limits in both Fernside Road (Flaxton to Lineside) and Flaxton Road (south of Fernside to Camwell Park). There are a significant number of lifestyle blocks between fernside & Camwell Park, turning onto Flaxton Road has become increasingly difficult. With the new commercial development on the corner of Flaxton & Fernside Roads this will increase traffic density. Keeping the above areas in a coexistent speed limit will be safer. At 60 km/hr this would also allow safer access to the Passchendale cycleway from Flaxton Road

Screen Name Redacted

10/05/2021 01:01 PM

We bike on Fernside Road to get into Rangiora from our lifestyle block and the 100 km/hr speed limit means that we do not feel able/safe to travel on our bikes on this stretch of road. We are very keen to see the speed limit dropped to 80km/hr and propose a cycle lane be considered

Screen Name Redacted

10/05/2021 09:51 PM

Better policing should be looked at rather than changing speed as people will still speed and accidents will happen

Screen Name Redacted

10/06/2021 04:25 PM

Lower speeds do NOT necessarily increase safety. In fact the opposite is often true due to increased frustration levels leading to , among other things, risky overtaking.

Screen Name Redacted

10/07/2021 11:38 AM

Most if not all 100kmh roads should be dropped to 80kmh except the major ones such as Oxford Road , Tram Road etc . For example Plasketts , Ashworths , Lehmans , River, Mulcocks Roads should definitely be 80kmh . These roads are often narrow , have a poor uneven surface and very little runoff areas on the side or have drop offs to the side. Lineside Road should be 80kmh , think about the accidents that have happened round the Railway crossings.

Screen Name Redacted

10/07/2021 12:38 PM

We don't have a problem with speed limits being too high. I am a cyclist and it does not make any difference whether struck at 50 or a 100kph. Only reason to change speed limits is to address known safety black spots based on evidence and urban development/ new subdivisions. It is well known that the govt is wanting to make it increasingly difficult for motorist as part of the Agenda 2030 plan. I hope the council has the freedom to stand up against this and help keep our businesses and ability to move about intact. On a related note, the area that should be addressed is, the hoons on our roads (particularly at night) that don't comply with speed limits anyways,

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

they are dangerous, destroy our road surfaces and a public nuisance. That's where the safety concern is and your resources should be focussed.

Screen Name Redacted

10/08/2021 02:17 PM

Flaxton

Road/Fernside Road/Lehmans Road and Skewbridge put forward by Council in past years as a suitable bypass of Rangiora for heavy traffic. Now - instead of upgrading the roading standard on this route you want to dumb-down the speed limits. Build a proper bypass!!

Screen Name Redacted

10/11/2021 10:33 AM

Implement bypasses before choking Rangiora further. I used to commute via Woodend until that was messed up in multiple successive changes including the poorly thought out Ravenswood. Now I use Rangiora. This is left-wing shortsightedness. Look at the commercial aspects and how to better facilitate external money coming into the district. Living here should be hassle-free so people don't get fed up and move back to Christchurch.

Screen Name Redacted

10/11/2021 11:35 AM

Sensible and logical changes. Fully support. Please implement

Screen Name Redacted

10/11/2021 09:39 PM

Please consider introducing revised speed limits on residential streets within the urban areas of the Waimajariri district. Traffic regularly speeds on streets like my own, Elm Drive, which has predominantly older residents who are often subjected to unsafe situations due to vehicles using excessive speeds.

Screen Name Redacted

10/12/2021 10:28 AM

O'Roarkes Road - drop to 80km/h; Swannanoa Road definitely needs to drop to 60km/h in the area of the school. Lehmans Road past the vet clinic is very busy and even though there are no many houses it would make sense to drop to 60km/h on the approach to a busy intersection.

Screen Name Redacted

10/12/2021 01:29 PM

Suggestions for speed limits Lineside Road Take out the open speed zone sign outside Stadium Cars before the railway crossing (as that is listed as 35k crossing) and then place a 100k sign 300m passed the railway crossing.

Screen Name Redacted

10/13/2021 12:34 PM

where is tulls road speed limits

Rangiora Roads : Survey Report for 21 September 2021 to 20 October 2021

Screen Name Redacted

10/13/2021 05:04 PM

I cycle most of these roads, and since few of them have a shoulder wide enough for cycles to keep out of the general traffic lane, reduced speed limits would help in my own personal safety.

Screen Name Redacted

10/13/2021 10:15 PM

Some of proposals are sensible, but I believe there are too many 100kph roads converted to 80kph, I feel is unnecessary from a hazard perspective, human error is always going to be a factor in everything humans do, the savvy ones are the ones punished for the underachievers, this is frustrating being slowly "wrapped in cotton wool"!

Screen Name Redacted

10/14/2021 11:30 AM

Unless there is a high crash rate in some of these areas where I have requested no change, I don't think the road environments will encourage drivers to slow down unless significant changes are made. The reduction to 80km on Flaxton Road south of Fernside Road was a good idea, but I think that 100km from there to Skewbridge is appropriate for that road environment and the number of residential properties. I understand it is a lot busier these days for residents living on the route, but again, unless there are high crash rates, I don't think the road environment invites an 80km/h speed limit, and will require a high amount of policing and enforcement to bring speeds down. If a cycle route was to be included on the Rangiora west route along Skewbridge/Flaxton and Fernside Roads, this would be a great justification for an 80km/h speed limit, and would be a great addition to the Districts cycle network.

Screen Name Redacted

10/18/2021 09:22 AM

I have ticked the ones I know about. particularly, Oxford Rd current 70kmh definitely should be reduced to 50kmh. I had already asked the council to do this, as I live on the Westpark Estate.

Screen Name Redacted

10/18/2021 02:29 PM

Roundabout for Lehmans and Oxford round intersection assp

Optional question (37 response(s), 58 skipped)**Question type:** Essay Question



Oxford/Cust Roads

SURVEY RESPONSE REPORT

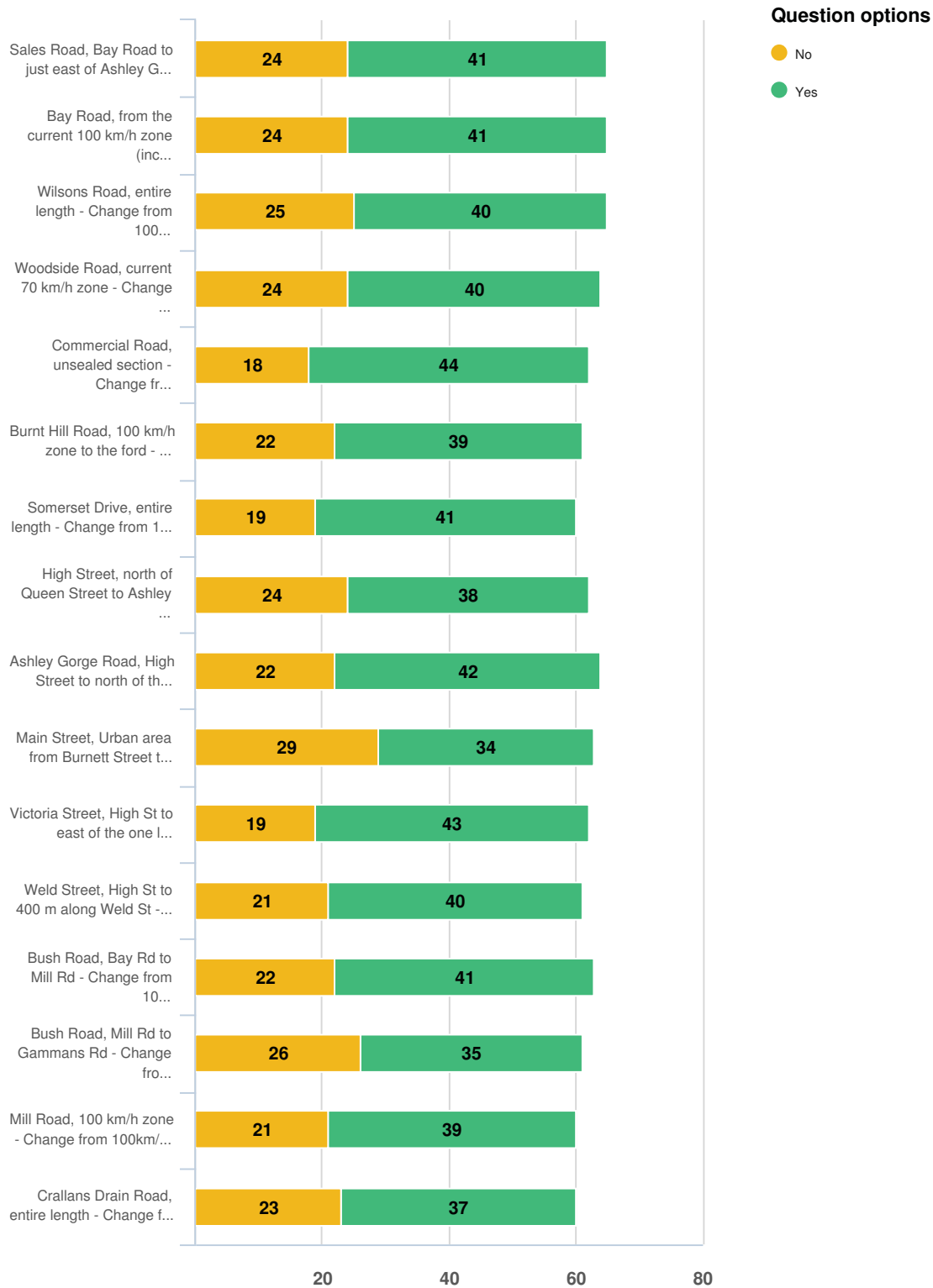
21 September 2021 - 20 October 2021

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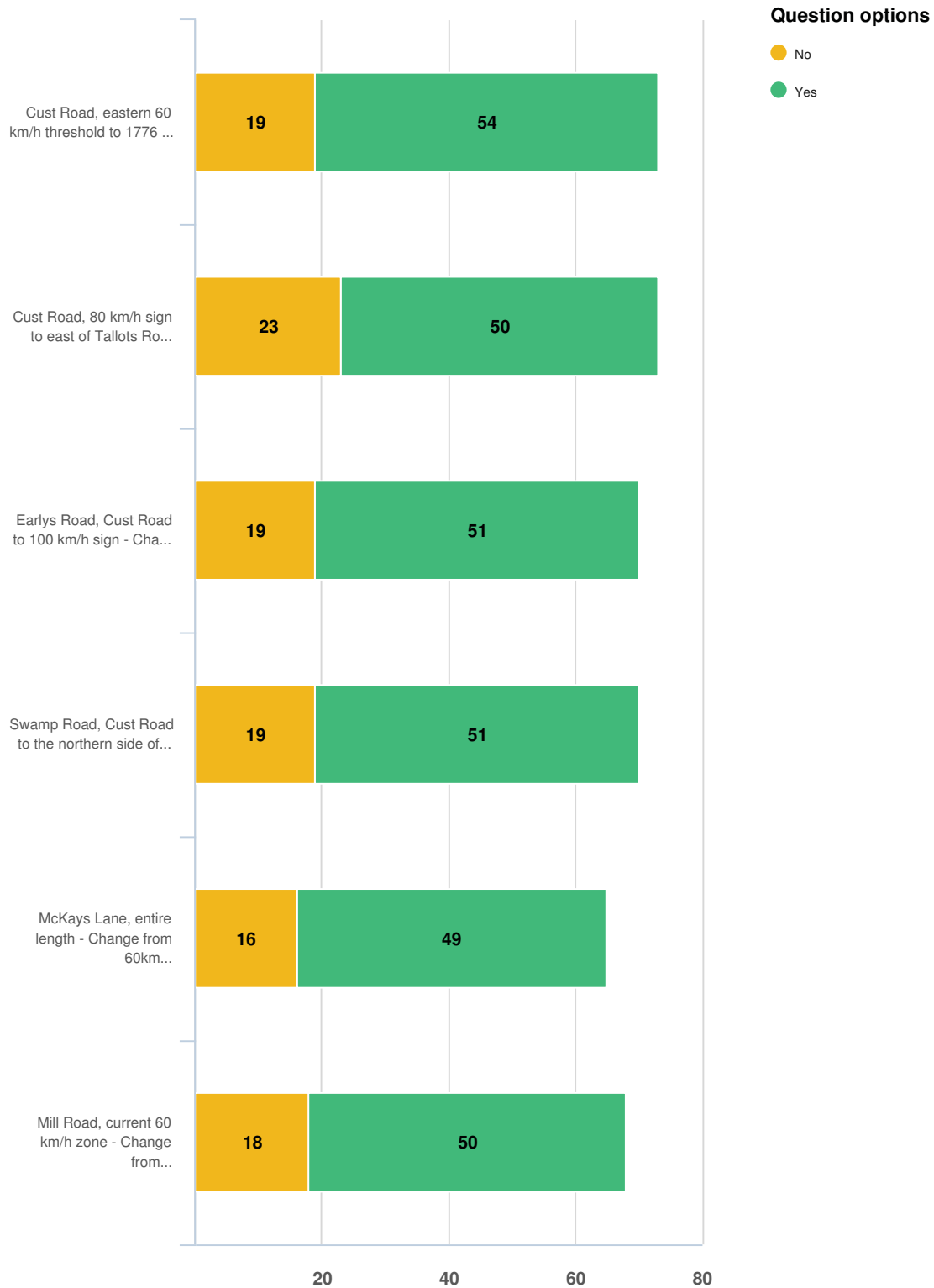


SURVEY QUESTIONS

Q1 Oxford speed limits - do you agree with the proposed?


Optional question (70 response(s), 18 skipped)

Question type: Likert Question

Q2 Cust speed limits - do you agree with the proposed?


Optional question (75 response(s), 13 skipped)

Question type: Likert Question

Screen Name Redacted

9/27/2021 03:38 PM

We would like boundary road of oxford road at spring bank also go to 60 km , There are many lifestyle blocks on this road and trucks drive a 100 km an hour every time of the day about 4 meters from property borders and entrance

Screen Name Redacted

9/28/2021 04:27 PM

I don't completely agree with changing the main street of Oxford to 40ks for that section. The parking placements are more of a issue, to making it safe to cross the road, especially around the pedestrian crossings. I don't use them because cars can't see you, from the big vehicles/ trucks which block the view

Screen Name Redacted

9/30/2021 03:30 PM

Sales/Bay gravel roads ought to be lowered below 60km. These roads are very narrow and very steep, they are also popular walking route and promoted locally due to the lookout. If time is taken you will realise 40km is is more appropriate on these sections of road.

Screen Name Redacted

10/01/2021 11:27 AM

Oxford is my town and its not safe. I would like to see 50 in township including rural roads just outside the perimeter which links the roads back into the township. Rather than having different speeds all over the place. Be consistent. It allows families to safely ride their bikes and enjoy walks. But there are no walking paths on certain roads, so that is a must. I am surprised that this hasnt been done already.

Screen Name Redacted

10/04/2021 01:13 PM

Totally agree with the Oxford road changes. Have been wanting them lowered for years

Screen Name Redacted

10/07/2021 07:09 AM

Weld Street, Oxford. Extend the 50km zone to past the bend east of Powells Road.

Screen Name Redacted

10/07/2021 05:58 PM

Burnt Hill Road should be 50km/h

Screen Name Redacted

10/08/2021 10:03 PM

burnt hill road a drop to 80 would be better suited as there are few houses and wide berms to cater for walkers Wilsons road should be 50 Main street should stay at 50 .and maybe do something with keeping visual clearance for the crossings .There are very few vehicles that actually do 50 and that 40 would be an overkill for a problem that does not exist Victoria street should stay at 70 all the

way to the bridge. Bay road should change from 100 to 70 for that section It seems that the current thinking is that 60 is the new speed for everywhere .I certainly think that 100 is to high for some of those roads but 60 is to slow for these almost rural roads the new speed for those changes should be 70 at the lowest .

Screen Name Redacted

10/10/2021 10:10 PM

I cannot see any review of speeds at the western end of Cust village in the above proposal. Going West from Cust Village initially it is currently 60KM/Hr and then changes to 80KM/HR. Both of these speeds are too high considering the population now in those areas especially with the number of school children in the village. Suggest the current 60 KM/HR area be reduced to 50 KM and the 80KM/HR be reduced to 60KM/HR to the end of the housing at Tippings Rd. Looking at the suggested changes above, which I agree with, the speed at the outer ends of Cust Village needs to be reviewed / reduced as well. Number of houses at the western end of the village has increased considerably since we moved here 6 years ago plus we have noticed an increase in the number of vehicles using this road in that time. With these increases in people and traffic, dangers to both locals and those travelling through the village has increased. A review of the speed limits is well overdue and we look forward to reductions in speed as a result of this review but would ask you to consider the western end as well in this review.

Screen Name Redacted

10/11/2021 07:36 AM

Hi, we live at 88 Bush rd.As part of the local walkway I am very concerned for the safety of a large number of people the use it (dog walkers,cyclist& parents with young children on bikes). The road is narrow and it must be quite frightening to have cars and large trucks pass at 100ks.

Screen Name Redacted

10/11/2021 10:19 AM

Implement bypasses so you don't create bottlenecks. These proposals are a result of poor planning.

Screen Name Redacted

10/11/2021 04:09 PM

You appear to have missed out the western side of Cust Road completely. This plan has zero effect of the excessive speed often experienced as motorists leave or enter Cust from or towards Oxford. The whole of Cust that has a speed limit currently promulgated at less than 100km should be reduced comprehensively down to 50kmph. This does away with all ambiguity

<p>Screen Name Redacted 10/11/2021 07:31 PM</p>	<p>having recently moved into the area, I have been surprised how fast it is possible to drive in many roads... particularly given the huge farm vehicles that can be met on the way. Very happy to see a more sensible proposal to reduce some speeds... esp given the number of ppl walking.</p>
<p>Screen Name Redacted 10/12/2021 08:53 AM</p>	<p>Good idea to try to slow it all down. Much safer for the elderly and the children in these areas</p>
<p>Screen Name Redacted 10/12/2021 11:29 AM</p>	<p>I agree with all the proposals, but also think the car parks directly outside the library should be removed as there is limited visibility when exiting Burnett Street.</p>
<p>Screen Name Redacted 10/12/2021 03:14 PM</p>	<p>Why are the 80km/h zones not changing to 50km/h? It's a residential zoned area and should be treated as such.</p>
<p>Screen Name Redacted 10/12/2021 03:57 PM</p>	<p>I'd like the two 80 km zones at either end of the village to become 60 km zones. Thanks</p>
<p>Screen Name Redacted 10/12/2021 04:01 PM</p>	<p>No one knows Mill Road is 60km/h! Summerhill Road from 100km/h to 80km/h or better still to 60km/h to bring into alignment with Mill Road as a designated riding trail route, partly blind and twisty in two places with one having a high brow, plus narrow culverts with/and blind property exits - STOP the racers of all ages, motorbikes and trucks of various sizes hammering down this road.</p>
<p>Screen Name Redacted 10/12/2021 04:02 PM</p>	<p>Cust Rd, western 80km/h zone should be reduced to 60km/h.</p>
<p>Screen Name Redacted 10/12/2021 04:17 PM</p>	<p>Cust Road - 80km/h on the western side should be reduced to 60km/h where the houses are in a built up area.</p>
<p>Screen Name Redacted 10/12/2021 04:21 PM</p>	<p>For most of the proposals going from 100 to 60 is too slow. Perhaps if you'd aimed for a realistic number like 80 kph you might have better buy in. In most cases, all you are forcing people to do is become criminals. In none of what I have read have you told us how many people have been killed on these roads and over what period. Quite frankly Road to Zero for most people sounds like building 100,000 Kiwibuild homes [or eliminating COVID] a great political idea but really and truly totally unrealistic. There are much</p>

greater issues than this for the Council to spend large sums on.

Screen Name Redacted

10/12/2021 04:49 PM

We'd like to see Earlys rd from the 100km sign to Woodfields rd added to the review. How do we get this added?

Screen Name Redacted

10/12/2021 05:17 PM

You have missed one of the important areas in Cust that is urgent to change. I am astonished that your survey stops at the 60km/h threshold on the West side while it extends to Tallots Rd on the East. Why? This 80km/h on the West should be changed immediately to 60km/h. From the 80km/h sign west of Cust (west of Tippings Rd) to the "eastern 60km/h threshold" as indicated in question 1. This is currently 80km/h with continual use of cars, SUV's, heavy trucks including truck and trailer units (milk tankers, logging trucks etc). Much of the traffic goes at speed well above 80km/h past our gate and we are well into the 80km/h zone so the traffic is either speeding out of town or hasn't slowed down into town.

Screen Name Redacted

10/12/2021 05:22 PM

Because of the speed some idiots drive through Cust it is even dangerous walking along our footpaths, also for people turning in along Cust Road it can be extremely dangerous so 50 KS all through Cust would be best.

Screen Name Redacted

10/12/2021 05:35 PM

We need to reduce Cust Road, 80 km/h sign to east of Tallots Road to 60km/h. This area has many new houses since the last time the limits were reviewed and is now part of the main village. There is a busy business within this area [Quirky Style] and the speed is too high for egressing the business. Vehicles entering from the west are still doing ~70km/h when they reach the current 60 km/h sign, we need to drop their speed. I live at 1824 Cust Road, traffic heading west is accelerating and overtaking at high speed outside our property in anticipation of resuming open road speeds, far too early.

Screen Name Redacted

10/12/2021 05:46 PM

please reduce the speed limit to 50km/h from the western edge of the 80km/h zone to howsens road.

Screen Name Redacted

10/12/2021 07:50 PM

I would like to suggest Earlys road from the Cust school to Tram road change to 80 km or at least to the end of the gravel foot path changed to 80 km. This path way has a high traffic of people walking, biking and riding horses right next to a 100 km road

especially children going to and from school. Thank you.

Screen Name Redacted

10/12/2021 08:27 PM

80km/h speed limit areas in cust on either side of village ideally should be 60 or 50 also.

Screen Name Redacted

10/12/2021 08:30 PM

Reduce the 80km/h speed on both the east and west ends of the village to 70km/h. Consider extending the 60 km/h (50) to the west.

Screen Name Redacted

10/12/2021 08:54 PM

1. The speed limit needs to be reduced from 80 down to 70 or 60 west of the Cust Anglican church/Querky Style all the way to Tippings Road. There is more foot traffic due to more houses being built in that section in the last few years. Similarly, on the east end of Cust, the 80 km should be reduced to 60 or 70. 2. Mill Road the whole length needs to be reduced to 80. 100 is too fast when there are four one-way bridges to navigate, as well as stock, horse riders and cyclists. 3. Agree with reducing the speed limit on the main road of Cust as there is a lot of parked cars, cars pulling out, and people crossing the road around the cafe, service station, and pub. With the bend in the road at the pub, this can be really dangerous.

Screen Name Redacted

10/12/2021 09:02 PM

The area along Cust Road on the western end of the village designated 80km (starting approx from between Poyntz Road and Tippings Road) needs to be reduced to 60km and the 60km zone in Cust changed to 50km. Cust has developed significantly in this area over the last 10 years. There is a lot of foot traffic on the footpath, which isn't shielded from the road, and kids biking and walking to school every morning and afternoon. Pedestrians are competing with a lot of heavy transport trucks and commuter traffic which is currently travelling at a speed of 80km (or often faster). It is a potentially dangerous situation that should be changed and I think would be widely supported by the Cust community. The fix is relatively simple--just lower the speed limit and have it regularly patrolled.

Screen Name Redacted

10/12/2021 09:38 PM

Mill Rd in its entirety should be reduced to 80 km/hr. Main Cust Rd, Oxford end, where it is 80, needs to be reduced to 50

Screen Name Redacted

10/12/2021 10:44 PM

I currently live at 1570 main Cust road, and due to the traffic being 80km past our house (they never travel at 80 more like 100+)we do not feel safe walking along the road. The speed should be reduced to at least 60km we do not have street lights and a footpath (even

tough we pay the same rates) so biking and venturing out on the road during the day or night is not an option and we always feel unsafe and like we are taking our life into our own hands. Visitors always talk about how fast the traffic travels past our house many say "how can you live here its dangerous" The traffic has increased at such a rate and it travels so fast reducing it would be safer to all that live along this road.

Screen Name Redacted

10/13/2021 06:40 AM

The 80km either side of Cust road change to 60km.

Screen Name Redacted

10/13/2021 12:26 PM

Being a resident of Cust, living on Cust Road in the 80km zone, I would like to say that this speed limit is way too high. Our driveways lead directly onto this road, any child or pet that may run out could be killed and cause a serious accident. On the very edges of the Cust village cars see the 100km sign and speed up before they even get there, so driving at 60 km would help reduce this problem also. traffic volume has increased a lot in the 3 years I have lived here, and 80km wasn't so bad with less vehicles - but now it really needs to be revised!

Screen Name Redacted

10/13/2021 01:10 PM

I believe the length of Earlys Road should be 80km/h. It is one of the main access roads between West Eyreton and Cust and is often used by walkers, cyclists. Also provides access for students to the school and school buses stop along its length. It has several blind hills on the northern side, narrow lanes and there is no shoulder, so no room for error. I believe Mill Road from the proposed 50km/h zone should be 80km/h until just past the domain which would also include the two one lane bridges.

Screen Name Redacted

10/13/2021 03:12 PM

The speed limit in the Oxford township should be from the West Oxford Hotel to the current 70k outside of Oxford. Particularly the trucks and tractors as they just don't slow down. I am very concerned about my staff outside of Challenge helping customers on the outside of the pumps even though they follow H & S protocol. The trucks go through at a ridiculous speed. Should be 40km/h through Oxford.

Screen Name Redacted

10/13/2021 04:47 PM

Cust often seems congested and width restricted with on-street parking, so I support a lowering of speed limit to 50km/h with supporting changes on feeder/cross roads.

<p>Screen Name Redacted 10/13/2021 08:50 PM</p>	<p>I would prefer to see the 80km per hour sections at either end of Cust Village reduced to 60km per hour.</p>
<p>Screen Name Redacted 10/14/2021 09:35 AM</p>	<p>The area at the intersection of Powells Road and Weld Street/Barracks Road has poor visibility and a sharp bend, has a recommended speed of 55km. We have seen many near miss in the 9 months we have lived here. The Speed limit should start on that bend in the road. Cars stopped to turn into Powells Road are often tail ended.</p>
<p>Screen Name Redacted 10/14/2021 10:58 AM</p>	<p>Extend the proposed 50 km zone to the whole of Weld street up to Barracks rd. Plenty of houses on this road with kids walking to school without a foot path.</p>
<p>Screen Name Redacted 10/14/2021 04:58 PM</p>	<p>The proposed 50km/hr limit for Weld St, Oxford, should extend through tp Powells Rd. Weld St is reasonably populated and the bend onto Barracks Rd just beyond Powells Rd is rated at 55km/hr.</p>
<p>Screen Name Redacted 10/14/2021 06:42 PM</p>	<p>The proposed limit on Weld Street, High St to 400 m along Weld St - Change from 80km/h to 50km/h - should continue through along to the corner of Barracks Road as a number of people (including school children) walk their dogs on the road because their is no footpath. The entire length of Weld Street should move from 80km/h to 50km/h</p>
<p>Screen Name Redacted 10/15/2021 09:25 AM</p>	<p>Get Police to enforce existing limits more as traffic up Woodside Road is like a race track - no acknowledgment of limits whatever at present.</p>
<p>Screen Name Redacted 10/15/2021 09:28 AM</p>	<p>I live at the upper end of Main Street Oxford. Large trucks speed towards the village shops often causing a blast of cold air when I am walking. Rangiora has speed bumps - why not other built up areas? At present the pedestrian crossings here are not 100% safe to cross as some drivers have trouble stopping or sometimes don't. I've never experienced this in Rangiora.</p>
<p>Screen Name Redacted 10/15/2021 09:31 AM</p>	<p>I don't agree with reducing speed limits in Oxford. Instead, the existing limits should be enforced. In particular, enforcing stopping at pedestrian crossings, and illegally parked cars.</p>

<p>Screen Name Redacted 10/15/2021 09:32 AM</p>	<p>Instead of lowering the speed limit, it would be better to enforce the current limit more and also enforce parking rules so the crossings are safer.</p>
<p>Screen Name Redacted 10/15/2021 11:23 AM</p>	<p>The current 80km/h at both ends of Cust Village should be reduced to 70km/h</p>
<p>Screen Name Redacted 10/16/2021 01:49 PM</p>	<p>When Cust is busy there is no problem keeping one's speed reduced to 50kpm or even less. When Cust is deserted it would be infuriating to be obliged to keep one's speed at or below 50kpm.</p>
<p>Screen Name Redacted 10/17/2021 12:08 PM</p>	<p>Regarding the proposed speed limit changes for Sales Rd and Bay Rd - there is definitely a need to reduce these limits, but 60kph is still too fast. We live near the top of Sales Rd (145) and having been here for 18 months have had plenty of opportunity to see some really irresponsible driving and near misses, as well as cars having slid off the road. This route is promoted as a local walk, and is well patronised, frequently by young families, older (and hence slower moving) folk, people pushing toddlers in pushchairs, cyclists and horse riders. It doesn't need a lot of observation to recognise that any speed over 40kph is incompatible with the majority of non-motorist users of this route. The lookout at the Bay/Sales intersection is unfortunately a well frequented haunt for drinkers, drug users and young male drivers keen on using it as a skid pad. These same drivers are both arriving and leaving at a speed dangerous to other users, and considering what they've been doing while there sometimes won't be fit to drive. I understand a number of other residents of these roads have lobbied previously to have the speed limits reduced here, and for consideration to be given to create safer walking surfaces beside the road, especially on the narrower portions. I fully support these calls. I seriously hope someone does actually read this and that the proposed speed limits are considered more carefully - of all the proposed limit changes, Bay and Sales Roads are the most affected/utilised by walkers. This has especially been the case during lockdowns when the number of people walking the route increases dramatically.</p>
<p>Screen Name Redacted 10/17/2021 12:13 PM</p>	<p>Bay Rd/Sales Rd, Oxford should be 40km/hr as many people regularly walk this route and there is no footpath. There are also a number of horse riders who regularly ride through here to avoid Ashley Gorge Rd/High St. I have been living on Sales Rd for 18 months and in that short time have observed many motorists</p>

driving recklessly with no regard to other road users or the road conditions. I have also witnessed this block used as a race track with vehicles apparently doing 'circuits', both cars and motorcycles. I am also aware the residents and users of Bay/Sales Rds have previously lobbied council to have the speed limit reduced and to have a safe walking surface made. I fully support these submissions as this is a very popular walking route for all age groups. We see many families with young children through to the elderly so many of the walkers are slow and less able to move quickly to avoid fast vehicles. I am fully supportive of the proposed reduction in speed limit on the 'S' bends on Ashley Gorge Rd as I witnessed a milk tanker come out of those bends so fast he was on the wrong side of the road.

Screen Name Redacted

10/17/2021 04:54 PM

Bay Road now has so much more foot traffic, cyclists and horse riders and some people have no consideration passing at high speed and showering people in dust and stones. It's become very dangerous, and I feel it is only a matter of time before someone gets hurt. So our household totally agrees with the proposed changes and I know our elderly neighbours will agree. They have wanted a speed limit change for a long time.

Screen Name Redacted

10/17/2021 06:57 PM

Would like to see the area in Main Street extended from Burnt Hill Road to east of the Oxford Police Station - 30 or 40kph Weld Street concerns me as it changed from 100kph to 80 right before a 55kph an hour corner. Needs to be looked at carefully.

Screen Name Redacted

10/17/2021 07:23 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The community of Cust has a small 'centre' between Early's Rd and the turnoff down Mill Rd. On either side the dwellings naturally string themselves along either side of the Inland Scenic Route 72. If you choose to build a house and live along this busy route you do so because of the breathtaking scenery of fields, hills and mountains that unfold before you. The downside currently, is that you must take significant care when exiting your driveway or walking along the Inland Scenic Route path purely because of the constant stream of cars, utes, vans, milk tankers and logging trucks that (quite legitimately) whizz past you at 80km. At 1804 Cust Rd we live outside of the 60km zone and right in the middle of the area that all of these vehicles speed up to 80km and then 100km beyond the Anglican cemetery. We chose to live in this area aware of the current speed allowance but wonder if any of the people who review these limits have any idea of how it feels to be walking along the footpath with your dog as a large milk tanker or logging

truck thunders past you with a metre or two of clearance. I wish to see consideration of Cust as a real town i.e. from Tippings Road to the current 80kph sign at the Rangiora end of Cust and not just as a string of dwellings alongside a busy highway. I therefore request WDC change the current speed limit on Cust Road for the ENTIRE LENGTH Cust Village from 80kph to 60kph.

Screen Name Redacted

10/17/2021 07:47 PM

CUST ROAD SPEED LIMIT: PROPOSED CHANGES The footpath along Cust Road is designated for both pedestrians and cyclists. MANY school children use this path to cycle or walk to school. Near our property at 1804 Cust Road the distance from roadway to the edge of the footpath/cycle way is 1.3 metres. This means that milk tankers, logging trucks and other large vehicles are travelling at 80kph past groups of children who are either biking or walking to school. This is far too close to vulnerable children who often stray onto the grass berm and are then even closer to the speeding traffic. I request the WDC to change the speed limit for ALL of Cust Road that is currently designated 80kpm to 60kph.

Screen Name Redacted

10/18/2021 09:47 AM

The Oxford Main Street proposal only covers between Burnett St & Bay Road. I understand that if this is accepted then the pedestrian crossings would become raised this at considerable cost and would possibly be two years away in a new budget year - this would be unworkable due to the nature of traffic using this road, Milk tankers logging trucks stock trucks and other heavy transport will oppose this due to potential problems travelling over raised pedestrian crossings, also noise pollution at night time with them bouncing over these. You state in your promotion by Road Safety Co-ordinator Kathy Graham that safety of users is a top priority for the Waimak District Council by making speed limits appropriate for the safety of everyone. In Oxford with regards to Main St we have been asking for our views to be considered regarding lowering the speed limit. This supported by most businesses the older more vulnerable and families with young children. The Council has yet to show a strong support for those concerns and I suspect when apportioning monies for the road calming provisions will find reasons for not going ahead with their proposals. The road section considered is too short and needs to be increased to at least from the Adventist Church in the East to the Burnt Hill Road in the West. Surely there ought to be active consideration and investigation into the use of signage to reduce speed limits before very expensive road upgrades and calming measures. Please excuse poor quality writing, I am vision impaired.

Screen Name Redacted

10/18/2021 12:05 PM

Screen Name Redacted

10/18/2021 08:12 PM

I would suggest that as Cust has a dedicated Equestrian Centre at the Domain with many Equestrians riding their horses on the blocks surrounding the Domain, the shingle roads speed limit should be reduced to 60km/hr, particularly: - OFarrrells - Reids - Tippings - Terrace - Mill This is suggested not just for the horse riders but also the large amount of cyclists, hikers and dog walkers that also utilise these roads for their exercise.

Screen Name Redacted

10/19/2021 11:40 AM

This is a very busy Road with walkers and cyclists. We would like it reduced to 60 km/hr. It is far too dangerous at 100 km/hr

Optional question (59 response(s), 29 skipped)**Question type:** Essay Question

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	70 – 74	60/50	60	60	52.5
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	65 – 69	50	50	50	74.0
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80 – 84	60	80	80	68.5
Earllys Road , Cust Road to 100 km/h sign.	60	55 – 59	50	50	50	72.9
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	30 – 35	40	50	50	72.9
McKays Lane , entire length.	60	30 – 35	40	50	50	75.4
Mill Road , current 60 km/h zone.	60	45 - 49	50	50	50	73.5
Camwell Park , entire length.	100	35 – 39	60	60	60	65.9
Todds Road , 64 Todds Road to Fernside Road.	70/80	60 - 64	50	50	50	42.9
Todds Road , Fernside Road to 64 Todds Road.	70/80	60 - 64	50	60	60	42.7
Fernside Road , Flaxton Road to Lineside Road.	100	65 – 69	60	60	80	55.9
Fernside Road , Flaxton Road to west of Todds Road.	80	70 – 74	60	60	60	33.7
Fernside Road , west of Todds Road to Plaskett Road.	100	80 – 84	80	80	80	45.6
Flaxton Road , urban limits to south of Fernside Road (east).	80	65 – 69	80	60	60	40.0
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80 – 89	80	80	80	41.1
Johns Road , current 70 km/h zone.	70	50 – 55	50	50	50	46.2
Johns Road , 100 km/h zone to Swannanoa Road.	100	65 – 69	80	80	80	50.0
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60 – 64	60	60	60	39.3
Lehmans Road , Oxford Road to Fernside Road.	100	65 – 69	60	80	80	52.3

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Plaskett Road , Fernside Road to Oxford Road.	100	80 - 84	80	80	80	52.3
Mt Thomas Road , Johns Road to Oxford Road.	100	70 – 74	80	80	80	52.3
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	80 – 85	80	80	60*	56.8
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80 – 85	80	80	80	58.1
Oxford Road , current 70 km/h zone.	70	55 – 59	50	50	50	35.2
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	85 – 89	80	80	80	47.7
Giles Road , Ohoka Road to just south of Neeves Road.	100	65 – 69	60	60	60	68.1
Giles Road , south of Neeves Road to Tram Road.	100	65 – 69	60	80	80	76.7
Neeves Road , both sections west of SH1 (Giles Road to Island Road & Island Road to end).	100	55 – 59	60	60	60	71.9
Island Road , 50 km/h sign to Tram Road.	100	80 – 84	80	80	80	74.1
William Coup Road , entire length.	100	40 – 44	80	80	80	74.5
Orchard Place , entire length.	100	20 – 24	80	80	60	82.1
Tram Road , 180 m east of eastern most intersection of Greigs Road to west of South Eyre Road.	100	85 – 89	80	80	80	75.4
Raven Quay , east of Rich Street to western end.	50	20 – 24	40	30	30	62.3
Charles Street , Jones Street to Jollie Street.	50	25 – 29	40	30	30	57.5
Jollie Street/Askeaton Drive , Charles Street to Askeaton Boat Ramp.	50	25 – 29	40	30	30	57.1
Skewbridge Road , Flaxton Road to 80 km/h sign.	100	85 – 89	80	80	80	63.2
Threlkelds Road , entire length.	100	75 – 79	60	80	80	67.9
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	70 – 74	60	60	60	64.0

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Jacksons Road , Mill Road to south of Birchdale Place.	70	70 – 74	60	60	60	69.7
Birchdale Place , entire length.	70	20 – 24	60	60	60	73.8
Wilson Drive , entire length.	70	20 - 24	60	60	60	75.2
Keetly Place , entire length.	70	30 – 34	60	60	60	76.2
Whites Road , Mill Road to end of current 70 km/h zone.	70	60 – 64	60	60	60	67.3
Bradleys Road , Mill Rd to 20 m north of Hallfield Drive.	70/100	50 – 54	60	60	60	63.5
Hallfield Drive , entire length.	100	N/A	N/A	60	60	76.9
Orbiter Drive , entire length.	100	N/A	N/A	60	60	76.0
Mill Road , east of Threlkelds Road to Ohoka Road.	100	70 – 74	60	80	80	71.2
Millbrook Lane , entire length.	100	40 – 44	60	80	80	78.8
Millcroft Lane , entire length.	100	35 – 39	60	80	80	80.8
Camside Road , sealed section (280 m).	100	35 – 39	60	60	60	46.5
Camside Road , unsealed section.	100	35 – 39	60	60	60	62.8
Okaihau Road , entire length.	100	45 – 49	60	60	60	60.5
Waikoruru Road , entire length.	100	35 – 39	60	60	60	51.2
Topito Road , unsealed section.	100	25 – 29	60	60	60	65.1
Bramleys Road , unsealed section.	100	35 – 39	60	60	60	62.8
Cox Road , entire length.	100	20 – 24	60	60	60	59.5
Power Road , entire length.	100	20 – 24	60	60	60	59.0
Youngs Road , entire length.	100	25 – 29	60	60	60	57.1
Marsh Road , entire length.	100	35 – 39	60	60	60	48.8
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	40 – 44	60	60	60	63.1
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	35 – 39	60	60	60	63.1

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Wilsons Road , entire length.	100	30 – 34	40	50	40	61.5
Woodside Road , current 70 km/h zone.	70	55 – 59	60	60	60	62.5
Commercial Road , unsealed section.	100	35 – 39	40	60	60	71.0
Burnt Hill Road , 100 km/h zone to the ford.	100	40 – 44	50	60	60	63.9
Somerset Drive , entire length.	100	40 – 44	80	60	60	66.7
High Street , north of Queen Street to Ashley Gorge Road.	70	55 – 59	50	60	60	61.3
Ashley Gorge Road , High Street to north of the s-bend.	70/100	80 – 84	60	60	60	65.6
Main Street , Urban area from Burnett Street to Bay Road	50	50 – 54	50	50	40	54.0
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	50 – 54	50	60	60	69.4
Weld Street , High St to 400 m along Weld St.	80	60 – 64	50	50	50	65.6
Bush Road , Bay Rd to Mill Rd.	100	40 – 44	60/80	60	60	65.1
Bush Road , Mill Rd to Gammans Rd.	100	35 – 39	60	60	60	57.4
Mill Road , 100 km/h zone.	100	35 – 39	60	60	60	65.0
Crallans Drain Road , entire length.	100	40 – 44	60	60	60	61.7
Stokes Road , entire length.	100	35 – 39	60	60	60	52.6
Kaiapoi Pa Road , entire length.	100	35 – 39	60	60	60	50.0
Preece Road , entire length.	100	35 – 39	60	60	60	47.4
Wards Road , entire length.	100	25 – 29	60	60	60	47.4
Gladstone Road , east of Petries Road to end of road.	70	50 – 54	60	60	60	61.2
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50 – 54	40	50	50	81.3
Petries Road , Gladstone Road to Copper Beech Road.	60	35 – 39	40	50	50	79.6

Location	Current Speed Limit (km/h)	Mean Operating Speed (km/h)	Assessed Safe and Appropriate Speed (km/h) –		Proposed Speed Limit (km/h)	Support (%)
			Mega Maps	Manual		
Copper Beech Road, Petries Road to Woodend Beach Road.	60	35 – 39	60	50	50	77.6
Evergreen Drive, entire length.	60	20 – 24	60	50	50	78.7

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

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

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

Have a great day - hope things are drying out!

Cheers, Glenn

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services
DDI +64 4 894 5025 / M +64 21 962 829

A vision of a New Zealand
where no one is killed or seriously
injured in road crashes



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

Hi Glenn,

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

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

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

Cheers,

Allie

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

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

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

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

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

Hope that's helpful Allie.

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

Cheers, Glenn

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

Hi Glenn,

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

My comments to your comments in purple are in orange.

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

Cheers,

Allie

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



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

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

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

Cheers, Glenn

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From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Sent: Thursday, 6 May 2021 9:54 AM
To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

Hi Glenn,

Thank you for providing such a quick response to this. It is really appreciated considering all you have going on.

I have added responses to the points you have made (see below in red) and some questions. Hopefully that will either clear it up or induce further discussion. I am more than happy to discuss anything that I have mentioned.

One overall question from me is about the 50 km/h not being a rural speed limit (I have tried to locate in the rule but I may have got lost in the wording)? I assume this is something to do with wanting people to know that 50 is strictly associated with an urban area? Any guidance on this would be helpful.

I also hope we can get to a stage where we can agree to all proposals!

Cheers,

Allie

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



From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>
Sent: Monday, 3 May 2021 3:53 PM
To: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>
Subject: RE: WDC Speed Limit Review - Advice

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Hi Allie - I have flicked through your proposals and have the following (sorry, rushed) comments to make:

- Great work proposing 60km/h for your unsealed roads
- Woodend - SAAS for urban residential access roads is 40km/h - Gladstone west of the s-bend should ideally be 40, but acknowledge between there and Petries isn't yet ready for 40 (as shown on Google - it may have changed) - however if Petries is indeed about to transform into an urban residential access road, the SAAS on that should be 40km/h, which also aligns with the current unsealed rural environment - happy to discuss. **Only one side of Petries is turning into a residential subdivision, with the other side remaining rural. Therefore, justifying a 40 km/h through here would be a challenge as it stands currently.** This really depends on how the road is designed - if Petrie is supposed to be residential, setting it up to 'encourage' 50km/h speeds doesn't really fit that bill, even if there is a paddock on the other side. Are you saying its already built are you (Google still has it as unsealed as of August 2019) **The mean operating speed, based off our district's November 2020 count, is in excess of the 10% requirement if we were to post a 40 km/h speed limit.** Petrie or Gladstone? I have Gladstone at 53 and Petrie at 22. **Also, Petries Road is intended to be joined to Copper Beach Rd which is currently 60.** Why is it 60? Rural residential and mean speeds are 33, so 40 would be fine **In the district ODP plans, Gladstone Rd is intended to become a collector.** If that is the case then 50 fits Gladstone, yes, but all the surrounding roads are just residential access, so = 40. Petrie and Copper Beech are not collectors, so should not have the same speed limit as Gladstone, their speed limits should reflect their fundamental 'place' function. **At this stage, due to feedback from the Community Board, we intend to consult on 50 km/h. In our 10 yr Speed Management Plan we will aim to drop this to 40 km/h, when development has closed in on the longer-term land use and we can provide more targeted consultation around the 'place' function and do a greater number of roads around the district.**
 - Rangiora
 - I'm struggling to understand the Flaxton Road changes, mainly the reference to "Flaxton Road (east)" **Apologies, that is meant to say Fernside Rd (East).** Ok, that makes more sense - so the intersection fundamentally becomes 60km/h, with 80 introduced for Flaxton South of the intersection. Agree with Fernside west of Flaxton (60 then 80), but for the reasons you have given, but **disagree** with Fernside east of Flaxton which should be 60 like west of the roundabout (mean speed on Fernside east is 68km/h, less than Fernside west which is 73, and IRR (governing factor for SAAS) is the same for both). **Again, another one which will fit well in our 10 year Speed Management Plan to get the speed down to 60 km/h, which will be made easier with the closing of the railway crossing at some stage. There is not agreeance with the speed being less than 80 km/h because the road does not 'feel' like that.**
 - Camwell Park - **disagree** 80 is SAAS - mean speed is 39km/h - recommend either 60 or 40 to align with rural residential environment **Has been changed to 60 km/h.**
 - Lehmans Road - no access to properties, actual mean travel speeds are 65km/h, and environment is rural so **disagree** 50 is appropriate - recommend 60 **There is a walking and cycling path going in along here. I do understand the reason for a 60 along here although we have had multiple service requests requesting a 50 km/h limit, particularly due to the large number of vehicle movements in and out of the vets and the equestrian place, and that**

people feel it is urban (unfortunately this portion of Lehmans is on our urban/rural boundary). We also have a number of near misses with people not stopping at the intersection. We would implement some threshold treatments. This might be one for further discussion! Agree, needs more thinking - 50 is not a rural speed limit, and this does not look like a 50km/h urban road. Reflected by mean speeds of 65, which you won't bring back to 55 just with a speed limit change. If the walking and cycling path is separate from the road, a further reason 50 isn't right, as separate facilities is what you do to protect vulnerable users on higher speed roads. 60 would be a good result for Lehmans in its current form - if you plan full kerb and channel, footpaths, etc, making it look a lot different/urban, that might make a case for 50, but not until that work was complete. Agree here. 60 would be a win, with an intent to get to 50 km/h in the SMP framework once adjacent development enables this.

- Swannanoa Road - disagree with 500m of permanent 60 as 100/60 change point will not comply with clause 3.3(3)

This is outside the school, which is also accessed by children outside of the variable school zone speed, for its playground, tennis courts, and sports fields. Due to the alignment of the O'Roarkes intersection and traffic volume along this road, we feel this is an acceptable speed and our district counts show that the mean operating speed here is 65.6 km/h. We would implement a threshold treatment in conjunction with this. More than happy to discuss. Don't disagree with your reasoning for wanting to do it, but the Rule is quite clear that you can't just introduce a speed limit change out of nowhere, there must be a change in environment/development actually at the speed limit change point (clause 3.3(3), which there isn't at 500m out from the intersection, even if you put a threshold treatment. The other issue is that the rest of Swannanoa should not be 100 - mean speeds are 86, so speed limit should be 80km/h (as per SAAS) - that will help reduce speeds coming into the school to start with. You have a range of signs there at the moment, one of which isn't legal



() and the school warning signs are well in advance of the 120m recommended in advance of the school (which is why the non-complying sign has been installed I expect). My recommendation would be to have the change in speed limit 150m out from the school southern boundary, which would be near the entrance of 261 Swannanoa Road between the non-complying sign and the school warning signs - a threshold would be required as the change in environment at this point is marginal. I'd be putting in gated advance warning signs of the speed limit change a further 150m out from there as well (so 300m from the school boundary), and shifting the school warning signs to where the non-complying sign is. We agree with this one; however, while 150 m fits the roadside environment, it does not meet the minimum 500 m length provided in the rule for a permanent 60 km/h. Any guidance on this would be welcome.

- Cust

- Cust Road 60 change to 50 - the current 60/80 change points do not meet requirement of 3.3(3), which will be aggravated if they are changed to 50 - mean speeds on the approaches are 67 and 74km/h, so people are not seeing the reason to slow where the signs are now - agree with 50 through town, but change points should be at the introduction of the flush median/kerb and channel on each approach - advance warning signs of the speed limit change points can be installed, but the actual change point must be where the environment changes/development starts. Note Council must aim to achieve no more than 55km/h where the proposed 50km/h speed limit is set, another reason to get the change points complying with Rule requirements

We plan on implementing a threshold treatment at the change point (see attached). Thresholds do not absolve Council from the requirement to meet clause 3.3(3) Allie, if that is what you are saying - research was done in Gordonton Road, on the Hamilton northern boundary, where the threshold was put out from the clear change in development, and speeds were shown to not reduce as much as where thresholds were installed at the development change, and they also increased after the threshold - thresholds are intended to reinforce changes in development, not create them. We feel there is a change in environment around this threshold as this is where the footpath and illumination start; as you may have noted we are also installing a wide centreline from the west threshold and diagonal shoulder marking from the east threshold. Alongside this there is also denser development on the northern side and some development begins on the southern side. We do note that Mega Maps suggests 50 km/h all the way up to Tippings Rd; therefore, we will ensure that these sections of Oxford/Cust Rd are added into our Speed Management Plan.

- o Cust Road 80 to 50 or 60 - the 80 seems to go to west of Tippings Road so don't understand the "80 sign to slightly east of Tippings" explanation, and I note the mean speeds in the 80km/h lengths seem to be between 82 and 90km/h, so I'm not understanding how "50 or 60" as proposed will comply with clause 4.4(2)(c) which would require mean speeds of no more than 55 or 66km/h. Yes, that should read to the west of Tippings (i.e. the 80 km/h zone). We have now decided that it is unlikely that we will implement treatments across the whole section, so will keep part of it as 80 km/h (in accordance with the minimum distances). We would however like to extend the 50 km/h zone as shown in the attached drawing. Sorry, there is no change in development at 1782 Cust Road to justify a speed limit change, and putting in thresholds won't change that. This (from the west): Similar to the previous answer, there is a footpath, the illumination stops at this point and there is a high use commercial establishment at 1771 Cust Road which also marks the western edge of denser land use on the south side of the road.



does not reflect a 50km/h urban environment, reflected by the mean speeds in that area which are 74km/h (which will include the slower length through the town). And this (from the east):



looks no different to the other direction from the same point:



- one can't be 50 and the other 80 - they look exactly the same.

As above, the obvious 'urban' environment starts at the introduction of the flush median/kerb and channel on each approach.

So what to do? Again, Oxford Road between Oxford and Cust should be 80km/h. If you did that its possible 60 from the current 100/80 change point might make more sense, but I'd encourage more wide centreline through to the kerb and channel where 50 would work. Same for coming from the east - Rangiora to Cust should be 80, and that would allow you to introduce 60 at the 100/80 change point (again would require a wide centreline to narrow the traveling lanes to achieve the speed reduction. The 80 from Rangiora right through to Oxford (and beyond actually - see Depot Road below) is well justified - its in your top 10% DSI saving network length, and if you implemented you would save over 2 DSI and over 320 tonne of CO2 each year for the sake of 1 minute and 20 seconds extra travel time - isn't that what this exercise is all about?

- o Struggling to understand Earlys Rd proposals as Google is just showing me 2012 and not sure where "the 100km/h sign" is - the 80/50 change point should align with the actual change of development (ie where the K&C starts), but that may have changed from what is shown in Google (2012)

Yes, there are some plantings on the berms indicating a change in environment and large square gated signs. There are islands, etc closer to the school. The current change point is just south of the school zone. What is the relevance of West Eyreton? Basically there is a 100/60 change point just past the school, which you are changing to 50/80. Where does it change to 100 again? The 100 change would be after West Eyreton. It is currently 80 km/h through West Eyreton.

- Crysell Ave - with 80 - unsealed and mean speed is 42, so could justify 40, but acknowledge 80 by association (ie no sign)
Will remain 80 km/h by association.
- Swamp Road - if by association with Cust Road if that goes to 50 (ie no sign), but will struggle with posting 50 sign for northern approach which will still look/feel rural - Cust Road to bridge, and McKays Lane would justify 40 (as shown in MegaMaps in fact)
We feel that posting McKays lane as 40 would be redundant as it is only 200 m long. We prefer detailing this as by association with Swamp Road. Happy to discuss though. We have a very awful bridge at this location (see photo attached) and the existing sign is on the northern approach to the bridge, I assume we have limited grounds to leave the sign as it is, with, just changing the limit to 50? I'm saying Swamp and McKays is all 40 - that's what it looks like - no matter what you end up with on Oxford, 50 or 60, Swamp through past the bridge should be no more than 40 to my mind, and that would pick up McKays as well. These two streets look soooo different to everything else, surely you can make 40 work for them?? We would add this into the Speed Management Plan to drop this to 40 km/h, which would mean that we could do a targeted consultation across a far greater amount of the network as to why we are dropping these areas to 40.
- Mill Road - **disagree** with proposed 50/80 change point to "north of one-lane bridge" - current 100/60 change point complies with 3.3(3)
Agree, can leave where it is. Apologies, thought the bridge may act as a natural threshold but had that clarified for me. All good.
- Kaiapoi
 - Giles Road - **Disagree** with proposed 80 south of Neeves Road - SAAS is 60 and mean speeds are 65 - narrow with no centreline so 80 not SAAS - recommend running 60 right through as shown on MegaMaps
The mean operating speed from our district count data in this area is 85.7 km/h, hence, why we have suggested 80. We would not be able to achieve compliance down this stretch in accordance with 4.4(2)(c). You will achieve compliance with the data Waka Kotahi provides, which is all you need to worry about - why make like difficult for yourselves? This is a narrow gutted road that is simply not safe at 80, confirmed by the data. Waka Kotahi data is nationally consistent and collected over 5 years - you can't say that for how yours was collected. For consistency the whole road should be 60 - the south end straight is only 1km long - are you going to get push back on that? (if so it would only be the racers on that road that are driving your mean speeds up!!) While we appreciate that the Waka Kotahi speed data comes from a unified national data set, we lack backup information on the data source(s) or nature of manipulation done for national consistency, compared with our counts which are linked directly with weeklong location-specific tube collection sites. Thus, we struggle to justify using the Waka Kotahi speed data over our local speed data as a basis for our District speed-setting, and the Giles Road Waka Kotahi data, as a good example, creates further uncertainty given that it has one value for the entire length of road.
 - Island Road - northern end from Ohaka Road is signed at 50km/h which does not meet 3.3(3) - agree with proposed 80 from Ohaka Road intersection
We are in the process of implementing threshold treatments at the current change point. We have significant issues with vehicles not stopping at the Ohaka Road intersection and feel that having 80 km/h up to the intersection will exacerbate the issue of people failing to stop. There are future plans to implement a roundabout at this intersection. As before - you can't circumvent 3.3(3) by inventing a change in environment through thresholds. Advance warning signs are excellent at heralding a change in speed limit as they have the speed limit as part of the sign so people tend to react to that. You can put these up now and see how they work. Out of context speed limit signs will not fix your problem at the intersection - you have to fix that by making the intersection more conspicuous (which a roundabout will do, but there may be other things you can try before that, like playing with the centreline and narrowing the lanes approaching the intersection) We are having continued discussions internally on this, so I will get back to you at a later date.

- Orchard Plce - agree with 80 if by association (ie no sign), but otherwise 60 (not 50 as rural environment)
Have dropped to 60 km/h.
- Raven Quay - interested in comment “neighbourhood greenway (must be 30km/h)” - can you come back to me as to where this requirement comes from? (noting the Chch neighbourhood greenway/30km/h signs are not approved signs and should not be used). Also, how will the north end of Raven Quay look different to the south end if they have different speed limits? - mean speeds on the whole length seem to be the same (27km/h)
Sorry ‘must’ is the wrong wording for this so it has been removed, however, with guidance provided for neighbourhood greenways and the support received from the safety audit team (Ableys) has driven this review section. We are not intending to use the combination sign and instead will have two separate ones. As part of the greenway construction, we will be implementing infrastructure that will make this section different from from the other section Along this section will be sharrows and a vertical deflection, making it different from the remaining road environment. There is also a school down the end which has its access on Raven Quay. The mean operating speed from our 2020 district count data is 36.3 km/h and as we are not implementing infrastructure down the end closer to Williams St, we will not adhere to 4.4(2)(c). As before, use Waka Kotahi data and you will comply. The Rule actually requires you to take into account the information Waka Kotahi supplies, so you should choose to use that in the first instance always - if it doesn’t suit your purpose, look elsewhere of course. Also, interested in the signs you propose. You say two separate ones - speed limit and what else? You can’t invent your own unfortunately. In this case the neighbourhood greenway should be an easy win for floating the idea of a 30 km/h speed limit with the community. We are currently looking at our ONF classifications which will inform the development of the Speed Management Plan and therefore it is expected that the other end of Raven Quay will be included as an early action in the SMP. As noted earlier, we are struggling to defend using generalised Waka Kotahi speed data over our local Council-sourced speed data. Our understanding of the Setting of Speed Limits Rule is that Waka Kotahi is required to provide guidance and information to RCAs but not that there is any direction as to its use; if we are missing something, please let us know. The person working on this project is or will be in discussion with Waka Kotahi around signage.
- Skewbridge Road - again, I just have the 2012 Google view so can’t see where the 80km/h sign is - will Council comply with 3.3(3) where the proposed 80/100 change point is?
Dropping Skewbridge to 80 km/h will leave no 100 km/h zone between Kaiapoi and Rangiora on this Skewbridge/Flaxton stretch (we will actually have better compliance with 3.3(3) with this change than before, as the speed thresholds will be at the edge of the Kaiapoi urban limits and the Flaxton/Fernside Roundabout)
- Oxford
 - Bay Road - agree with 60 for unsealed section, but what will you do with the sealed length currently signed at 100?
That wording should include the sealed section as well. Good stuff
 - Wilsons Road - all of Wilsons Road should be 40, both sealed and unsealed - 50 is not a valid speed limit for a rural area
We are hoping to progress further speed limit changes in the townships in the future, however, at this stage and with the size of this consultation, we would prefer to just include the unsealed section of 100 km/h. If we were to propose a 60 km/h limit for this area, how would the Agency respond to that? More than happy to discuss. 60 would be fine - aligns with other unsealed roads
 - Depot Road - disagree with extending 50 by 150m into rural area - does not comply with 3.3(3) - leave where it is and install advance warning sign of speed limit change 150m away which will give far better compliance at the speed limit change.
Advance warning sign is unfortunately in place, with a threshold treatment slightly west of the Woodside Rd intersection. Would it be more acceptable if we proposed say 50 m (closer to 3.3(3)) from where the sign is currently and then added some threshold treatments similar to Cust? This intersection is difficult to turn into and out of. I think you are overstating the ability for speed limit signs to make a difference. The issue you have here is at the advanced warning signs the road just seems to rise to nowhere, with no view of the urban area to come. Speeds on Depot road past the bridge and curve are slow at just 77km/h, so putting the advance signs 200m out is probably too far - I would say no more than 150m where some idea of the urban development may be visible. Also

Depot Road is again in your top 10% DSI saving network, so should have SAAS applied to it, which of course is 80km/h - 80km/h speed limit will do wonders for your approach speeds at the intersection, as it will be the high end speeds that will be creating your problem. You can shift the sign up to 20m without changing your bylaw, and you can do that now to see if it makes any difference. What will make a difference is throttling the travel lanes down - yes a threshold will help, but the best trick is playing around with the centrelines - you have a small flush median/island right up by the intersection, but that's too late - just after the two lengths of guard rail (where I would shift the advance warning signs to), you need to start a wide centreline to narrow the traveling lanes which will pull your speeds back. So you can do all that now and see how that plays out. Shifting the sign beyond the 20m from the intersection (no not 50) will not comply with 3.3(3), but take note of clause 9.1(3) *If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite 9.1(1) and 9.1(2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.* Another one we are discussing for achieving a future desired state through the Speed Management Plan. We might look to drop to 80 for a section on Depot Road (between the Eyre bridge and the existing 50 zone to help set driver expectation) but that has not been confirmed yet. We note that Mega maps has this road at 50 km/h down to the bridge as a SAAS; this helps justify lowering to 80 km/h at present and we will look at a further drop to 50 km/h in the Management Plan if adjacent roadside development supports this.

- Commercial Road - **disagree** with proposed 50 - 50 is not a rural speed limit - recommend making the whole residential network in the area 40km/h (ie all of Commercial Road and all the adjoining roads as well) - mean speeds are 29km/h
 Similar to Wilsons Road, where a 60 km/h limit will be easier for us to get across the line with the residents. More than happy to discuss. 60 is fine - opportunity missed is all - that little enclave is gagging for 40 - they would be 40 is they were in Christchurch or Hamilton for example. Will be added into our Speed Management Plan.
- Ashley Gorge Road speed limit change point is actually on High Street (or Google has this wrong?) - what is wrong however is this warning sign(!): **Yes, High Street is included. I have amended that on my side. I do agree, that sign is very wrong. I have spoken with the Roding Team and this is to be removed.**



- o sign - please remove and replace with correct 'adult'

- Ohoka - Bradleys Road - can't see Hallfield Dr but check the proposed 100/60 change point is at the change in development to meet 3.3(3)

See photo below



Just check the proposed 100/60 change point is at the change in development to meet 3.3(3) - I just note there are three sections east of Hallfield, but if they aren't developed yet, put the sign at the intersection (or

within 20m ☺), and once the sections are developed the new Rule provisions next year (no more bylaws) will make it a lot easier to make these sorts of adjustments. Yes, sections are undeveloped so the sign will go within 20 m of that intersection. Looking forward to the new rule provisions.

- Others - refer to previous emails regarding 30 on Ashley Gorge Bridge/camp ground (**strongly disagree!**) and speed limits proposed for fords (**also strongly disagree!**)
These have been removed from this consultation. Phew!!

Hope that is helpful Allie - happy to discuss any of it as it was done in a bit of a rush and I could very well have got the wrong end of the stick on some of them.

And thanks again for the heads up - if any of this gets the final proposal better aligned/reduces the length of Waka Kotahi submission on the consultation, it is time very well spent - good work! I would love for our submission to your consultation to be "agrees with all proposals"!

Cheers, Glenn

Glenn Bunting / Manager Network Safety

Safety, Health and Environment

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A vision of a New Zealand

where no one is killed or seriously injured in road crashes



From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Wednesday, 28 April 2021 12:57 PM

To: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Cc: Joanne McBride <joanne.mcbride@wmk.govt.nz>

Subject: WDC Speed Limit Review - Advice

Hi Glenn,

WDC is seeking advice on our round of speed limit reviews, focusing mainly on the town entrances and fords, with a few extras added in.

Please see attached for the formal letter, including additional questions, memo, and maps of the proposed speed limit changes.

If you have any further questions, please get in touch.

Kind regards,

Allie

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV) M: 027 217 6438

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5 October 2021

Allie Mace-Cochrane
allie.mace-cochrane@wmk.govt.nz

Dear Allie,

I refer to your correspondence of 23 September 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Waimakariri District.

Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Natasha Rodley, as the District Road Policing Manager for her operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on the specified roads in the Waimakariri District.

Yours sincerely,

Inspector Peter Jones
Acting Director: National Road Policing Centre

Allie Mace-Cochrane

From: John Bond
Sent: Thursday, 14 October 2021 10:40 AM
To: Allie Mace-Cochrane
Subject: Consultation on Speed Limit Reviews - Waimakariri

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

Good morning, Allie

Thank you for your email dated Thursday 14th October 2021, Re: Consultation on Speed Limit Reviews – Waimakariri.

I spent some time working alongside the Waimakariri Road Safety Team, discussing these notified changes.

From a transport Associations point of view, there is another speed limit of 90km being overlooked by Councils, that would not influence the productivity of transport operators, as this is their legal speed limit. Heavy trucks are designed to travel in accordance with the loads they are carrying, especially on State Highways, as per SHW72 Rangiora to Oxford, for an example

Although the Road Transport Association New Zealand opposes many roads speed changes, as we just see this as a means, not to repair our roading infrastructure, which is a safety hazard, we do accept the initiation of the Waimakariri Councils plans to change the speed limits outlined in your letter and the plans provided.

The roads consistently used by heavy vehicle within the Waimakariri Council's determination, will affect their travel times, however, those operators who responded to the RTANZ request for feedback, advised that many of these road speed changes, will have no bearing on their respective businesses, as they rarely use these roads, however, they are disappointed that the 90km option was not utilise on those 100km to 80km road changes in Rangiora.

We know that these speed changes will be initiated, however the industry still stress upon, that our roads need to be improved, as one of the major safety upgrades for all motorists.

We appreciate and thank you your notification, and hope that the Council will consider our recommendations in their future Road Speed Changes.

Yours Sincerely

John Bond

Senior Industry Advisor, Road Transport Association

Working to support la Ara Aotearoa Transporting New Zealand and a single voice for the road transport industry

Please refer to our new RTANZ website, or to our Facebook Page for COVID-19 updates and critical industry information

jbond@rtanz.co.nz | 027 444 8136 |

www.rtanx.co.nz



**ROAD TRANSPORT
ASSOCIATION** 

From: Allie Mace-Cochrane <allie.mace-cochrane@wmk.govt.nz>

Sent: Thursday, 14 October 2021 9:34 AM

To: Simon Carson

Cc:

Subject: Consultation on Speed Limit Reviews - Waimakariri

Importance: High

Hi Simon,

I am just following up on the below to see if we will be receiving a response from your association on Monday?

Kind regards,

Allie Mace-Cochrane | Graduate Engineer

Project Delivery Unit

Phone: 0800 965 468 (0800 WMK GOV)



Summary of Community Engagement – Let’s Talk About Speed Limits In and Around our Towns

The community engagement about proposed speed limit review in and around our towns opened on Monday 27 September closing on Monday 18 October – three-week engagement period.

This engagement included proposed changes to 84 roads over five areas throughout the District.

To promote the Let’s Talk engagement we used a number of different approaches:

- An A5 flyer was letterbox dropped by Reach Media to all houses on the roads included in the review
- Six videos shared via WDC Facebook page and Youtube channel
- Bang the Table consultation page (online engagement platform)
- News story on WDC website
- Adverts in the Community Noticeboard in both local papers – 29 & 30 September and 13 & 14 October editions
- Let’s Talk booklets distributed to Council Service Centres and Libraries – more requested by Oxford
- Digital slides in each of the service centres
- In total the six videos shared on Facebook and reached 79,912 people, had 10,124 engagements, received 155 comments and were shared 50 times.

Through the online engagement tool, the engagement page received over 1,000 visits with 272 new registrations on the site.

This results in:

906 Aware visitors – ‘Aware’ means that they visited the page but took no action

698 Informed visitors – ‘Informed’ means that they have clicked on something for more detail

297 Engaged visitors – ‘Engaged’ means they contribute feedback via a tool on your consultation page.

At the end of the consultation period there were 409 responses received – 400 via the survey tool and nine through the question and answer tool. This was from 302 registered participants with some people completing surveys for multiple areas.

Area	Responses	Percentage
Kaiapoi/Ohoka Roads	129	31%
Rangiora Roads	95	23%
Oxford/Cust Roads	87	21%
Woodend/Tuahivi Roads	49	12%

Waikuku/Sefton Roads	40	9%
General Questions	9	2%
Total	409	100%

Consultation summary

In addition to the Yes/No question option for each proposed speed limit respondents could also provide comments. We've summarised the general sentiment and common themes of the feedback received from each area below:

Common Themes included:

- Additional Roads – Asking for speed limits to be reviewed on roads outwith the scope of the engagement
- Infrastructure – Comments or suggestions including new footpaths, parking spaces, speed bumps
- Roads reviewed – Comments or suggestions agreeing/disagreeing with proposals, different options for proposed speed limits or these limits to be extended
- Enforcement – Generally comments about the perceived lack of enforcement or effectiveness of speed limits without regular enforcement
- School – comments or suggestions about roads around schools including speed and safety
- Driver education – relating to improving driver behaviour through better or more robust driver education
- Level of service – comments or suggestions to change current roads including layout, surfaces, signage
- Safety – included safety of other roads users. Querying the impact of slower speeds on safety
- General – general comments about the review process

Oxford/Cust Roads

Of the 87 who completed the survey, 59 respondents left a comment and with the overall sentiment including:

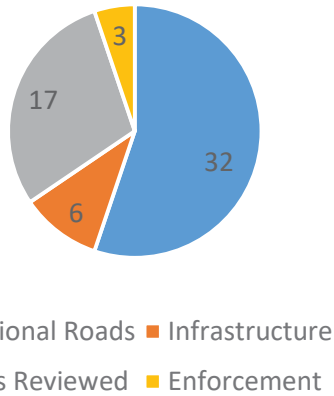
10% negative

17% mixed

59% neutral

14% positive

Common Themes from Feedback - Oxford/Cust



Rangiora Roads

Of the 95 who completed the survey, 37 respondents left a comment and with the overall sentiment including:

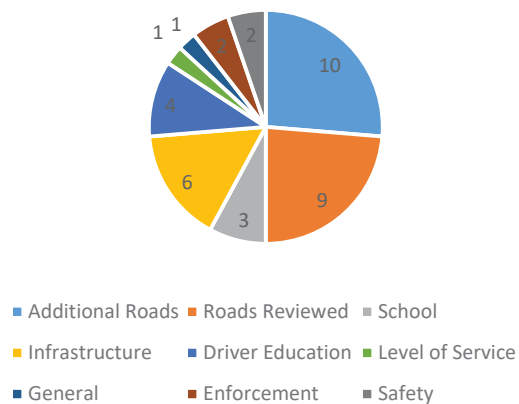
22% negative

18% mixed

16% neutral

43% positive

Common Themes from Feedback - Rangiora



Kaiapoi/Ohoka Roads

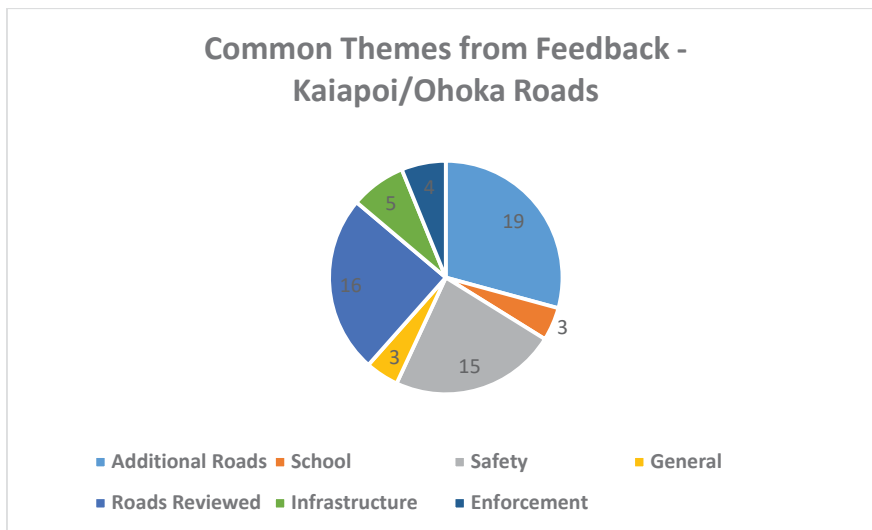
Of the 129 who completed the survey, 66 respondents left a comment and with the overall sentiment including:

24% negative

21% mixed

32% neutral

32% positive



Woodend/Tuahiwi Roads

Of the 49 who completed the survey, 17 respondents left a comment and with the overall sentiment including:

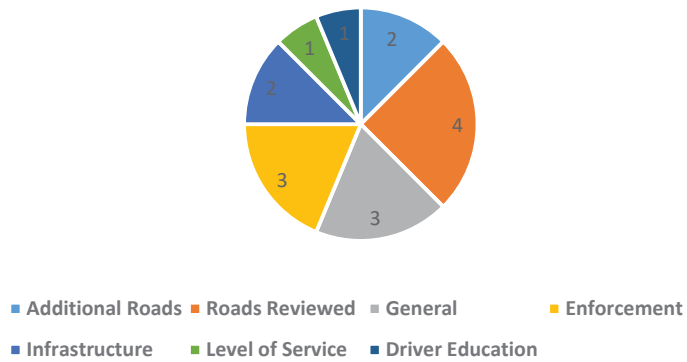
18% negative

18% mixed

29% neutral

35% positive

Common Themes from Feedback - Woodend/Tuahiwi



Waikuku/Sefton Roads:

Of the 40 who completed the survey, 21 respondents left a comment and with the overall sentiment including:

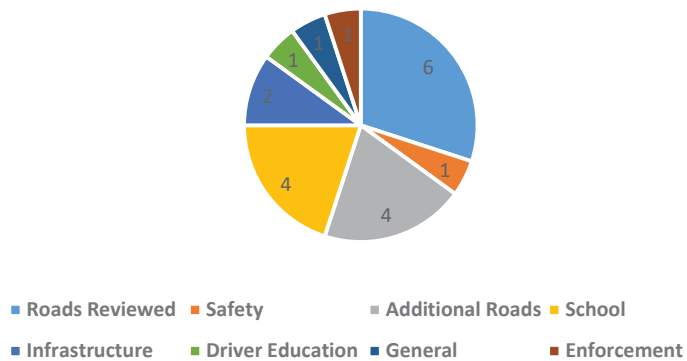
18% negative

18% mixed

29% neutral

35% positive

Common Themes from Feedback - Waikuku/Sefton



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXC-34-20/211126189282**REPORT TO:** COUNCIL**DATE OF MEETING:** 7th December 2021**AUTHOR(S):** Jim Harland, Chief Executive**SUBJECT:** Wellbeing, Health and Safety Report to Council November 2021**ENDORSED BY:**(for Reports to Council,
Committees or Boards)_____
Department Manager


Chief Executive
1. SUMMARY

- 1.1 This report is to update the Council on Wellbeing, Health and Safety matters for the month of November 2021. The report is trending from November 2020 to November 2021.
- 1.2 Key points of interest and actions for the month of November in the Wellbeing, Health and Safety area, have been dominated by the rapidly changing national COVID19 management requirements, as well as increasingly focusing on contractor health and safety management capability and incident reporting; and providing general health, safety and wellbeing support across council. Specific focus areas have included:
- 1.2.1 During the ongoing COVID19 level 2 lockdown, continuing to monitor and apply the requirements of current nationally mandated management actions. Specific COVID19 management activities for November have included reviewing the impact and application of national vaccine mandate requirements, within the very varied contexts of front-facing council services (See section 4.1).
- 1.2.2 During November, a dominant focus for Council, with the introduction of the COVID19 Management Framework from 3rd December, has been introducing structures and processes to address the fast-moving central government response requirements, regarding the transition to the COVID19 Protection Framework and the new Traffic Light system, with Canterbury and Waimakariri entering the Traffic Lights structure at Orange. (See section 4.1)
- 1.2.3 Council continues to focus on developing contractor Health and Safety management and reporting capabilities, to drive robust incident information gathering; and to enable effective assurance that contractors are managing Health and Safety matters at the standard required by Council, mitigating risks to the community and council/contractor employees. (see section 4.2 for more information)
- 1.2.4 There were 4 work-related incidents reported during November, which included employees, volunteers and contractors (See section 4.3 for more information).
- 1.2.5 Lost time injuries information can be found as part of Appendix A, with an average of 0.12% LTI hours per FTE over the last 3 year period. Safety and Risk continue to support Unit Managers in their endeavours to reduce the impact of LTIs on the Waimakariri team and productivity.

Attachments:

- i. Appendix A: November Wellbeing, Health and Safety Dashboard Reports
- ii. Appendix B: November 2021 Contractor Health and Safety Capability Pre-qualification Assessment

2 RECOMMENDATION

THAT the Council:

- (a) **Receives and Notes** Report No. EXC-34-20/211126189282
- (b) **Notes** that there were no notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

3 BACKGROUND

- 3.1 The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence, including taking all reasonable steps, to making sure that Council complies with its health and safety duties or obligations under the Act. Requirements for discharging Officer Health and Safety Duties for WDC are outlined in Appendix 1.
- 3.2 An Officer, under the Health and Safety at Work Act 2015, is a person who occupies a position that is (or is comparable with) the director of a business or undertaking, or who occupies a position that allows them to exercise significant influence over the management of the business or undertaking. This does not include persons who merely advise or make recommendations to such Officers. Councillors, the Chief Executive and members of the Management Team would be considered to be the Officers of WDC.

4 ACTIVITIES, ISSUES AND OPTIONS

- 4.1 COVID19 Introduction of the COVID19 Protection Framework – 3rd December

During the ongoing COVID19 level 2 lockdown in the month of November, Council has continued to monitor and apply the requirements of national mandates, in relation to delivery of customer/community enquiries and general services in the Service Centre. However, specific COVID19 management activities for November, have centered on reviewing the impact and application of national vaccine mandate requirements, and interpreting the changes required under the new COVID Protection Framework, and the related Traffic Lights system, to be rooled out on 3rd December, nationally. Specifically this has included:

- 4.1.1 Development and implementation of a new COVID19 Risk Assessment Tool and process, applied to all roles working across council, to identify requirement for/the application of COVID19 Vaccination Mandates (given the varied requirements for example in Aquatics, the Building Unit/Inspectors, Town Hall and the Stadium, Public Events etc)
- 4.1.2 Development and implementation of a new internal Waimakariri COVID19 Traffic Light system, as it applies across all front-facing service and business areas across council, specifically how it applies to visitors/community users of council services and to council employees, focused initially on the Orange level (ie vaccination requirements, social distancing etc etc), which Waimakariri will be entering on the 3rd December
- 4.1.3 Development of a process/infrastructure in readiness for the My Vaccine Passport Verifier App alongside continued contact tracing requirements for all main council sites (the main Service Centre campus, Town Hall, sports facilities, libraries, etc),

- 4.1.4 Development/readiness of a COVID19 outbreak management process, should it occur on a council site, to keep staff and visitors as safe as possible. This is also to ensure good protocols are in place and well-communicated to staff/visitors (ready for all new Traffic Light levels), whilst best-enabling service continuity across council for the Waimakariri community.

4.2 Contractor Health and Safety Management Capability and Assurance

Waimakariri District Council's aim is to continuously improve and develop a high quality working (Health and Safety oversight) relationship with contractors/suppliers to ensure their effective management of Health and Safety matters, specifically for people working on and in the vicinity of council managed sites. Whilst recognising that the ownership of managing the relationship and activities of contractors/suppliers, lies with Councils frontline project and contract managers; the Safety and Risk team, alongside conducting site Health and Safety reviews and audits and providing educational support/coaching to contractors and project/contract managers; the Safety and Risk team are developing improved processes and monitoring systems, to drive a more robust and simple-to-apply contractor Health and Safety oversight/data capture and reporting approach, designed:

- 4.2.1 To support Waimakariri contract and project managers, when they work with contractors in relation to Health and Safety management matters, in relation to capturing and reporting on contractor H&S incidents, accidents and near-misses
- 4.2.2 To providing clear messaging/expectations to contractors around the need to ensure quality, complete and accurate reporting of all Health and Safety incidents on Council sites being worked on by contractors and suppliers.
- 4.2.3 Additionally, the Safety and Risk team are reviewing the use of/reporting from the SiteSafe Health and Safety (pre-qualification) scoring system, which identifies and assesses supplier Health and Safety management capability, specifically focused on ensuring good quality Health and Safety management as part of any physical works contracts. Please see Appendices B for more information on Waimakariri's Health and Safety pre-qualified preferred supplier list (currently standing at 130 approved contractors/suppliers scoring an average of 88%; supported by information on the SiteSafe capability assessment approach).
- 4.2.4 Safety and Risk are working with the Chief Executive to review contractor incident management statistics, through supporting contract managers to improve the full range of incident reporting by contractors, under council contract works. This will improve Safety and Risks ability to improve reporting of contractor incidents.

4.3 There were 4 work-related incidents reported during the November period, which included employees, volunteers and contractors. These were:

- 4.3.1 One bumper-to-bumper vehicle impact/damage incident, involving employees/volunteers, which is currently being investigated.
- 4.3.2 One minor injury to employees/volunteers within the Aquatics Units, sustained during normal operational work activities of team members.
- 4.3.3 One non-employee injury, caused by a slow-leaking boundary valve being worked on by the Water Unit in a new commercial development. The shop owner fell of a wet floor caused by an overnight accumulation of water from the leak, and received medical assistance as a result. The incident is still under investigation.
- 4.3.4 One incident in the Rangiora Library involving a collapsed and unresponsive member of the public, to whom staff rendered assistance. She was found to be under the influence of alcohol, when the requested ambulance arrived, and she recovered consciousness.

4.3.5 See Appendix A Incident Reporting Dashboards, for more information on incident types and people involved in reported incidents over the last 12 months.

4.4 The Physical Security Roadmap and Action Plan continues to be developed by the Safety and Risk team, liaising with the property department, to include key recommendations made by the OPSEC site security audits. Given Elected Members expressed concerns, specifically in relation to staff safety in the main Rangiora Service Centre, the particular focus of the action plan is to enhance physical security structures (including cameras and panic buttons in the main areas, which will for elected members, visiting community members, and as requested council employees.

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

5 COMMUNITY VIEWS

5.1 Mana whenua

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

5.2 Groups and Organisations

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

5.3 Wider Community

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

6 OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 Financial Implications

There are potential financial implications of the notes sought by this report, in relation to site security matters discussed in paragraph 4.3, although the actual value is unknown at this stage, and will need to be reviewed as part of the on-going research and reporting activities being brought to Management Team and Council, for their consideration at future meetings. All current known financial implications for the upcoming year's health and safety activities have been accounted for within approved project costs, or via departmental budgets already allocated to health and safety.

6.2 Sustainability and Climate Change Impacts

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

6.3 Risk Identification and Management

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

6.3.2 Recent Annual Health checks have upheld our commitment to mitigate the highest risk within the Health and Safety Risk Register. Infectious Diseases / Biological Hazards (R00213).

6.4 Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system.

7 **CONTEXT**

7.1 **Consistency with Policy**

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

7.2 **Authorising Legislation**

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

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

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

7.3 **Consistency with Community Outcomes**

There is a safe environment for all.

Harm to people from natural and man-made hazards is minimised.

Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

Crime, injury and harm from road crashes, gambling and alcohol abuse are minimised.

Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner. Our District is well served by emergency services and volunteers are encouraged.

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

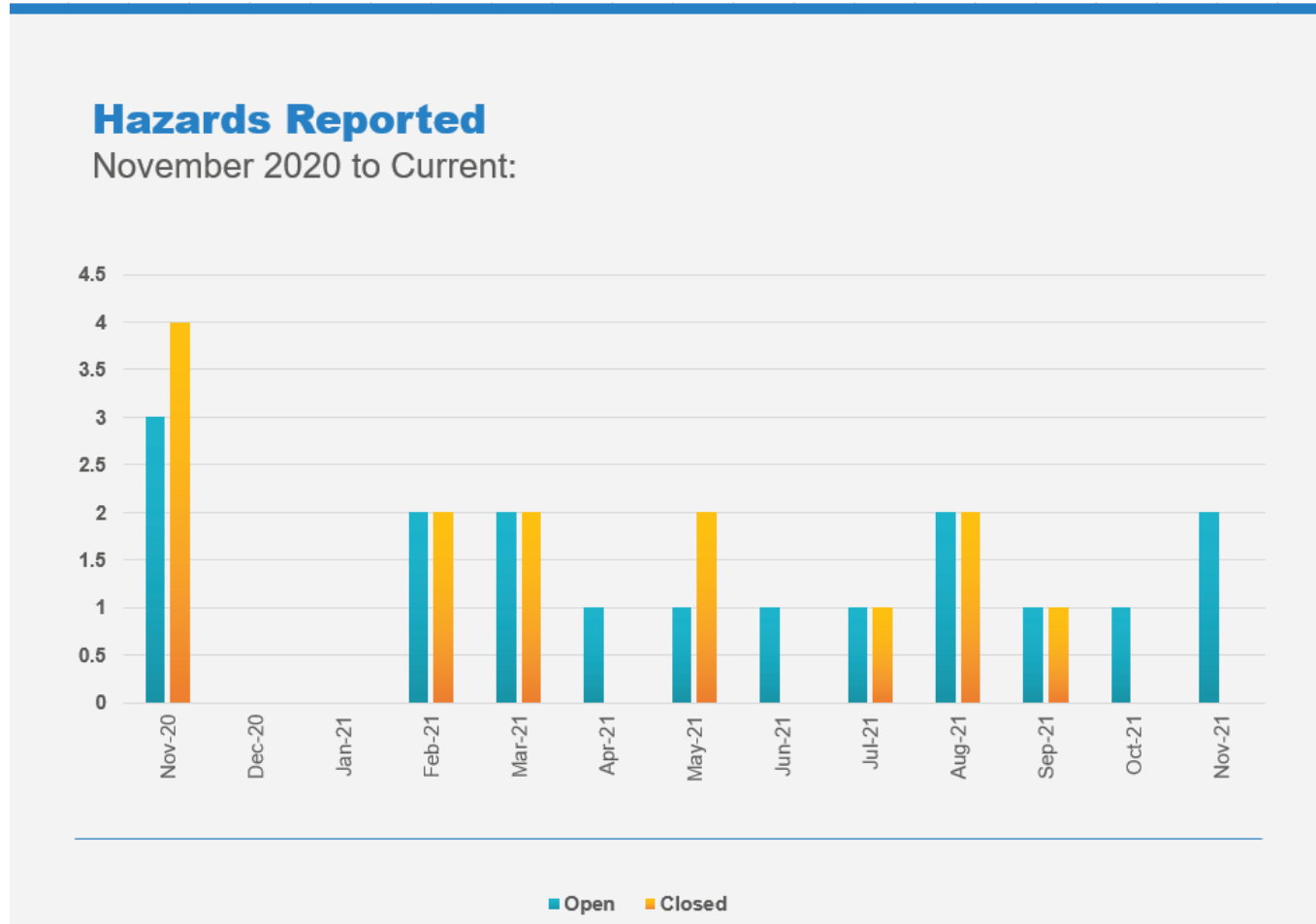
The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles: ta mātou mauri.

7.4 **Authorising Delegations**

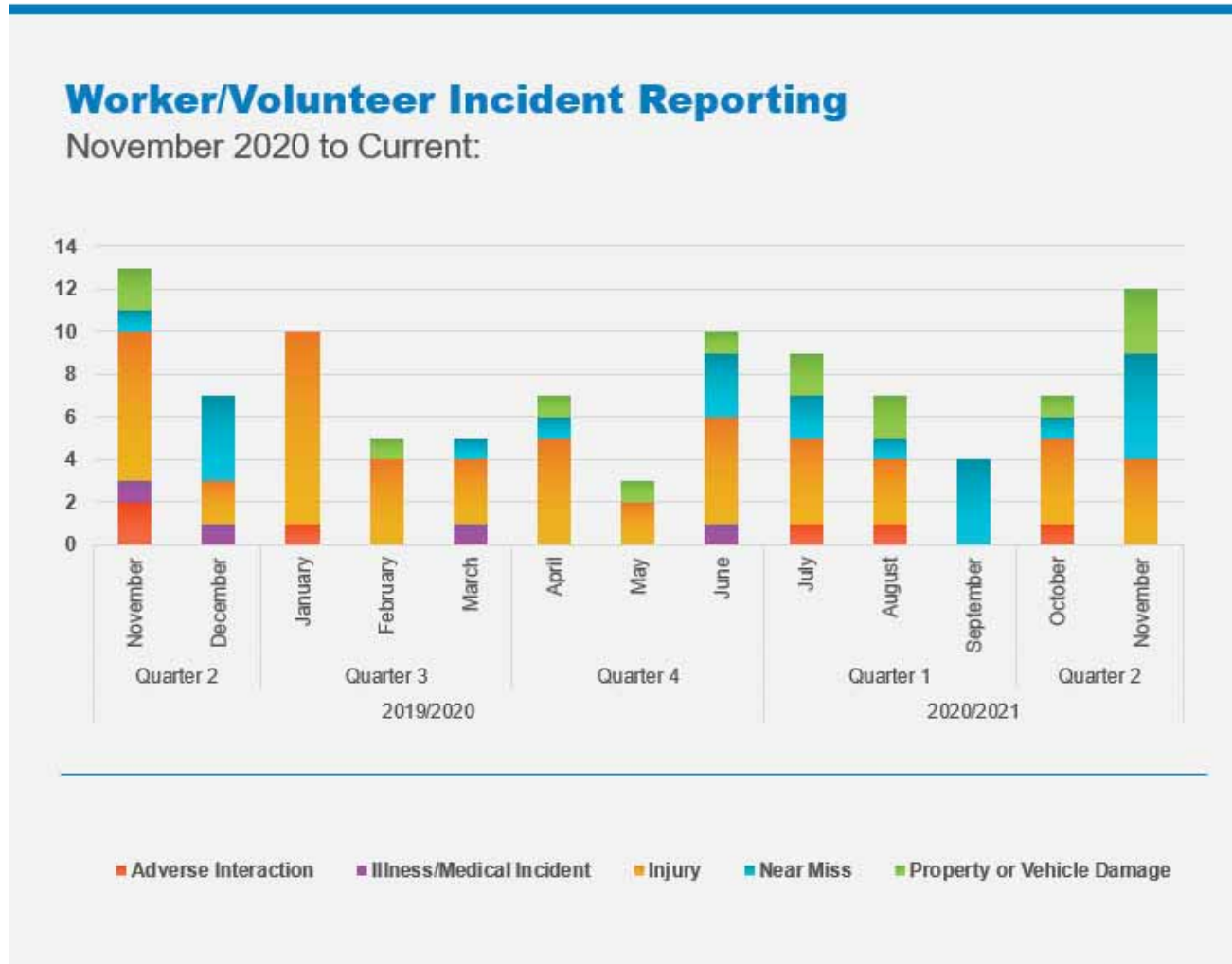
An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of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

Appendix A November 2021 Wellbeing, Health and Safety Dashboard Report

Hazards Reported – November 2020 to November 2021



Worker/Volunteer Incidents/Injuries Reported During the Period – November 2020 to November 2021



Worker/Volunteer Incidents/Injuries Reported During the Period (By Type) – November 2020 to November 2021



Lost Time Injuries.

<p>Lost Time Injuries - Aquatics:</p> <p>NB The overall LTI statistics represent 5 separate staff members for current FTE of approx. 320 staff members (400+ individuals) backdated to the point of the injury occurring. This represents an average of 0.012% LTI hours per FTE, over the 3 year period.</p>	2019/2020/2021	<p>4 Injuries: Total of 7057 hrs to date.</p> <p>Injury one: Fully unfit Date of injury – 10 June 2019 Weekly contracted hours = 17.5 2149 hrs lost to date</p> <p>Injury two: Currently on RTW trial – 7.75hrs x 4 days per week (31) Date of injury - 29th Nov 2020 Weekly contracted hours = 38 1583 hrs lost to date</p> <p>Injury three: Currently on RTW trial 26 July – 2.5hr x 4days per week (10) Date of injury 28 June 2019 Weekly contracted hours = 30 2860 hrs lost to date</p> <p>Injury Four: Fully unfit Date of injury 23 Aug 2021 Weekly contracted hours = 38.75 465 hrs lost to date</p>
<p>Lost Time Injuries other:</p>	2020/21	<p>1 Injury – total of 716 hours to date.</p> <p>Injury one: Date of injury – 27 April 2021 (RTW hrs 32hrs/wk. currently) Weekly contracted hours = 40 652 hrs lost to date</p>

Lead Indicators

<p>Safety Inspections Completed (Workplace Walkarounds)</p>	Q4 2021	<p>Workplace Walkarounds areas and HSR's are being reallocated, based on the final refurbishment movements within the campus. Update to this will be distributed, prior to end of year.</p>
<p>Training Delivered</p>	2020/21	<p>People Trained: 38 Manual Handling. 104 Situational Safety. 41 Fire Extinguisher Training. (No update for November 21)</p>

Appendix B November 2021

Contractor Health and Safety Capability Pre-qualification Assessment (drawn from the SiteWise database)

Waimakariri's preferred supplier Health and Safety management grading requirements within the SiteWise pre-qualification system, are determined by Councils internally assessed risk level of the project, which the contractor is being engaged to undertake:

- Standard risk project = minimum of 50% assessment score required
- Medium risk project = minimum of 60% assessment score required
- High risk project = minimum of 75% assessment score required

Using such a national standard Health and Safety assessment approach (backed by SiteSafe), to assess a contractors Health and Safety systems and capability, is designed to enable more effective supplier selection and an easier tendering process. The approach also enables suppliers of all sizes/types to be assessed against a consistent structure, without the process being cost preclusive to smaller contractors/suppliers. The SiteWise assessment grading levels:



- Green Level (75% plus) indicates good quality health and safety systems are in place
- Gold Level (90% plus), indicates High Quality Health and Safety systems in place).

Current Supplier assessment scores:

Current WDC Preferred Contractor Assessment Scores				
0-49%	50-74%	75-89%	90-100%	EXEMPT
1	9	46	74	12

= **130** Suppliers Assessed and Current on the SiteWise system, with an average score of 88% with another 12 assessed as equivalent to SiteWise (50% minimum)

Current SiteWise All Contractor Assessment Scores				
0-49%	50-74%	75-89%	90-100%	EXEMPT
519	971	3274	1398	12

Waimakariri District Council do accept alternative forms of health and safety prequalification (to SiteWise), as long as the assessment process includes an external audit of the contractor's health and safety systems, and they are recognised as having industry credibility. If the contractor meets the required criteria they are added to Waimakariri's preferred supplier list as being EXEMPT.

Unconfirmed Minutes

NOTES OF THE WAIMAKARIRI-PASSCHENDAELE ADVISORY GROUP MEETING HELD IN THE CONFERENCE ROOM, RANGIORA RSA AT 4.30PM ON MONDAY 27 SEPTEMBER 2021

Present: Deputy Mayor Neville Atkinson, Lieve Bierque (Honorary Consulate), Neill Price (President Kaiapoi RSA) and Ian Thompson (Rangiora RSA).
In Attendance Kay Rabe (Governance Advisor).
Apologies: Mayor Dan Gordon and Dan Huisman (Communications and Engagement).

Confirmation of Minutes

Moved: I Thompson Seconded: N Price

THAT the circulated Minutes of the Waimakariri-Passchendaele Advisory Group meeting of 28 June 2021 be confirmed as a true and correct record.

CARRIED

Matters Arising

Relocation of Queen Elizabeth Medals

- N Price raised concerns that the minutes indicated that all the Queen Elizabeth plaques were being relocated to Rangiora RSA. He believed that two of the plaques should be located in Kaiapoi. It was agreed that this would be discussed again once the plaques had arrived.
- It was noted that there may be difficulty in removing the plaques without breaking them from their current locations due to the method of installation used originally.
- During the discussion the significance of the eleven columns outside the Christchurch RSA, scheduled to be demolished, was relayed. It was suggested that a letter be sent to Dennis Mardle, President of the Christchurch Memorial RSA, requesting that consideration be given to removing the columns and donating them to the Passchendaele Advisory Group (PAG) who would install them along the Passchendaele walkway, acknowledging their history and significance.

Actions:

- *K Rabe to draft letter to D Mardle and N Atkinson to sign-off.* Letter sent on 28 September 2021 (Trim Ref: 210928156131).

Correspondence

All correspondence was received.

- In relation to R Keetly's correspondence it was agreed that confirmation of whether 'One Billion Trees Fund Matariki Tu Rakau' was still in operation and able to be accessed.
- N Price provided a funding application from Veterans' Affairs to be completed for planting along the Passchendaele Cycle/walkway.
- Discussion regarding G Stephen's information regarding the logo. It was agreed that the incorrect logo had been used. It was decided that the PAG's logo would appear on one end of the bench while the relevant RSA logo would appear on the other. N Atkinson noted the difficulties with the option of a coloured logo and wondered if the logos could be routed into the wood instead.

Actions:

- *K Rabe to investigate the viability of funding from One Billion Tree Fund.*
- *N Atkinson and G Stephens to complete Veterans' Affairs application form.*

Unconfirmed Minutes

Matters Outstanding and General Business

1. Benches at start and end of the Passchendaele cycle way

There was a general discussion regarding the benches being funded by the Kaiapoi and Rangiora RSA Associations. N Price had concerns regarding the cost of the proposed benches and stated he was able to access free timber and could get the Menzshed to build the benches, which would lower the cost. N Atkinson noted that there were building and installation standards to be taken in to account. N Price requested that dimensions of benches be forwarded to enable him to work with the Menzshed to achieve suitable benches.

I Thompson stated that he would prefer that the funds be given to the Council who would then organise the purchase and the installation.

N Price to investigate the matter further and get back to the Group prior to the next meeting.

2. Tri-fold pamphlet (DLE)

- The opening message from Freddy was accepted and the photo depicting him at the gravestone was chosen to be used for the pamphlet.
- I Thompson and N Price to compose the copy for the RSA section and this to be sent to K Rabe prior to the next meeting – length to be approximately the length of Freddy's contribution.
- A short history of the twinning between the Waimakariri and Zonnebekke should be included.
- Subsequent to the meeting it was decided that the pamphlet should also contain a message from the Chair, the Mayor and something from the Belgium Honorary Consulate. In this way all the stakeholders would be represented.

3. Unveiling Ceremony of Queen Elizabeth Plaques

- Letter to be sent to the Ambassador thanking him for his support and welcoming him to the District during his proposed visit to New Zealand.
- General discussion on timing of visit and the possible ramifications of Covid managed isolation.
- Liaising between L Bierque and the Advisory Group to continue to achieve a successful outcome for the possible unveiling ceremony.

4. Letter from Zonnebekke Mayor

A letter from the Mayor of Zonnebekke was tabled and it was agreed that a response be sent in support of the Mayors response.

5. Passchendaele Service

- To be held at 11am on 12 October 2021 in Kaiapoi. N Price gave an update on the speakers and other arrangements for the service including a parade of colour by the NZ Police.
L Bierque noted concern that different topics/perspective should be considered by the speakers so as not to duplicate or repeat information. She noted that she would be speaking from the Belgium perspective and agreed to forward her speech to N Price for information.
It was agreed that the Council and the Advisory Group would lay a combined wreath and L Bierque one on behalf of Belgium.

Other matters discussed included:

- N Price also gave a brief update on the proposed Concert being arranged to celebrate Armistice Day in November which was scheduled to be held in the Auditorium of the Kaiapoi High School.
- I Thompson noted the increase in the number of veterans in the District. He noted there was a large number of veterans who served during the Vietnam War who were keen to have an annual service in September to honour the lives lost during the Vietnam conflict.

6. Next Meeting

Meeting dates for 2022 were discussed briefly. Due to lack of schedules for 2022 it was agreed that the first meeting date would be set for Monday 28 February 2022 and the rest of 2022 dates set at that meeting once everyone's schedules were known.

Unconfirmed Minutes

Actions:

- *N Price to investigate the cost and viability of the Menzshed to build appropriate benches and to report back prior the next meeting.*
- *K Rabe to send further information to G Stephens regarding logo and obtain possible bench parameters.*
- *All to provide copy for the pamphlet prior to the next meeting.*
- *K Rabe to draft letter to Mayor of Zonnebekke. Letter sent on 28 September 2021 (Trim Ref: 210928156131).*
- *K Rabe to draft letter to the Ambassador and N Atkinson to sign off. Letter sent 28 September 2021 (Trim Ref 210928156225).*
- *L Bierque to send speech to N Price for the Passchendaele Service and to arrange to have a wreath on behalf of Belgium to be laid during the service.*
- *N Price to arrange meeting space in Kaiapoi.*

Meeting concluded 5.20pm.

The next meeting will be on **Monday 29 November 2021** at 4.30pm to be held in Kaiapoi.

Unconfirmed Minutes

NOTES OF THE WAIMAKARIRI-PASSCHENDAELE ADVISORY GROUP MEETING HELD IN MEETING ROOM 1, KAIAPOI WORKING MENS CLUB AT 4.30PM ON MONDAY 29 NOVEMBER 2021

Present: Deputy Mayor Neville Atkinson (Chairperson), Mayor Dan Gordon, Lieve Bierque (Honorary Consulate), Neill Price (President Kaiapoi RSA) and Ian Thompson (Rangiora RSA).
In Attendance Dan Huisman (Communications and Engagement) and Kay Rabe (Governance Advisor).
Apologies: Nil.

Confirmation of Minutes

Moved: N Price Seconded: I Thompson

THAT the circulated Minutes of the Waimakariri-Passchendaele Advisory Group meeting of 28 June 2021 be confirmed as a true and correct record.

CARRIED

Matters Arising

Relocation of Queen Elizabeth Medals

- The status of the medals was queried by L Bierque. The following was ascertained during the discussion:
 - The medals had been successfully removed from the wall of the building.
 - An official request had been sent by the Chair to have the plaques relocated to the Waimakariri District.
 - A further conversation with Dennis Mardle, president for the Christchurch RSA, had been unsuccessful with an indication that if we did receive a plaque it would not be all of them as they were promised elsewhere.
 - Confirmation that Dennis had the plaques in his possession.
- Agreement that L Bierque as Consulate of Belgium would request the return of the plaques as the property of Belgium.

Actions:

- *K Rabe to send D Mardle's contact details to L Bierque. (Information sent on 30 November 2021).*
- *L Bierque to contact D mardle for the return of the Queen Elizabeth Medals.*

Correspondence

All correspondence was received.

- Request that photos of the Armistice Day Service be sent to K Rabe and a letter thanking F de Clerck for his correspondence and photos and wishing him well during the festive season would be sent.

Actions:

- *K Rabe to draft a letter to F de Clerck and compile a montage of photos to be sent prior to Christmas.*

Matters Outstanding and General Business

1. Information Pamphlet

D Huisman was in attendance and handed out examples of the draft pamphlet and requested feedback. The Group were pleased with the finish and the way the pamphlet looked and the theme of poppies on each page. Discussion on the order of the items and that more emphasis be put on the RSAs. The following feedback was noted:

- Messages from RSAs of a more personal nature, and messages to be signed by the presidents.
- RSA logo to be included on both the front and back covers.

Unconfirmed Minutes

- Twinning and history to be the first item, followed by the RSA messages over two pages, then Freddy's item followed by L Bierque, the Chair and the Mayor.
- Back photo to be smaller and the names and contact details of the members of the Group.
- Include more photos that depict the district for a more Waimakariri feel.
- Noted that pamphlets should be either four or six pages.

2. RSA donated benches

N Atkinson gave a brief update on this matter noting that the design of the seats had been agreed on, however the wood was unavailable until January 2022. Once the wood was in stock progress on the building of the benches and installation would go ahead.

RSA's would be invoiced once the work had been completed.

3. Update on trees

K Rabe noted that after some research it appeared that Lime and Fig trees could be an option for the trees at the start/end of the cycleway. She noted she had got a quote for large trees from the Little Big Tree Company and the trees were quoted in excess of \$400 per tree.

The Group agreed that Lime and Fig trees would be the preferred tree used in the future. Further investigation on resourcing adequate and appropriately price trees would need to be carried out at the appropriate time.

N Atkinson reminded the Group of the height restrictions for trees on the railway side of the pathway would need to be taken into account.

Discussion on possible ways to fund the trees and the following were considered:

- Trees could be donated
- Donated trees could be dedicated to individual soldiers with a plaque indicating the soldier and the family/person who had donated the tree.
- Investigation of the option re Trees that Count managing the donation process and keeping the register of the donated trees.

4. Update from Members

- N Price gave a brief summary of the Armistice Day celebrations.
- Recommended two books that were worthwhile reading; Voices of World War II and Passport to Hell.
- I Thompson spoke of the first cenotaph to be dedicated to the animals in service, including police dogs and pigeons.
- Mayor Gordon spoke on the Reviewing of the Air Corps and gave background on the Corps.

5. Next Meeting

Monday 28 February 2022, venue to be confirmed.

Actions:

- *D Huisman to rework the Information pamphlet to include all items raised.*
- *RSA's to forward photos to K Rabe of recent commemoration services for inclusion in pamphlet*
- *Mayor Gordon and N Atkinson to complete their messages*
- *RSA Presidents to forward their messages and a copy of their signatures for inclusion in the pamphlet.*
- *No further work to be done at this time on the trees until the benches and pamphlet are completed.*

Meeting concluded 5.13pm.

The next meeting will be on **Monday 28 February 2020** at 4.30pm. Venue to be confirmed.

A MEETING OF THE COMMUNITY AND RECREATION COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 19 OCTOBER 2021 AT 4PM.

PRESENT

P Redmond (Chairperson), A Blackie, W Doody, N Mealings, R Brine and Mayor D Gordon.

IN ATTENDANCE

Councillor K Barnett, C Brown (Manager Community and Recreation), M Greenwood (Aquatic Facilities Manager), P Eskett (District Libraries Manager), G MacLeod (Community Greenspace Manager), T Sturley (Community Team Manager), A Coker (Community Facilities team Leader), R O'Loughlin (Greenspace Asset and Capital Programme Advisor) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Community and Recreation Committee held on 17 August 2021

Moved: Mayor Gordon Seconded: Councillor Blackie

THAT the Community and Recreation committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Community and Recreation Committee, held on 17 August 2021, as a true and accurate record.

CARRIED

4 MATTERS ARISING

Councillor Redmond updated the Committee on the deputation from the Rangiora Croquet Club. He had enquired about the status of the report on the loan that was previously discussed and was advised that a report would be submitted to the Committee in December 2021. Mayor Gordon commented that he had requested a meeting with the Table Bowls Club, who may also have some views on the matter.

5 DEPUTATIONS

Nil.

6 REPORTS

6.1 Reallocation of Neighbourhood Support Funding – T Sturley (Community Team Manager)

T Sturley spoke to the report, she note that approval was being sought for a variation to the purpose of the funding currently granted to North Canterbury Neighbourhood Support (NCNS). She acknowledged the value of the neighbourhood barbeques as

a means for the Council effectively engage with communities. It was proposed that the neighbourhood barbeques continued, however, with more of a focus on the current delivery mode via the Community Team and Greenspace Team.

T Sturley provided a brief background of the Council's relationship with NCNS and noted that the Council had been providing funding support to NCNS for numerous years to deliver neighbourhood connection. She noted that the Community Team had done quite a bit of work with NCNS over the last year, and assisted them in developing a strategy that would see them starting to create meaningful neighbourhood connection across the district.

In light of the above staff considered that the funds allocated to NCNS would be best used to progress some of the projects associated with the return to that model and that delivery of the barbeques continued to be in line with business as usual for the Community Team and Greenspace Team.

Mayor Gordon asked if staff had discussed the proposal with the Manager of NCNS, Sarah Saunders, what was the response. T Sturley explained that the conversation was driven by NCNS. S Saunders had been very much involved in looking at NCNS's new strategic approach. S Saunders had provided the Council with an overview of what NCNS was proposing, and staff agreed that this would be a better use of their allocated funding.

Councillor Barnett enquired if staff had proof that NCNS' subscription numbers had been increasing through their Gets Ready provision. T Sturley advised that NCNS had submitted a detailed report, and there had been quite a significant increase in subscriptions over the last six months. This seemed to be directly related to them having more capacity and of engaging directly with the people that were identified through Gets Ready.

Councillor Brine noted that NCNS would be making a submission to the 2022/23 Annual Plan. He questioned if the work done by NCNS could be linked to Civil Defence. T Sturley noted that there was already a Memorandum of Understanding between Civil Defence and NCNS to use the Gets Ready app during emergencies.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 211008162581.
- (b) **Approves** diversion of the \$3,200 excluding GST, allocated to North Canterbury Neighbourhood Support for delivery of neighbourhood BBQs, to deliver Goal 1 of the North Canterbury Neighbourhood Support Strategic Plan, December 2020; that "there was a local street/rural neighbourhood support group for every household to join."
- (c) **Notes** that this reallocation was a one-off and that North Canterbury Neighbourhood Support would be seeking ongoing grant funding through the Annual Plan process, in line with the development of a Council-wide Community Grants policy.
- (d) **Notes** the strategic approach that Neighbourhood Support had applied over the past 12 months to increase its profile, membership and relevance across our growing townships and rural communities.
- (e) **Notes** that, although Neighbourhood Support partnered with the Council for their delivery, neighbourhood park events continued to be delivered by Greenspace and Community Teams, as part of broader community engagement.
- (f) **Approves** the continuation of neighbourhood park events, delivered by Greenspace and Community Teams, co-funded from existing budgets.

- (g) **Notes** that community development staff would continue to apply a strategic approach to community-led neighbourhood connection, working collaboratively with North Canterbury Neighbourhood Support and other appropriate community stakeholders.

CARRIED

Mayor Gordon commented that he was very encouraged by the work being done by the NCNS. He had confidence in the leadership of S Saunders with whom he worked previously as some of the other organisations that he was associated with. A number of Community Board members were associated with the NCNS so they were well networked in the communities. He noted he met with S Saunders and the Council's Emergency Management Advisor, B Wiremu, after the May flood event and they certainly were going to be putting in a submission to the 2022/23 Annual Plan.

Councillor Doody noted that she had been involved with the NCNS for the past six years, but had to step aside last term. She was very pleased to see that they were moving forward and she wished to see NCNS and the Council having a relationship similar to the one they had with Selwyn District Council. She therefore supported the motion.

Councillor Barnett commented that she had been involved with NCNS along the way and had seen a change in focus and their strategic approach in recent times. The NCNS had certainly proven to be beneficial in emergencies and they were now linking in with Civil Defence. She noted that most other Councils did fund their Neighbourhood Support Groups, Waimakariri had previously been reluctant because NCNS had not been seen as providing value in the community.

However, with their new strategic direction it may be a matter that the Council could reconsidered going forward. The Council, however, needed to see, via community feedback, was how NCNS was being useful to the community. She supported the diversion of the funding because at the moment they could not really do barbeques under COVID Level 2 restrictions.

Councillor Redmond noted that S Saunders had confirmed that NCNS had no desire to host street type barbeques, as it was not part of their plan. However, they were still looking at connecting communities through the street model. They did have a cross over with Civil Defence through their Gets Ready App and served as middleman between Civil Defence and community. He noted the Council's confidence in NCNS' Manager, S Saunders, and her achievements.

Councillor Mealings commented that she was pleased to see the strides that NCNS was making since S Saunders came on board. She believed that the Council should support NCNS as they proved valuable to Civil Defence. Her work with lifestyle blocks highlighted that a connected community was a resilient community, and NCNS was helping to connect communities. She was pleased to note that the was still going to support community barbeques because while they may be variable as to their effectiveness in some urban areas they were very well attended in the rural areas and quite cherished.

6.2 Community Team Year in Review Report 2020/21 – T Sturley (Community Team Manager)

T Sturley provided a brief overview of the Community Team's year in review report which detailed the activity in four key areas such as community development, community safety, youth development, and welfare. The report detailed the collaborative community led approach applied to the work of the team in response to their identified needs and priorities. She highlighted the role that the team's work played in enhancing the physical, mental and social wellbeing of communities. Alongside this, she also highlighted the role of the team in social recovery for Civil Defence emergencies, which in recent years had made up quite a significant proportion of the team's work. In conclusion, T Sturley commented on the importance of the pastoral support provided by the team.

Moved: Councillor Redmond Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 211006161584.
- (b) **Notes** the collaborative, community-led approach adopted by the Community Team as part of business as usual and Civil Defence response and social recovery.

CARRIED

Councillor Redmond congratulated T Sturley on her report, noting that the Community Team was doing awesome work and he believed that the Committee was very pleased and proud of the work the Team was undertaking in the community.

Councillor Doody also thanked T Sturley for her report. She commented that the report was well detailed and she appreciated all the work that the Community Team were doing.

Mayor Gordon believed that the Council was very fortunate to have the staff in its Community Team, as they were very caring individuals who really connect with communities and especially vulnerable people. The team support communities through difficult times and also assisted with Civil Defence, during times of emergencies.

Councillor Mealings noted that she had the pleasure of being involved in a number of the Community Team's initiatives. She applauded the capabilities of the team and how they uplifted, empowered and embraced people. No one fell between the cracks in the team, as the whole community was pulled together by the work that they did.

6.3 Library Update to October 7th 2021 – P Eskett (District Libraries Manager)

P Eskett provided an update on key activities and customer service improvements and innovations undertaken by Waimakariri Libraries, noting that the COVID-19 restrictions had affected what the libraries were able to achieve. She highlighted the following:

- The combination of a new libraries staff appointment with specialised skills in social media and marketing, and NZLPP funded social media and strategy training, were supporting the growth and development of both library staff and a library focused social media strategy. Waimakariri Libraries use of social media platforms currently includes Facebook, Instagram and Twitter, with consideration being given to expand into Tiktok and YouTube. Over the past three months, analytics, data and community feedback had demonstrated how powerful and far-reaching online communication channels had been, and insight into their potential reach.
- During lockdown the Libraries' My Book Bag service for vulnerable people in our community was largely picked up by children of elderly parents in the district, the elderly parents were not following Waimakariri Libraries on Facebook, however their children were.
- During COVID-19 alert levels three and four libraries staff responded to 270 email enquiries from the community which were followed up with phone calls. The figures for the first three days were roughly double when the libraries reopened at level two, however they noticed a significant drop off with people coming into the library as COVID case numbers were rising.
- This initiative has been made possible with NZLPP funding and was an initiative through a local history coordinator. Street name Saturdays was a scheduled post on Facebook where a local street sign was posted and the

followers of the Libraries Facebook page shared their knowledge, stories and history.

Councillor Redmond noted he had watched a documentary on TikTok that he had views, that cautioned users about the data being collected by TikTok. He enquired if other districts' libraries were using TikTok. P Eskett confirm that other libraries were using it, but noted the need for caution. She was aware of the privacy concerns, however it would be more staff creating content for other people to use rather than them accepting other peoples content for the libraries' platform that way they could keep it ethical and keep it contained.

Councillor Mealings questioned if Council was able to measure the demographics of the people following platforms such as Facebook, Instagram, Twitter etcetera. P Eskett explained that currently libraries were not generating much traffic on Instagram, as it was very new. Facebook was providing staff a large volume of analytical data and could determine the demographic of users. As part of the NZLPP offerings six staff members were doing a year-long course on research and engagement and learning how to get better data from the people who were attending libraries things and feedback.

Councillor Doody asked how the Libraries were progressing with their oral history programme. P Eskett noted that there were sixteen transcripts done previously, which were about to be digitised. The team was currently exploring possible platforms that may be used for the oral history. They were also working with the Communications Team on the possibility of digitising local stories, voice recordings and photos.

Councillor Doody further enquired if staff were working with local museums. P Eskett noted that staff had met with Kaiapoi, Rangiora and Oxford Museums. They were doing some work on creative commons on how libraries could support the museums to retain the copyright of the information they had and still make it accessible to others.

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 211006161524.
- (b) **Notes** the customer service improvements, community feedback, social media growth and use of New Zealand Libraries Partnership Programme funding to contribute positively to community outcomes by Waimakariri Libraries, from 6 August to 7 October 2021.
- (c) **Congratulates** Libraries Manager, Paula Eskett, on being awarded a LIANZA Associateship and a LIANZA Fellowship.
- (d) **Circulates** the report to the Community Boards for their information.

CARRIED

Mayor Gordon commented that the Libraries Team was outstanding and the video that was produced through lockdown was great. He noted that he had received a letter advising him that P Eskett had been awarded a LIANZA Fellowship and he wanted to recognise the work she was doing. He also noted her many other awards and achievements.

Councillor Doody thanked P Eskett for her report. She expressed her support for the Street name Saturdays project and enquired if the Committee could provide some history. P Eskett commented that would be very helpful, there was a year left of the NZLPP funding and they wanted to gather as much content as they could.

Councillor Brine commented that in the early 2000's the Council paid for a video of Waimakariri and the Council also part funded a series of booklets called heritage trails and wondered if these were still available. P Eskett agreed to investigate.

6.4 Aquatics October Update – M Greenwood (Aquatic Facilities Manager)

M Greenwood took the report as read. He however highlighted that with COVID-19 lockdowns and ongoing restrictions staff had seen quite a few impacts especially over the leisure swim lines of income and ticket sales. As with the previous restrictions, staff were dealing with customers who seemed to be getting more agitated as restrictions continue. However, there were also customers who appreciated the effort that staff were going to, to ensure their safety while continuing to operate. Most recently they updated their response to support, but not mandate, mask wearing in the poolside environment. He noted the ongoing concerns around staffing within both the facilities, and the industry in general. The Council was in the process of recruiting a number of low level positions. However the shortage of high level senior staff continued to be a concern for the wider industry.

Councillor Doody noted that it had been difficult for aquatics staff over the period of lockdown and asked how aquatics staff were faring. M Greenwood commented that the wellbeing of the entire community had been impacted, and people were doing as well as could be expected. The current Covid-19 restrictions did not allow staff close interaction with the customers. One of the aspects where Waimakariri differed from Christchurch was that many of our customers seemed to prefer quiet recreation. So staff's current process was booking customers in for lane space, it allowed staff to manage the time that people were coming which was working very well for staff and the community and allowed staff to smooth those peaks.

Councillor Doody further enquired if staff were try and get the public interested in joining Aquatics Facilities, by going to the high schools and speaking to students. M Greenwood noted that he had liaised with, the Council's new Youth Development Facilitator, Emily Belton, on this matter and was also advertising.

Councillor Barnett noted that she received feedback from teenagers who found the Covid-19 environment at Aquatics Facilities very restrictive. She questioned if there was any opportunity to book the leisure pool for more activities than what was currently being offered. M Greenwood explained that Christchurch were allowing people to book the whole pool for a select number. The approach Waimakariri had taken was splitting the pool up into different spaces, he appreciated that would not work for some people, however it seemed to work for the majority.

Moved: Councillor Redmond Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 210928156946.
- (b) **Notes** Aquatic Facilities progress against key performance indicators including Facility Attendance, Financial results and Water Quality.
- (c) **Notes** steps taken to address ongoing staffing shortage and their impact on the operation.
- (d) **Notes** the communities support for steps taken to ensure safe operation and compliance with Ministry of Health guidance which enable recreation opportunities with the District.

CARRIED

Councillor Redmond thanked M Greenwood for his report and the work the Aquatics staff were doing in these trying times to enable swimming during COVID-19 restrictions.

Councillor Barnett commented that she found it ridiculous that students go to school every day with no masks, however a group of teenagers was not allowed in an

Aquatics facility due to COVID-19 regulations. She appreciated that staff were doing everything they could to comply with regulations, however, she believed that young people were unnecessary missing out on leisure and recreation opportunities.

6.5 **Greenspace 2021-22 Work Plan – G MacLeod (Community Greenspace Manager) and R O’Loughlin (Greenspace Asset and Capital Programme Advisor)**

G MacLeod briefly spoke to the report that outlined the Greenspace’s Community and Recreation Work Plan for 2021/22. The plan sets out the key priorities for the Greenspace unit over the first year of the recently adopted 2021/31 Long Term Plan. The report also provided an update as to the status of projects, as staff were trying to ensure that elected members were as informed as possible. G MacLeod proceeded to provide an overview of the projects in the report.

Councillor Blackie asked why the Council needed employ a consultant to build a splash pad at Pines Beach, what expertise would they bring that the Council did not have in-house. G MacLeod explained with the amount of work that the Greenspace Team currently had, they would not be able to complete the project in the required timeframe. So the consultants would manage the community consultation process on behalf of the Council.

Councillor Doody questioned if it would be worthwhile for staff to liaise with the Oxford A&P Association in relation to the relocation of the Rifle Club from Cust. G MacLeod agreed that it may be useful to speak to the A&P Association and staff could certainly do that as part of that project. The reality was that the Rifle Club did not have a fit for purpose building, but they could not stay where they currently were.

Councillor Mealings sought clarification about the Regeneration and requests, and why private landowners wanting to purchase Regeneration land. G MacLeod noted that people wanted to have a bigger section, they therefore wanted to purchase land adjacent to their properties.

Councillor Doody enquired if staff was working with North Canterbury Cricket on the possible upgrading their changing facilities at the MainPower Oval. G MacLeod advised that North Canterbury Cricket had acquired national funding for hosting the Woman’s Cricket World Cup. MainPower had upgraded their single-sex facilities to unisex and they were much nicer.

Councillor Redmond noted that some of the work was at risk due to the lack of staff resources, he asked what the current position was of staffing in the Community and Recreation Department. C Brown explained that it was not necessarily an issue of Community and Recreation skills or Local Authority skills, but rather a national skills shortage over various professions. The Council was finding that the time period it was taking to fill vacant positions has extended, as it was more difficulty to find people with the right skills. There were currently three vacancies in the Community and Recreation Department and they were struggling to fill and this was having a negative impact of the department’s ability to deliver projects.

Moved: Councillor Brine

Seconded: Councillor Doody

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 211008162635.
- (b) **Notes** that Greenspace will be updating each Community Board with progress on projects within the specific ward area.
- (c) **Notes** that Greenspace will be sending quarterly progress updates to Community and Recreation through its meeting agenda.

CARRIED

Mayor Gordon noted that he attended the launch of the cricket season, where they strongly acknowledged the partnership with the Council, and the fact that they valued the relationship with G MacLeod and his team.

Councillor Brine commented that it was a very comprehensive list of projects that were on track or at risk, the Council would like to achieve as many of the projects as possible. Things were slightly more difficult currently, however he had confidence that the Council would get there in the end. It was just a matter of being patient and not creating too much expectation in communities. He commented that he was disappointed that North Canterbury Cricket had launch of the cricket season to which he, as the Council's Greenspace Portfolio Holder was not invited.

7 **CORRESPONDENCE**

Nil.

8 **PORTFOLIO UPDATES**

8.1 **Greenspace (Parks, Reserves and Sports Grounds) – Councillor R Brine.**

Recent work Greenspace Operations:

- The remedial work at Ashley Gorge following the recent storm was nearly been completed. Picnic tables had been replaced along with some playground items and grass had now been sown.
- Capital Cemetery work was in progress with new burial berm/s planned at Rangiora, Kaiapoi and Oxford.
- The timber fence in Janelle Place has been stained to prolong the asset life and improve the reserve appearance.
- A remote camera was being installed at Pearson Oval, Oxford to assist reduce potential damage to the toilet block and community garden. Another camera was planned for Morgan Williams Reserve in Kaiapoi.

Bio-diversity:

- Ashley Gorge – top soiling, levelling and hydro seeding completed. Temporary fencing done to prevent risk if vehicles driving over new grass once public vehicle access into reserve re-opens.
- Ashley Rakahuri Estuary car park stop bank – ECan were completing work this week with soiling, hydro-seeding and replacing fencing.
- P2P Rangers – funding round four now underway. Rangers also undertaking project and maintenance ops in natural areas and biodiversity areas including:
 - Arohata te awa – rangers had planted 1600 seedlings of 2000 additional planting following behind the initial community planting of 2090 seedlings.
 - Silverstream Village riparian planting – rangers assisted planting over 500 seedlings with local residents and Silverstream Reserve volunteers. This was a joint project with ECan.
 - Silverstream Reserve – planted approximately 5000 seedlings this season involving community plantings with a number of groups.
 - Honda Forest – 1100 seedlings planted as infill to community plantings, 600 seedlings planted in new areas and site maintenance ops.
 - Kaiapoi River – riparian plantings and weed control undertaken for 3 Waters ECan funded.
 - Taranaki Reserve – 280 seedlings planted and maintained.
 - Hegan Reserve – school plantings maintained.
- Honda Forest – community planting day held on 18 September 2021 planting approximately 600 seedlings.

Capital Projects:

- West Oxford Toilet project was underway following funding received as part of the Tourism Infrastructure Fund. This had been put out to tender and staff are now evaluating the submissions.

- Askeaton Reserve.
 - Staff were currently investigating options to resolve the drainage issues in the carpark with a report to be taken to the KTCB.
 -
- Reserve Roads and Carpark Renewals was currently out for tender and was programmed in to be completed over the spring/summer months.
- Milton Reserve
 - Staff have received a price to complete the work on the trees identified as part of the master plan. This work would be completed in the coming weeks.

8.2 **Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls, Museums and Community Housing) – Councillor W Doody.**

- Met with the Oxford A&P Association regarding the District Plan and other matters around land use for rugby.
- Oxford Arts Gallery – going to meet with the gallery to discuss some beautification and they were going to be gifted a sculpture by an Oxford resident.
- Thanked staff for the work they had done during the recent storm, in particular at Pearson Park where two trees fell down.
- Property Acquisition and Disposal Working Group meetings.
- Social and Affordable Housing Workshops.
- Keep Oxford Beautiful disappointed that people vandalised the planting that they did.
- Oxford A&P Committee may be interested in having a discussion with Council staff about locating the Rifle Club on their grounds. They were having problems with the locals that thought their private land was an extension of the reserve and people were walking their dogs.

8.3 **Community Development and Wellbeing – Councillor W Doody.**

Refer to 8.2 above.

8.1 **Arts and Culture – Councillor A Blackie.**

- Waimakariri Public Arts Trust was up and running. Their signature event was the unveiling of the Blackwell's 150th Anniversary sculpture by Andrew Drummond sculpture on the Kaiapoi Riverbank.

Mayor Gordon acknowledged Councillor Blackie role in securing for the Sculpture "Karo that was installed on the Kaiapoi Riverbank.

- Poū's at the entrance to Pegasus had been passed over to the Waimakariri Public Arts Trust in a moral sense for them to look after. The Council had allocated funding for their repair and maintenance.
- Kaiapoi Art Expo had very generously donated a large sum of money to the Waimakariri Public Arts Trust to install another sculpture somewhere in Kaiapoi. They were working on where that could be spent currently with relevant artists. They had also been donated by Chris Marshall, a metal sculpture named the Gathering which he was disposing of.
- The Tangata Sign in Kaiapoi in the walkthrough on Williams Street had been moved and would probably be installed on the riverbank, the Public Arts Trust had been tasked to find a location for it.
- The artwork was currently being put back up in the Rangiora Service Centre.

9 **QUESTIONS**

Nil.

10 URGENT GENERAL BUSINESS

Nil.

BRIEFING
(5:42pm to 6:03pm)

- *Cinema 3 Seating Upgrade – Rangiora Town Hall – A Coker (Community Facilities Team Leader)*

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 5.36PM.

CONFIRMED

Chairperson
Councillor Philip Redmond

Date

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE AUDIT AND RISK COMMITTEE HELD IN THE COUNCIL CHAMBERS, RANGIORA CIVIC BUILDING, 215 HIGH STREET, RANGIORA ON TUESDAY 16 NOVEMBER 2021 AT 9.00AM.

PRESENT

Councillors J Ward (Chairperson), N Atkinson, K Barnett, S Stewart (left at 11.38am) and P Williams.

IN ATTENDANCE

Mayor D Gordon, Councillors A Blackie, N Mealings (arrived at 9.17am), P Redmond.

J Harland (Chief Executive), J Millward (Manager Finance and Business Support), G Cleary (Manager Utilities and Roading), C Brown (Manager Community and Recreation), S Markham (Manger Strategic Projects), P Christensen (Finance Manager), L Hayward (Safety and Risk Manager), D Young (Senior Engineering Advisor) and K Rabe (Governance Advisor).

C MacMillan (Te Kōhaka Trustee), G Byrnes (Te Kōhaka Trust General Manager), H Warwick (Enterprise North Canterbury Chief Executive), J Rogers (Enterprise North Canterbury Product Developer) and M Weight (Trustee).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday 21 September 2021

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Audit and Risk Committee, held on 21 September 2021, as a true and accurate record.

CARRIED

3.2 Matters Arising

Nil.

4 PRESENTATION/DEPUTATION

Nil.

5 REPORTS

5.1 Te Kōhaka Trust 2021/22 Promotions Business Plan – J Millward (Manager, Finance and Business)

C McMillian (Te Kōhaka Trustee) and G Byrnes (Chief Executive of Te Kōhaka Trust) presented the Draft Annual Report (Non-Financial) and provide an update on the work undertaken by the Trust during the previous financial year.

In response to a question from Councillor Williams regarding the culling of pests, G Byrnes responded, saying that originally there had been resistance to trapping, however, the Trust had owned the actions taken, and now had respect and support from the neighbouring residents.

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Receives** Report No 211109180060.
- (b) **Receives** the Annual Report for the Te Kōhaka Trust for the year ended 30 June 2021.
- (c) **Notes** the audited financial statement would be provided to the next Audit and Risk Committee.
- (d) **Acknowledges** the work carried out by the Trust and thanked the Trustees', General Manager and staff for their efforts.
- (e) **Circulates** the report to the Community Boards.

CARRIED

Mayor Gordon thanked C McMillian and G Byrnes for the work that the Trust had accomplished, not only during the last financial year, but from its inception. He noted that this was an example of successful partnership between the Council and an external entity and acknowledged that the community valued the work done by the Trust.

Councillor Williams also thanked the Trust for the work being done and noted that he only received positive feedback from the community.

Councillor Stewart endorsed the comments made and congratulated G Byrnes on his years of service.

Councillor Barnett also congratulated G Byrnes on the work he had achieved during his tenure and stated it was easy to see that he loved his work. She also was encouraged to see the community ownership and that the Trust encouraged the youth to become involved and take ownership of the environment.

5.2 Promotion of Waimakariri District Business Plan Report, Draft Annual Report and unaudited accounts for Enterprise North Canterbury for the Year Ended 30 June 2021 – J Millward (Manager Finance and Business Support)

H Warwick (Chief Executive of Enterprise North Canterbury), J Rogers (Enterprise North Canterbury Product Developer) and M Weight (Trustee) presented the Draft Annual Report and gave an update on the work to date as well as work scheduled for the future.

In response to a question by Councillor Williams, H Warwick noted that all the businesses that ENC had assisted with start-up were still in operation. Councillor Williams also queried if all 235 prospective start-up businesses had gone on to start new ventures. H Warwick stated that the standard was very high, however it was expected that eighty percent were likely to successfully open. M Weight commented that ENC was very good at assisting new ventures by giving realistic goals, practical advice and assisting with business plans. Councillor Williams requested that information on businesses that had been assisted be included in future reports.

Mayor Gordon queried the placement of the Waimakairir logo on the proposed advertisement to be displayed on the back of buses noting he felt that the logo should be larger and in a more prominent position.

Councillor Atkinson noted that many of the events during summer had been cancelled and enquired how much of the events funding was irretrievable. He also enquired if there was any assistance for those organisations that had lost money due to cancelled events. H Warwick noted that she was in discussion with two groups in relation to this matter and if they could prove the funds spent, ENC could offer some assistance.

Councillor Redmond questioned the Networking Opportunities which he believed were very useful. H Warwick noted that these had been impacted by Covid-19 restrictions however, they were expected to resume early in 2022. Councillor Redmond also noted that the Business Partner Programme had been disestablished and enquired why. H Warwick explained that business partners used to be charged for appearing on the ENC website. This practice had been discontinued as now all businesses were now included on the website for free. He also queried the renewal of the lease on the building that ENC operated from and H Warwick noted that the lease was wrapped around the promotions contract which was due for renewal and if the promotions contract was not renewed neither would the lease.

Councillor Barnett queried the increase in staff costs and decrease on advertising. H Warwick replied stating the increase in staff costs was due to the use of a contractor for a particular project. The decrease in advertising was due to event funding and business strategy which had been paid out the year before.

Councillor Barnett further queried the use of ambassadors to promote the area and H Warwick stated that the website was being developed for visitors to comment and post photos of the area. She stated they had not specifically looked at using ambassadors however, if they decided to do so it would be more activity based rather than in general.

In response to a query regarding opening hours of the Information Centre, H Warwick stated the centre was open Monday to Friday from 9am to 5.30pm and Saturday from 9am to 2pm. She noted that the cost of operating seven days a week would be unsustainable.

Moved: Councillor Ward

Seconded: Councillor Atkinson

THAT the Audit and Risk Committee:

- (a) **Receives** report No.211110180379.
- (b) **Receives** the Annual Report to 30 June 2021 and related Draft unaudited accounts and Promotion of Waimakariri District Business Plan Report, noting the delayed audit due to the impacts of COVID-19.

- (c) **Acknowledges** the work carried out by Enterprise North Canterbury over the year and thanks the Trustees and staff for their efforts, particularly in response to the impacts of COVID-19.
- (d) **Circulates** the report to the Community Boards.

CARRIED

Councillor Ward thanked H Warwick, the staff and the Trustees for their work. She noted their ability to access funding due to their independent status.

Councillor Atkinson stated that J Rogers had done extremely well in lifting the profile of the Waimakariri District and encouraged the ENC to keep up the great work in making the Waimakariri District a known destination.

Mayor Gordon also acknowledged J Roger's work. He noted it was disappointing that so many summer events had been cancelled, however there was growing excitement in relation to the Aquapark and the Kaiapoi Warf, and with the advent of the New Zealand Motorhome Caravan Association camp site would increase visitors to Kaiapoi and the district.

Councillor Barnett was supportive of the work done to increase businesses in the district and to assist failing businesses to keep operating. She noted the importance of word of mouth advertising and was supportive of working with ambassadors to promote the district. Councillor Barnett however, disagreed with Councillor Atkinson, as she felt that the emphasis should be on promoting North Canterbury rather than just the Waimakariri District.

Councillor Ward noted there was a new shoe shop opened in Rangiora and encouraged promotion to increase retailers to the district so that all the empty shops could be filled with thriving business resulting in vibrant town centres.

The Audit and Risk Committee went into workshop from 11am to 11.30am.

Moved: Councillor Williams Seconded: Councillor Barnett

That the Audit and Risk Committee meeting adjourn to go into workshop on the Waimakariri Economic Strategy.

CARRIED

Moved: Councillor Ward Seconded: Councillor Atkinson

That the Audit and Risk Committee reconvene its meeting.

CARRIED

5.3 Capital Works Programme Quarterly Report September 2021 – G Cleary (Manager Utilities and Roding), C Brown (Manager Community and Recreation) and D Young (Senior Engineering Advisor)

G Cleary spoke to this report acknowledging the excellent delivery of the Capital Works Programme during the previous financial year, however during the last six months there had been significant changes which compromised the delivery of the current financial year's Capital Works Programme, such as the loss of senior staff in strategic areas, supply issues and increasing costs. This resulted in some projects being prioritised and some being dropped. In previous years the Council had used consultants to assist, however, this was becoming increasingly difficult as the consultants were under work pressures as well.

Councillor Atkinson acknowledged the difficulties facing the Council and encouraged senior staff to reassess the programme now dropping non-essential programmes where required. D Young agreed and stated that decisions were being made, however, this could increase the following years' workload and also noted the public's expectation which could put pressure on certain projects.

J Harland stated that projects were being categorised and staff time for each project would be factored in when making decisions.

C Brown noted that the Pegasus Community Facility would need review however this was a project that had huge public interest. The Ravenswood facility could be moved to a later year in the programme especially in light of the recent decision regarding the requested plan change.

D Young noted that decisions had to take multiple factors into account as well as staff availability and this became a balancing act to achieve the best overall result. In response to Councillor Atkinson's query regarding the need for a further resolution in relation to this matter, he agreed that this would be helpful and assist with prioritising work.

The meeting adjourned from 9.59 to 10.08 to enable staff to formulate an appropriate resolution.

Moved: Councillor Atkinson Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Receives** Report No. 211103176757.
- (b) **Notes** the predicted achievement across all tracked capital expenditure.
- (c) **Notes** that of the \$74.71million total Capital Spend, \$64.75 was predicted for completion, but an additional \$10.16million was at risk of not being delivered.
- (d) **Notes** that the delivery of the current Capital Works Program was being significantly affected by COVID 19, staff and industry resourcing and supply chain issues.
- (e) **Requests** that staff prepare the 2022-23 Capital Works Program that prioritise projects based on recognising the contribution towards the community outcomes, carry forwards from the 2021-22 financial year and a realistic view of resourcing.
- (f) **Requests** that the implementation of this be achieved by prioritising the Capital Works Program into A, B and C prioritise as part of the annual plan report to Council.

CARRIED

Councillor Atkinson encouraged staff to be realistic when reprioritising projects and to conduct the review earlier rather than leave it to later.

Councillor Williams agreed with Councillor Atkinson.

Councillor Ward acknowledged that this had been a challenging year with pressure on staff to deal with shovel ready projects, covid restrictions, three waters reform and loss of key staff.

5.4 Financial Report for the Period ended 30 September 2021 – P Christensen (Finance Manager)

P Christensen took the report as read noting that the first quarter of the financial year was on budget.

There were no questions.

Moved: Councillor Ward

Seconded: Councillor Atkinson

THAT the Audit and Risk Committee:

- (a) **Receives** report TRIM number 211029174018.
- (b) **Notes** the surplus for the period ended 30 September 2021 was \$4.2 million. This is \$0.3 million over budget.

CARRIED

Councillor Ward thanked J Millward, P Christensen and their staff for the work they did to ensure the finances were well taken care of.

5.5 Safety and Risk Report November 2021 - L Hayward (Safety and Risk Manager)

L Hayward presented her report and summarised key messages.

Councillor Atkinson enquired what OPSEC was and L Hayward explained that they were security providers.

Councillor Williams enquired if the Rangiora Airfield was included under the Council's umbrella with regards to safety and risk matters. L Hayward replied that she worked closely with G MacLeod, Greenspace Manager, in regard to the storage of toxic chemicals and fuels. There were plans to hire a specialist contractor in 2022 to assist the airfield in refining the scope on safety and risk matters.

Councillor Barnett enquired about the safety and risk of the Council's contractors and what responsibility the Council had on site. L Hayward replied that the Council needed to give direction of specific area of responsibility so that they could be reflected in contracts going forward and could include social and wellbeing factors. She also noted that site visits were carried out to ensure the contractors were fulfilling their health and safety obligations.

Mayor Gordon raised concern for the physical safety of front line staff and what could be done to protect them better, especially during this time of increased community stress due to covid lockdowns. L Hayward stated that better camera surveillance to increase visibility was being investigated, behavioural and crisis management courses could be offered, however there currently was no budget for this work. Mayor Gordon stated he was concerned for staff safety and encouraged management to report to the Council if further funding was required for this work to be successfully completed.

In response to Councillor Stewart's query regarding transitioning to the traffic light system, L Hayward answered that the Management Team were working on this currently, including a Vaccines Register, and would be developing its own traffic light system to manage risk. Risk assessment was being carried out on every role in the Council and all the information relating to this would be assimilated by the end of the month. Special attention was being paid to staff who were at risk such as the building inspectors and enforcement officers.

Councillor Redmond enquired how the volunteer sector would be covered and L Hayward answered that work was being done with various groups to support volunteers in managing health and safety policies and assisting with site audits.

Councillor Atkinson noted that health and safety compliance came at a cost and small businesses were struggling to cover these costs. He enquired if there were any plans to assist small business to achieve compliance at a lower cost. Site Safe was being used by most business and was graduated from large to small business while maintaining the required standards.

Moved: Councillor Atkinson Seconded: Mayor Gordon

THAT the Audit and Risk Committee:

- (e) **Receives** Report 211103176853.
- (f) **Notes** that there were no notifiable Health and Safety events for the three months to end-October 2021. Waimakariri District Council was, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015. Separate full Health, Safety and Wellbeing reporting for the months of August to October 2021, had been provided to the Council for the Health and Safety Committee meetings, during this period.

CARRIED

Councillor Atkinson noted that small businesses and volunteer organisations could not afford Site Safe's costs and believed that the Council had a responsibility to assist financially those who were struggling to achieve compliance. He felt that the Government had over complicated the Health and Safety Act 2015 which had become a lucrative business for some.

Mayor Gordon thanked L Hayward for a good report which indicated a balanced approach. He urged that staff safety be taken seriously and that no delay allowed when dealing with these matters.

Councillor Barnett agreed with Councillor Atkinson that the Health and Safety requirements had gotten out of hand and believed that the Council should lobby the Government to review the Health and Safety Act 2015 and simplify it and make it more accessible to small business.

5.6 Sustainability Strategy Implementation – Annual Report 2020/21 – M O'Connell (Senior Policy Analyst)

S Markham presented the report on behalf of M O'Connell who had left the Waimakariri District Council to take up a position with the Ministry for the Environment.

There were no questions.

Moved: Councillor Barnett Seconded: Councillor Williams

THAT the Audit and Risk Committee:

- (a) **Receives** report No. 210907143222.
- (b) **Notes** that this was the final of four strategy implementation update reports (for Stage 2), noting that the yearly reporting period runs from 1 September 2020 to 31 August 2021.

- (c) **Notes** the Corporate and Organisational Sustainability Strategies relate to the Council as an organisation, while a community sustainability strategy would address sustainability and emissions mitigation within the whole of the District.

CARRIED

Councillor Barnett noted that M O'Connell would be missed and acknowledged his work in this area over the past years. She queried when his position would be filled. S Markham replied that a dedicated resource would be employed to assist the Council to achieve the community inclusion in the sustainability policy in the future. This position would be recruited in early 2022.

6 PORTFOLIO UPDATES

6.1 Audit, Risk, Long Term Plan and Excellence Programme – Councillor Joan Ward

Project Control Group for Annual Plan working to schedule and on track to present to the Council in February 2022.

6.2 Customer Service – Councillor Kirstyn Barnett

Nothing to report.

6.3 Communications – Councillor Neville Atkinson

Nothing to report other than ongoing work on three waters reform matters.

7 QUESTIONS

Nil.

8 URGENT GENERAL BUSINESS

Nil.

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: Councillor Atkinson

Seconded: Councillor Barnett

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

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

Item N°	Minutes/Report of:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
9.1	Minutes of a public excluded portion of a meeting of the Audit and Risk Committee held 21 September 2021	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

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

CARRIED

CLOSED MEETING

The public excluded portion of the meeting occurred between 11.38am and 11.40am.

OPEN MEETING

There being no further business the meeting concluded at 11.40am.

CONFIRMED:

J Ward

Chairperson

Briefing

- *Waimakariri Economic Strategy – Vanessa Thompson (Business and Centres Advisor)*

WAIMAKARIRI DISTRICT COUNCIL**MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 16 NOVEMBER 2021 COMMENCING AT 3.30PM****PRESENT**

Councillor R Brine (Chairperson), Mayor D Gordon, Councillors A Blackie, S Stewart and J Ward, P Williams

IN ATTENDANCE

Councillors W Doody, P Redmond, N Atkinson
J Harland (Chief Executive), G Cleary (Manager Utilities and Roading), K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager), K Waghorn (Solid Waste Asset Manager), S Allen (Water Environment Advisor), A Smith (Governance Coordinator)

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3 CONFIRMATION OF MINUTES**3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 21 September 2021**

Moved Councillor Williams

Seconded Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Utilities and Roading Committee held on 21 September 2021, as a true and accurate record.

CARRIED

3.2 Matters arising

There were no matters arising.

4 DEPUTATION/PRESENTATIONS

There were no deputations or presentations.

5 REPORTS

5.1 Stormwater Network Discharge Consent – Work Programmes and staff resourcing – Sophie Allen (Water Environment Advisor)

S Allen presented this report which provided an overview of proposed stormwater work programmes from 2021 to 2024, based on the Rangiora Stormwater Network Discharge Consent conditions. These conditions were anticipated to be similar for Kaiapoi, Oxford and Woodend consents when these consents are issued. The consent for Rangiora was granted in May and this update followed on from the last update provided in February this year.

The implementation of the discharge consents involved many departments of the Council and a Project Control Group has been established to provide oversight of the stormwater network discharge consents. This group has met twice already, with the intention of meeting quarterly in the future and reporting back to this committee.

Councillor Stewart referred to Plan Change 7 and asked if this consent would come under the consent review in 2024. S Allen didn't believe this would come under this review but will make enquiries and advise members further.

Moved Councillor Williams

Seconded Councillor Blackie

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 210804128036.
- (b) **Notes** the proposed implementation approach that distributes work between many teams within the Council.
- (c) **Notes** that Pollution Prevention Plans approval and compliance work is potentially cost recoverable, in whole or in part.
- (d) **Notes** that a Contaminant Load Model developed by Auckland Regional Council and modified by Christchurch City Council and NIWA is proposed to be developed for Rangiora by Project Delivery Unit staff.

CARRIED

5.2 Stormwater Management from Sutton Tools LTD – Sophie Allen (Water Environment Advisor)

S Allen presented this report which provided an update on the management of stormwater from the Sutton Tools Ltd site in Dale Street, Kaiapoi following an oil spill event in March this year linked to this company. It had been resolved with Environment Canterbury that this was a high risk site and would be covered by their Discharge Consent. Since this event, Sutton Tools had improved their systems onsite and Council had also improved its systems downstream.

Councillor Williams asked if the cost of WDC staff time on this matter was recoverable from Sutton Tools. S Allen noted said that the staff time in the 3 Waters Team was not cost recoverable so no invoice would be sent to Sutton Tools. It was pointed out that Ecan have been taking a lead in the investigation. Alternatively Councillor Williams asked should there be a charge to the people responsible, if there was an event such as this which affected waterways.

S Allen advised that the process to be undertaken if there is any spillage into waterways, is included in the Discharge consent. In the next financial year there would be introduced Pollution Prevention Plan Approvals fees and charges which are cost recoverable.

Councillor Stewart enquired what the timeframe was for Sutton Tools lodging their consent application with Ecan, but S Allen advised that this was not known at this time. Sutton Tools had agreed to provide a copy of their management plan to this Council, prior to the consent application being submitted to Ecan.

Regarding the mitigation in the sump and the downstream pipe, Councillor Stewart asked are staff confident that nothing will get passed this sump barrier and the pipe to the Cam River, prior to the upgrade being undertaken. S Allen said there are mitigations in place, but these are just interim measures. The filter installed may not be sufficient barrier if there was a significant oil spill. Sutton Tools use a significant amount of oil in the running of their tool cutting machinery. There is also a large tank of diesel stored on their property. Councillor Stewart advised that the issue of slicks downstream in the Cam River has been discussed many times at the Zone Committee meetings and she was hopeful that the attention would be robust and watertight on an interim basis. Councillor Stewart asked should there be further action taken in the interim to prevent any discharge into the river. G Cleary noted that staff were not as comfortable as they would like to be, this is not ideal but there had been some interim measures installed on site. There needs to be active monitoring undertaken and continued communication with Environment Canterbury and Sutton Tools.

Following a question from Councillor Blackie on how the oil actually got into the waterway, S Allen said there had been two possible ways this had happened, firstly with the oil attaching to surfaces and a forklift driving through this and tracking through water, or secondly a barrel of oil overflowing outside. There have been improvements made by Suttons in their operation to prevent this recurring.

Councillor Ward said in future the Council would need to be recompensed for the cost of any clean up required from a spillage. S Allen confirmed there will be some fees and charges included in the Annual Plan in future. Councillor Ward added that the imposition of charges needed to be explained clearly to Sutton Tools and a fine imposed as well.

Moved Councillor Ward

Councillor Blackie

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 210721119499.
- (b) **Notes** the issue of an oil slick pollution event on the Cam River in March 2021, which was traced to Sutton Tools on Dale Street, Kaiapoi.
- (c) **Notes** that temporary stormwater improvements have been carried out by Sutton Tools to clean up the spill and also to prevent further spills, such as installation of bunding and cleaning of discharge pipes.
- (d) **Notes** that Sutton Tools are developing a stormwater management plan with upgrades to their system, and will seek a stormwater discharge consent from Environment Canterbury, as deemed to be a high-risk site, which Waimakariri District Council, as owner of the reticulated network, will not allow to discharge as a permitted activity.
- (e) **Notes** that the site will come under the proposed Waimakariri District Council Kaiapoi Stormwater Network Discharge Consent after 1 January 2025.
- (f) **Notes** that Council staff, among others, are supporting Sutton Tools with advice regarding stormwater management, to prevent further spills.
- (g) **Circulates** this report to the Land and Water Committee, Waimakariri Water Zone Committee, Coastal Rural Drainage Advisory Group, Kaiapoi-Tuahiwi Community Board, and the Rūnanga - Council monthly liaison meeting.

CARRIED

Councillor Ward noted the seriousness of this matter and that Sutton Tools need to be aware of their responsibilities. Council needs to make it clear to Sutton Tools that what has been happening is not acceptable.

Councillor Stewart suggests that the pollution control across this business site is substandard and would like to see a timeframe on a more permanent solution being in place. It was noted that the company is recognising that there is an issue. Any oil spills go into the Cam River behind the Kaiapoi Mill building, which then joins with the Kaiapoi River and is quite visible in the urban area. and Councillor Stewart supports a rigorous and robust system in place to monitor this issue.

Councillor Williams noted concerns with oil spillage on the grounds at the business premises and suggested a chamber to hold this oil. The question was also raised if this oil spillage had been any potential risk to the Council potable water supplies. G Cleary responded that the nearest wells are at the Darnley Street headworks and the Smith Street wells for both Rangiora and Kaiapoi water supplies. These are quite some distance from the Sutton Tools site, and these are both semi artesian well and are protected by the strata below ground level and considers that it would be extremely unlikely that any activity from Sutton Tools would impact the water supply. There was a high level of protection for the drinking water supply and the issue here was more about the surface water.

S Allen said the network discharge consent also had monitoring sites downstream from the site at the mill, at which there will be quarterly sampling undertaken.

Councillor Ward believes there needs to be tighter controls at the Sutton Tools site and also suggested that rather than quarterly water testing being undertaken, that this should be done monthly.

Councillor Ward had a further question regarding fire risk at the Sutton Tools site and the Chairperson Councillor Brine suggested this question be directed to the Manager Utilities and Roading to respond to, via email.

5.3 Waka Kotahi Technical Audit Outcomes – November 2021 – Joanne McBride (Roading and Transport Manager)

J McBride spoke to this report which provided the results of the Waka Kotahi Technical Audit that was carried out in March 2021. The final report was received on 28 July 2021. The audit process was to provide assurance to Waka Kotahi that their investment is delivering value for money. The audit found that generally the network was in good condition in Waimakariri. This was the first audit completed since 2013 and there were some recommendations and suggestions for improvements to be undertaken.

Councillor Doody noted the costings for the suggestions and recommendations, and asked if some of these items could be addressed now. J McBride said some of these items could be addressed as general maintenance work. High shoulder work would be funded over a number of years. New work such as upgrades to guardrails or additional signage would need to be included in future programmes and funding sought from NZTA for that.

Staff would look at interventions that can be put in place, especially for the higher risk intersections but this was not done for every intersection in the district. This was part of the assessment and prioritisation process of make sure staff are identifying the worst intersections

Councillor Doody asked how can sunstrike be managed and J McBride noted that there was no magic fix for sunstrike, but staff would investigate if there was any other new techniques that could be used on roads that suffer from sunstrike.

Councillor Williams referred to many comments from the public regarding the condition of the unsealed roads in the district, potholes, and the number of deaths resulting from vehicle accidents and questioned should the Council accept recommendation (b) which states "...that the road network is generally in a good condition"? J McBride said when the auditors were in the district in March, this was during a period of settled weather and the roads were in good condition at that time. It was acknowledged that there was issues during periods of high rainfall keeping the unsealed roads up to standard. G Cleary added that no matter what road network, there would always be complaints, noting that people had different levels of expectation. There was a lot of service requests and Councillors get a lot of comments from the community. There was huge challenges for staff and the funding from Waka Kotahi was not keeping up with growth and inflation. This would continue to be a challenge in the future with demand increasing. Councillor Williams does not agree that the roads in the district are generally in a good condition, particularly the shoulders.

Moved Councillor Brine

Seconded Councillor Blackie

THAT the Utilities and Roding Committee:

- (a) **Receives** report No. 211104177484.
- (b) **Notes** that the Waka Kotahi Technical Audit Report summarised that the road network is generally in good condition.
- (c) **Notes** that the Technical Audit report "acknowledge that Council may be unable to action all the audit recommendations immediately due to the constrained NLTP 2021-24 allocations" and that "further optimisation of work programmes will assist level of service delivery within NLTP investment constraints".
- (d) **Notes** the Technical Audit report made nine (9) recommendations and a further twelve (12) suggestions for improvement which will be implemented as outlined in the attached Technical Audit Action Plan.
- (e) **Circulates** this report to the Community Boards for information.

CARRIED

Councillor Brine noted the good points made during questioning, but agreed with staff that the Council has to accept this report from Waka Kotahi.

5.4 Submission to Waste Strategy and Legislation Consultation: Closing 26 November 2021 – Kitty Waghorn (Solid Waste Asset Manager)

K Waghorn presented this report, seeking approval of the committee to delegate authority to Councillor Brine and Mayor Gordon to approve the final Council submission to the Waste Strategy and Legislation Consultation document.

It was pointed out that the deadline for the submission is now 10 December and recommendation (b) was amended accordingly.

Moved Councillor Williams

Seconded Mayor Gordon

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 211019168795.

- (b) **Notes** that the current submission deadline of 10 December 2021 falls outside the Council and Committee meetings schedules.
- (c) **Approves** the general direction of responses as set out in Attachment iii Draft Responses from Christchurch City and Waimakariri District Staff (211019168795).
- (d) **Delegates** authority to Councillor. Brine, the Solid Waste Portfolio Holder, and Mayor Gordon to approve the final Council submission to the Waste Strategy and Legislation Consultation.
- (e) **Notes** that the Canterbury Waste Joint Committee regional staff group are preparing a joint submission for the Canterbury Mayoral Forum, which will be based on combined feedback to the draft responses in Attachment iii.
- (f) **Circulates** Report 211019168795 to the Council and all Community Boards.

CARRIED

6 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

6.1 Charles Upham Drive car parking and crossing modifications – Shane Binder (Transport Engineer)

(refer to report no. 210812132304 to the Rangiora-Ashley Community Board meeting of 13 October 2021)

J McBride spoke to this report, which had previously been to the Rangiora Ashley Community Board. This sought approval of some existing and new “no stopping” restrictions on Charles Upham Drive to allow for better visibility for drivers exiting apartment driveways.

Following a question from Councillor Doody, J McBride advised that there would still be roadside parking, at the southern end of Charles Upham Drive. Dialogue will be kept open with Ryman to encourage their staff to park further away to allow visitor parking. There is also a number of residents who park on the road.

Councillor Ward suggested that to provide for visitor parking, some of the car parks could be two hour parking restrictions. J McBride noted that there is limited visitor parking available in front of the Ryman buildings and one or two parking spaces under the apartments.

Moved Mayor Gordon

Seconded Councillor Williams

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 210812132304;
- (b) **Approves** existing no-stopping restrictions already in place along Charles Upham Drive:
 - a. For 6.50m north of the driveway to No. 27-41
 - b. For 7.50m south of the driveway to No. 27-41
 - c. For 4.00m north of the driveway to No. 23-25
 - d. For 4.25m south of the driveway to No. 23-25
 - e. For 5.25m north of the driveway to No. 17-19
 - f. For 4.75m south of the driveway to No. 17-19
 - g. For 6.00m north of the driveways to No. 7-15
 - h. For 4.5m south of the driveways to No. 7-15

- (c) **Approves** new no-stopping restrictions at the following locations on the west side of Charles Upham Drive:
- a. For 8.50m south of the driveway to No. 27-41
 - b. For 8.50m north of the driveway to No. 23-25
 - c. For 7.75m south of the driveway to No. 23-25
 - d. For 7.75m north of the driveway to No. 17-19
 - e. For 8.00m south of the driveway to No. 17-19
 - f. For 8.75m north of the driveways to No. 7-15
 - g. On the west side of Charles Upham Drive from the pedestrian crossing north of 1 Charles Upham Drive south to the intersection with Oxford Road.
- (d) **Declines** the request for a mobility carpark outside no. 27/202 Charles Upham Drive.
- (e) **Notes** that staff will advise the residents of the outcomes of this resolution and the timing of changes to the road.

CARRIED

Mayor Gordon noted that there have been issues with the provision of sufficient parking spaces for Ryman staff at the Charles Upham facility. He believes that a good resolution to this issue had been reached and residents would be pleased with the outcome.

Councillor Williams supported this recommendation but noted concern that with these restrictions in place and limiting parking spaces, Ryman staff and visitors car parking may move to outside neighbouring properties.

7 MATTERS FOR INFORMATION

- 7.1 **Request for approval to install Stop Controls on Lehmans Road at Fernside Road, Lehmans Road at Johns Road, and Elm Drive at Oakwood Drive – Report to Rangiora-Ashley Community Board 13 October 2021 – Circulates to Utilities and Roothing Committee.**
- 7.2 **Give-Way Control on Parnham Lane at Vickery Street – Report to Kaiapoi-Tuahiwi Community Board 18 October 2021 – Circulates to Utilities and Roothing Committee.**
- 7.3 **Contract 18/27 Traffic Counting – Extension of Contract to 31 December 2022 – Report to Management Team Meeting 1 November 2021 – Circulates to Utilities and Roothing Committee.**
- 7.4 **Request to Extend Contract 20/23 for Solid Waste and 3-Waters Education Services until 30 June 2022 – report to Management Team meeting 8 November 2021 – Circulates to the Utilities and Roothing Committee.**
- 7.5 **Backflow Preventer Installations 2021/22 – Request to Engage Water Unit – Report to Management Team meeting 20 September 2021 - Circulates to the Utilities and Roothing Committee**

Moved Councillor Williams

Seconded Mayor Gordon

THAT the Utilities and Roothing Committee receives the information in Items 7.1 to 7.5.

CARRIED

8 PORTFOLIO UPDATES

8.1 Roading – Councillor Paul Williams

Councillor Williams advised new pedestrian refuge has been installed in Townsend Road outside school to assist with school pedestrians. The wind has continued to cause some issues with trees. The resealing programme is underway, footpath renewals programme is underway with the footpath on East Belt being reconstructed. There is maintenance repairs being undertaken on Kippenberger Avenue, where tree roots have pushed up the footpath. Noted with sadness the recent fatal car accident on South Eyre Road.

8.2 Drainage and Stockwater – Councillor Sandra Stewart

Councillor Stewart noted that PC7 had been released and would be considered by ECan at a meeting on Thursday this week. Advice would be provided by staff to all Councillors on this. This Councils Stockwater Race Bylaw Review was recently undertaken and hearing held in September. Finalisation of the Bylaw document has been held over until the release of PC7 to integrate any implications from PC7 into the Stockwater Race Bylaw. The Hearing Panel will reconvene and the reviewed Bylaw document will be back to the Council in December. Councillor Stewart note that in the PC7 document, all stock apart from sheep would not be allowed in water races and artificial water ways are now included.

8.3 Utilities (Water Supplies and Sewer) – Councillor Paul Williams

There had been concerns raised by a property owners neighbouring the Woodend Treatment Station with the trees shading their properties. The tree has now been removed.

The Garrymere Water Safety Plan was approved by the Ministry of Health last week. This is the first of the Councils water supplies to have a Water Safety Plan approved under the new framework. As of Monday 15 November the new water regulator has taken over from the Ministry of Health and will be reviewing the Drinking Water Safety Plans in the future. The Fluoridation Bill came in on Monday 15 November, when Councils would be asked to provide information to the Director of Health on the cost to fluoridate water and when this could be implemented by. K Simpson added that there may be some Government funding available to go towards capital works for fluoridation of water, but not for ongoing costs. It was not unknown whether this Council would meet the criteria for this funding, so it was currently expected that the Council would bear the cost of implementing this. There would be timeframes for this fluoridation to be implemented which would be close to 2024 when the Council can do this, which was also when central governments Water Service entities are introduced.

8.4 Solid Waste– Councillor Robbie Brine

Councillor Brine noted that there had been complaints regarding the appearance and tidiness of the Refuse Station site at Southbrook. Staff had visited the site and were exploring options, including getting a higher level of Waste Management involved in regular meetings, or alternatively to bring this work inhouse. The Council has contractors who do a very good job with maintaining the streetscapes and parks and there may be a possibility to extend their expertise to the Refuse Station. Councillor Brine agreed that there was some work needed to be done to improve the appearance of this key asset of the Council. There was also work being undertaken on redesigning the site and the appearance would be a key part of this redesign.

Councillor Williams asked if staff were not regularly auditing the site so it didn't get so untidy. G Cleary noted that there hadn't been a focus on this and staff are in the process of rectifying that.

8.5 Transport – Mayor Dan Gordon

Mayor Gordon noted recent discussions had been held with Nicole Rosie, the Chief Executive of NZTA, along with the Council Chief Executive J Harland and G Cleary. Mayor Gordon noted appreciation to G Cleary for the preparation before the meeting and the presentation that was shown at the meeting pointing out the priorities of the Council. The Woodend safety improvements, Tuahiwi footpath and Skewbridge were highlighted in discussion and Mayor Gordon was hopeful of a positive outcome from these discussions. If the Woodend safety improvements were brought back into the Waka Kotahi funding, there would need to be a change in prioritisation. There had been acknowledgement by some staff at Waka Kotahi, that these safety improvements were to be included and had been accidentally left out of the funding programme. Mayor Gordon said a follow up letter would be sent to Waka Kotahi regarding this.

On Monday morning and evening (yesterday 15 November), Mayor Gordon and Councillor Williams attended two meetings with the public on the Southbrook road improvements. These were beneficial discussions and Mayor Gordon was pleased with the engagement and feedback that was received.

9 QUESTIONS UNDER STANDING ORDERS

There were no questions.

10 URGENT GENERAL BUSINESS

There was no urgent general business.

11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved Councillor Brine Seconded Councillor Ward

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

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

Item N°	Report for Information:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
11.1 – 11.2	Reports from MTO	Reports for Information	Good reason to withhold exists under Section 7	Section 48(1)(a)

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

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
11.1- 11.2	Protection of privacy of natural persons To carry out commercial activities without prejudice	A2(a) A2(b)ii

CARRIED

CLOSED MEETING

The public excluded part of the meeting went from 4.30pm to 4.32pm.

Resolution to resume open meeting

Moved Councillor Brine Seconded Councillor Ward

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

CARRIED

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roding Committee is scheduled for 2.30pm, on Tuesday 14 December 2021.

There being no further business, the meeting closed at 4.32pm

CONFIRMED

Chairperson
Councillor Paul Williams

Date

BRIEFING

- *Following the meeting, J McBride (Roding and Transport Manager), provided an update on Ford and Road Maintenance following the May 2021 floods*

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD IN THE OHOKA COMMUNITY HALL, MILL ROAD, OHOKA ON WEDNESDAY 3 NOVEMBER 2021 AT 7PM.

PRESENT

D Nicholl (Chairperson), T Robson (Deputy Chairperson), S Barkle, M Brown, S Farrell, R Harpur and N Mealings.

IN ATTENDANCE

T Tierney (Manager Planning and Regulation), J McBride (Roading and Transport Manager), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: T Robson

Seconded: M Brown

THAT an apology for absence be received and sustained from W Doody.

CARRIED

2 PUBLIC FORUM

There were no members of the public in attendance for the public forum.

3 CONFLICTS OF INTEREST

Item 8 – S Farrell and M Brown declared a conflict of interest.

Item 7.3 – M Brown declared a conflict of interest.

4 CONFIRMATION OF MINUTES

4.1 Minutes of the Oxford-Ohoka Community Board – 8 October 2021

Moved: T Robson

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 6 October 2021, as a true and accurate record.

CARRIED

4.2 Matters Arising

Nil.

5 DEPUTATIONS AND PRESENTATIONS

Nil.

6 ADJOURNED BUSINESS

Nil.

7 **REPORTS**

7.1 **Recommendations for Speed Limit Changes throughout the Oxford-Ohoka Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

J McBride updated the Board on the speed limit consultation results from the public consultation process which was held from 27 September 2021 to 18 October 2021. She noted that 297 submitters provided feedback on the proposed speed limit changes. Staff had also sought feedback from key stakeholders such as New Zealand Police, Waka Kotahi and various other organisations. She advised that the proposed 40km/h speed reduction on Main Street in Oxford, from Burnett Street to Bay Road was subject to the Council approving the budget for traffic calming measures as part of the 2022/23 Annual Plan. Generally for the Oxford and Ohoka areas the proposed speed limit changes were well supported which was reflected in the survey information in the report. She noted that although it was not within the Boards area, the proposed speed limit of 80km/h at the lower end of Tram Road was well supported.

In response to questions, J McBride explained the tools used to actually calculate the proposed speeds. There were quite a number of criteria set out quite clearly in the Land Transport: Setting of Speed Limit Rules that the Council needed to assess for each road, which was the process that the Council had gone through.

S Barkle understood that the proposed 40km/h speed reduction on Main Street in Oxford were subject to the implementation of traffic calming measures to support the proposed speed. She questioned the type of traffic calming measures that would be implemented, as she was concerned about the safety of pedestrians and the traffic noise at night. J McBride noted that various options would be considered in light of the kind of traffic that used Main Street and the best proposed solutions would be discussed with the Board prior to a final decision being made.

T Robson raised a concern regarding the promotion of the public consultation and the distribution of the flyers, because he had not received a flyer and he was aware of many other Oxford residents that also had not received flyers. He was alarmed that not even 2% of people in the Board's area responded to the public consultation. J MacBride explained that the flyers were delivered in key affected areas, flyers were also delivered through the rural mail and flyers and information were available at all the Council's Service Centres. The consultation process was also advertised in the local newspapers, on the Council's website and on Facebook.

S Farrell commented that Waka Kotahi had recommended that the speed limit on Commercial Road and the adjacent streets should be 40km/h, however, the Council had recommended 60km/h because it would be more acceptable to residents. She advised, that to her knowledge, none of the Commercial Road residents received flyers, and no feedback was therefore received on the proposed change. She questioned why the speed limit could thus not be lowered to 40km/h. J McBride clarified that because the Council had consulted on 60km/h they could not change the proposed speed limit without going out to public consultation again.

S Farrell noted that the proposed 40km/h speed reduction on Main Street in Oxford, was only from Burnett Street to Bay Road. She asked if this could be extended, as part of the public consultation process of the Council's 2022/23 Annual Plan J McBride advised that the Annual Plan process would only be dealing with the budget and not speed limit changes, the proposed speed limit could therefore not be extended further along Main Street.

T Robson highlighted that there were pedestrian crossings on Main Street at both the Burnett Street and Bay Road intersections. He sought clarity on how the proposed speed limits would be implemented along this stretch of Main Street.

J McBride explained that the speed limit would be installed before the crossings to ensure lower speeds near the pedestrian crossings. There was a bit of leeway in the positioning and location of speed limit signs, although the signs needed to be within 20-meters of what was proposed and the Council would ensure that the signs were highly visible.

T Robson questioned the proposed speed limit for Ashley Gorge Road. J McBride advised that it was going to be important ensure threshold signs and markings were installed along for Ashley Gorge Road where the speed limit changes were to occur to reinforce the speed. The Council would also monitor the speed once it was put in place.

S Barkle noted that just because people did not live on the roads effected by the proposed speed limit, did not mean that they did not have a vested interest in the roads. By distributing flyers to only the people living on the effected parts of the roads would lead to the Council receiving biased public feedback. She stated that Tram Road was of huge importance to the Oxford Ohoka Ward as it was a main feeder route into the area. She therefore believed that the Board should also be consulted on any proposed speed limit changes on Tram Road. J McBride noted that Tram Road did not fall in the Board's geographical area, hence the Board would only be able to note their support or opposition to speed limit changes on the road.

Moved: R Harpur Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

(a) **Receives** Report No. 211013165407.

RECOMMEDS that the Council:

(b) **Approves** the following speed limit changes listed in Table 1 and Table 2.

Table 1. Proposed Speed Limits on Ohoka Roads.

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

Location	Current (km/h)	Proposed (km/h)
Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 2. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road.	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road. <i>Noting that budget to support a 40 km/h speed limit will be considered as part of the next Annual Plan.</i>	50	40

- (c) **Notes** that the Register of Speed Limits would be updated to include the changed speed limits.

- (d) **Notes** that a reduction to 40 km/h on Main Street, Oxford required approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This would be considered as part of the next Annual Plan process to allow priorities to be considered.
- (e) **Notes** that the speed limit on Main Street, Oxford would remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented.
- (f) **Notes** that the Speed Limit Bylaw 2009 allowed a speed limit to be changed by Council resolution, provided consultation had occurred as this adhered to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (g) **Notes** that the operating speeds on these roads would be surveyed within six months of implementing the new speed limits.

CARRIED

S Farrell and T Robson against

S Farrell elaborated on her reasons for not supporting the motion. She noted that it was not very clear in the submission booklet that the proposed 40km/h speed limit on Main Street was reliant on budget for traffic calming measures to support a 40 km/h speed limit. The advertisement in the local newspaper was not very large, and no public notice was placed in the Oxford Observer. The newspaper notice could therefore have been easily missed. There were lots of elderly people in Oxford who did not have access to the social media and she therefore believed that the public consultation process was flawed.

T Robson reiterated his concerns regarding the promotion of the public consultation and the distribution of the flyers in Oxford. He noted that he lived in an affected area and had not received a flyer. He was also aware of numerous other Oxford residents who also did not receive flyers. He commented that people found it very difficult to obtain paper copies of the proposal, as it was not always available at the Oxford Service Centre. He was also concerned about the placement of the proposed speed limit signage on Main Street at the Burnett Street and Bay Road intersections. He therefore did not support the motion.

7.2 2022 Oxford-Ohoka Community Board's Meeting Schedule – T Kunkel (Governance Team Leader)

T Kunkel noted that it was an annual report for the Board to adopt a meeting schedule for the coming year. It was proposed that the Board mainly meet at the Oxford Town Hall and the Ohoka Community Hall. However, provision had been made to for the Board to meet at the Mandeville Sports Centre in April 2022 and the West Eyreton Hall in February 2022.

In response to questions, T Kunkel advised that the Council had an understanding with the Mandeville Sports Centre's management that Community Board meetings required exclusive use with no bar/restaurant operation. The April 2021 meeting was deemed the least disruptive to the Centre. It was recommended the Board endeavour to meet at the West Eyreton Hall in February 2022 as this was the only scheduled date that the hall may be available.

Moved: S Farrell

Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 211020170078.
- (b) **Resolves** to hold Community Board meetings on the following dates

and locations, commencing at 7pm:

2 February 2022	West Eyreton Hall
2 March 2022	Ohoka Community Hall
6 April 2022	Mandeville Sports Centre
4 May 2022	Oxford Town Hall
8 June 2022	Oxford Town Hall
6 July 2022	Oxford Town Hall
3 August 2022	Ohoka Community Hall
7 September 2022	Ohoka Community Hall

CARRIED

7.3 **Application to the Oxford-Ohoka Community Board's 2021/22 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

Moved: T Robson Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 211008162518.
- (b) **Approves** a grant of \$500 to the Life Education Trust Canterbury towards the delivery of the Healthy Harold Programme.

CARRIED

Moved: S Farrell Seconded: N Mealings

- (c) **Approves** a grant of \$477 to Mandeville Sports Club towards the purchase of a Life Members Board for the Club.

CARRIED

T Kunkel noted that a concern had been raised that the horse yards could be considered "buildings" and as such did not comply with the Board's funding criteria. However, in her opinion the Board's funding criteria referred to the purchasing of property and buildings, i.e. real estate. She reminded the Board that the criteria was only a guideline and the Board should consider the application on its merit.

M Brown explained that these were permanent structures that the Eyreton Pony Club would be erecting. The yards that could be moved similar to other equipment, so he raised a query with staff whether it should be considered a building.

Moved: S Barkle Seconded: T Robson

- (d) **Approves** a grant of \$500 to the Eyreton Pony Club towards the cost of building horse yards.

CARRIED

8 CORRESPONDENCE

S Farrell advised that she had been in touch with the Waimakariri Public Arts Trust to enquire what Keep Oxford Beautiful and the Oxford Promotions Action Committee (OPAC) needed to do, to enable them to paint a mural on the front exterior wall of the public toilets in Main Street, Oxford. However, the Trust would only comment on the final design and was not able to facilitate the process. She noted that Keep Oxford Beautiful had been in discussion with the Council for approximately six years about the project, however, there

had been no progress. The organisations were therefore asking the Board to assist them by requesting the Council's Greenspace Team to advise the organisations on the requirements to enable them the project to move forward.

Moved: T Robson

Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the letter from Oxford Promotions (Trim 211026171669).
- (b) **Supports** the proposed theme for the mural of native fauna and flora on the front exterior of Main Street toilets in accordance with the brief outlined by OPAC.
- (c) **Advices** the Council's Greenspace Team of the Boards support of the proposed theme for the mural of native fauna and flora.
- (d) **Requests** the Council's Greenspace team to liaise with OPAC to advise them of the conditions required by the Council to enable them to move forward to seek a design and costings from local painters, artists and volunteers.
- (e) **Notes** that a report with the final design and costings shall be submitted to the Board for consideration.

CARRIED

In response to questions, T Robson explained that there used to be a mural on the public toilets and the Council had painted over it. Since then the OPAC had endeavoured to paint a new mural on the toilets, to no avail.

9 CHAIRPERSON'S REPORT

9.1 Chairpersons Report for October 2021

- Attended a North Canterbury Neighbourhood Support meeting.
- Attended a meeting with the Mayor and Community Board Chairpersons.
- Attended an all Boards Briefing.

Moved: M Brown

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the verbal report from the Oxford-Ohoka Community Board Chairperson for October 2021.

CARRIED

10 MATTERS FOR INFORMATION

- 10.1 Woodend-Sefton Community Board Meeting Minutes 11 October 2021 (Trim 211012164452)
- 10.2 Rangiora-Ashley Community Board Meeting Minutes 13 October 2021 (Trim 211019168775)
- 10.3 Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 October 2021 (Trim 211018167853)
- 10.4 Feedback to Minister of Local Government, Local Government New Zealand and Department of Internal Affairs on Three Waters Reform Proposals (Trim 210910145944) – Report to Council Meeting 28 September 2021 – Circulates to the Oxford-Ohoka Community Board and the Woodend-Sefton Community Board.

- 10.5 May 2021 Flood Recovery – Completion Report (Trim 210922153158) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 10.6 Confirm Storage Upgrade Solution and Budget for Mandeville Water Head Works Storage Upgrade (Trim 210819136073) – Report to Council meeting 5 October 2021 – Circulates to the Oxford-Ohoka Community Board.
- 10.7 2022 Council Meeting Schedule (Trim 210920151295) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 10.8 Library update to October 7th, 2021 (Trim 211006161524) – Report to Community and Recreation Committee Meeting 19 October 2021 – Circulates to all boards.

Moved: M Brown

Seconded: T Robson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.8.

CARRIED

11 **MEMBERS' INFORMATION EXCHANGE**

T Robson

- Both the Pearson Park and Ashley Gorge Advisory Groups were not meeting under COVID-19 Alert Level 2.
- Oxford Community Trust AGM – not many attendees due to COVID-19 Alert Level 2. The Trust were in a healthy position and had secured ongoing funding to continue into the future.
- The Council's Greenspace Team had resewn and levelled out the Farmers Market area in Pearson Park.

R Harpur

- Attended
 - The Mandeville Sports Centre Delegates meeting.
 - The all Boards meeting.
 - The Waimakariri District Councils Social Club Quiz Night.

S Farrell

- Attended
 - An Oxford Museum meeting – An incognito Health and Safety Officer came in and they were told that they needed to secure a lot of stuff along the walls.
 - Attended the all Boards Briefing
- Oxford A&P Association met with Council Planners regarding the new proposed District Plan.
 - The property on which the A&P show had been hosted for the last 150 years was zoned Residential. However it seemed that the property was now going to be subject to permitted activities, which meant that they would be limited in some aspects.
 - They had helicopter landings when someone was injured, that was not in their permitted activities. The Association was very concerned about the lighting for their conservatory because the Rugby Club had the large lights being used sometimes twice a week during the winter. The draft District Plan stated that there should be no lights at certain times.
 - Many people camped out in caravans and trailers with their horses on the showgrounds during the A&P show. The draft District Plan did not seem to allow residential activity on the grounds during the show.
 - They were not allowed grazing and it excluded the use of land and buildings for keeping and grazing when there was residential activities.

T Tierney urged the A&P Association to raise all their concerns as part of their submission on the draft District Plan

M Brown

- Attended the OPAC meeting. They would be hosting a mix 'n' mingle for Oxford businesses on 15 November 2021.
- Oxford Lions were fundraising for a new vehicle for the rural nurse.
- Mandeville Board received a grant for a tractor and had signed off and purchased.
- The Mandeville Sports Centre were looking at redeveloping the Club. Version two of the concept plan was submitted to all associated clubs and 43 items of feedback were received which had been collated in to Version three of the plan.

S Barkle

- Attended
 - A meeting with San Dona residents and Council Planners to discuss the draft District Plan.
 - All Boards Briefing.
 - Waimakariri Health Advisory Group meeting.
 - GPs were extremely busy and were lacking staff.
 - Nine new food forests were going to be developed around the community.
 - The Next Steps Coordinators, development of the website was going ahead, connecting people into services.
 - There was some Arts Strategy Funding coming up which they were hoping to use for a broader range of things rather than just art itself, helping with any mental health and wellbeing.
 - There was quite a few people from Gloriavale settling in North Canterbury – there had been some meetings as to how to support their transition.
 - The Police needed more support from the communities because currently 70% of their time was dealing with mental health responses.

N Mealings

- Attended
 - Greater Christchurch Partnership Committee Meeting
 - Confirmed partner Councils' ratification of the Memorandum of Understanding for Urban Growth Partnership.
 - 3 Waters Webinar – Changing face of water regulation – Taumata Arowai and the Water Services Bill and what it meant for water suppliers.
 - Housing (Social/Affordable) Working Group Meeting.
 - Representation Review Hearing – one submitter presented.
 - Council Briefing.
 - 'Overcoming Vaccine Hesitancy in Our Communities' Webinar.
 - Local Government New Zealand Zone 5/6 Conference
 - Amongst topics discussed: Covid-19, Three Waters Reform, Future for Local Government Reform, Resource Management Reform, Housing, NZTA's NLTP funding, Health Board Reform, Tourism and South Island Economic Update.
 - Various District Planning and Regulation and Community and Recreation meetings.
 - District Planning and Regulation Committee Meeting
 - Community and Recreation Committee Meeting
 - View Hill Planting Day – took part in a joint effort between View Hill School and Working Waters Trust to enhance mudfish habitat on neighbouring Kowai Farm. Fantastic kids, lovely volunteers, great day.
 - Staff Sustainability Champions Working Group Meeting.
 - Greater Christchurch Partnership Partner Councils Workshop
 - Waimakariri Youth Council meeting
 - Report on District Plan presented to members. All Night Party 2021 cancelled.

- Meeting with the Canterbury District Health Board Manager on improving the vaccine rollout in rural communities.
- Three Waters Workshop.
- The Council's Social Club Quiz.
- Flamingo E-scooter Community Training Day
 - Flamingo had launched its six month trial in the district with two training days for people wanting to learn how to use their e-scooters and app prior to the trial rollout on 1 November 2021.
- Council meeting
- Prevention of Alcohol and Drug Harm Steering Group meeting.

S Barkle enquired when the Cycle Network Plan would be going out for consultation. N Mealings advised that Waka Kotahi's 2021/24 National Land Transport Programme for the Waimakariri District did not include any funding for new walking and cycling infrastructure. The Council were still trying to liaise with Waka Kotahi about funding for cycle and walk ways. The idea was that the Council would still consult on the plan, however the current uncertainty of Waka Kotahi funding would be noted in the consultation documents.

S Barkle noted that the Swannanoa School had started doing quite a lot of work so that when they were ready for the public consultation process. She wondered if the Council could use some of the information that the school had gathered in its negotiations with Waka Kotahi.

S Farrell noted her concern that the rural areas were again being left behind, in the development of cycle and walkways. It would be great if children in Swannanoa and Mandeville could bike to school. N Mealings noted that was something that she would fight for and was fighting for every chance she got.

12 **CONSULTATION PROJECTS**

12.1 **Proposed District Plan**

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-proposed-district-plan>

Consultation closes Friday 26 November 2021.

12.2 **E-Scooters**

<https://letstalk.waimakariri.govt.nz/e-scooter-trial>

Consultation runs throughout trial and closes April 2022.

12.3 **Draft District Parking Strategy**

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-draft-district-parking-strategy>

The Board noted the consultation projects.

13 **BOARD FUNDING UPDATE**

13.1 **Board Discretionary Grant**

Balance as at 26 October 2021: \$6,790.

13.2 **General Landscaping Fund**

Balance as at 26 October 2021: \$12,710.

The Board noted that funding update.

14 **MEDIA ITEMS**

Nil.

15 **QUESTIONS UNDER STANDING ORDERS**

Nil.

16 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board was scheduled for Thursday 9 December commencing at 7.00pm at the Oxford Town Hall.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 8.28pm.

CONFIRMED

Chairperson

Date

MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD IN ROOM A, WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 8 NOVEMBER 2021 AT 6.00PM.

PRESENT

S Powell (Chairperson), A Thompson (Deputy Chairperson), J Archer, M Paterson, P Redmond and S Stewart.

IN ATTENDANCE

S Markham (Manager Strategic Projects), J McBride (Roading and Transport Manager), A Mace-Cochrane (Graduate Engineer), G Stephens (Community Greenspace Engagement Officer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: J Archer Seconded: M Paterson

THAT an apology for absence be received and sustained for A Allen.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION MINUTES

3.1 Minutes of the Woodend-Sefton Community Board – 11 October 2021

Moved: M Paterson Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Woodend-Sefton Community Board meeting, held on 11 October 2021.

CARRIED

3.2 Matters Arising

Nil.

4 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

Nil.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 Recommendations for Speed Limit Changes Throughout the Woodend-Sefton Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)

A Mace-Cochrane spoke to the report noting the purpose was to update the Board on the results of the public consultation. She explained that the consultation was carried out over a three week period and the majority of respondents favoured the proposed changes in the Woodend and Sefton areas with mixed results for the unsealed roads in Waikuku.

In response to a question, A Mace-Cochrane confirmed that all the proposed speed limit changes in Waikuku were on unsealed roads.

S Powell noted that a resident of Sefton in their feedback had requested that the speed on Wylies Road, Lower Sefton Road and Toppings Road from SH1 to Sefton should also be reviewed. In addition, the road was shaded during much of the winter, resulting in wet and icy conditions. There was concern for the safety of students who caught the school bus on a designated 100km/h road. She asked what the timeframe might be as the speed on Pemberton's Road coming in to Sefton had also been raised previously by a resident. J McBride explained that speed limit rules were being reviewed and some changes would be legislated in early 2022. This would align with the Road to Zero strategy which was hoping to achieve a reduction in harm from road accidents by setting safe and appropriate speeds nationwide.

S Powell further enquired on the status of Tulls Road, which had been raised during the previous speed limit review. J McBride noted that it would be included in a future review as staff would need to investigate remedial work so as to allow the road to support an 80km/h designation.

S Powell asked what the process would be to get a variable speed limit sign outside the Sefton School during school in/out hours. J McBride noted that this had been raised previously and had also been included in some of the feedback received and would be part of the review to reduce speeds nationwide. Staff were in the process of implementing a programme for the entire district, commencing with the highest risk schools, to reduce speed to either 30km/h or 40km/h outside urban schools and 60km/h for rural schools.

Moved: S Powell

Seconded: M Paterson

THAT the Woodend-Sefton Community Board:

THAT the Council:

- (a) **Receives** Report No. 211026171647.
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 3.

Table 1. Proposed Speed Limits on Woodend Roads.

Location	Current (km/h)	Proposed (km/h)
Gladstone Road , east of Petries Road to end of road.	70	60
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50
Petries Road , Gladstone Road to Copper Beech Road.	60	50
Copper Beech Road , Petries Road to Woodend Beach Road.	60	50

Evergreen Drive, entire length.	60	50
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Table 2. Proposed Speed Limits on Waikuku Roads.

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

Table 3. Proposed Speed Limits on Sefton Roads.

Location	Current (km/h)	Proposed (km/h)
Upper Sefton Road, current 70 km/h zone (within Sefton Township).	70	60

- (c) **Notes** that the Register of Speed Limits would be updated to include the changed speed limits.
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation had occurred as this adhered to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads would be surveyed within six months of implementing the new speed limits.

CARRIED

S Powell commented that The Board had highlighted areas such as Copper Beech Road, Evergreen Place, Gladstone Road, and Petries Road, which had become more urbanised, and lower speeds were now appropriate to ensure community safety. In regards to the unsealed roads round Waikuku she noted that the feedback was mixed, however it was not safe to travel at 100km/h down a narrow unsealed road, particularly as they are also used by cyclists and walkers.

P Redmond noted his support for the motion. His default position was to leave speed limits unchanged unless there was a reason for justifying the reduction. He expressed surprise at the reaction to the reduction of the 100km/h speed limit on the Waikuku shingle roads, as most people currently travelled at an average speed of 40km/h along those roads already. P Redman agreed with one of the submitters who stated that due to the condition of roads, speed limits were being reduced to mitigate the need for maintenance / upgrading or roads, however he believed that these particular roads merited a reduction in speed.

6.2 **2022 Woodend-Sefton Community Board's Meeting Schedule – K Rabe (Governance Advisor)**

K Rabe spoke to the report noting that this was a report presented annually at the end of every year allowing the Board to adopt its schedule for the upcoming year.

Moved: M Paterson

Seconded: A Thompson

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 211019168612.

- (b) **Resolves** to hold Community Board meetings, on the following dates and locations, commencing at 6pm:

15 February 2022	Sefton Public Hall (Tuesday)
14 March 2022	Pegasus Community Centre
11 April 2022	Waikuku Beach Community Hall
9 May 2022	Woodend Community Centre
13 June 2022	Pegasus Community Centre
11 July 2022	Woodend Community Centre
8 August 2022	Pegasus Community Centre
12 September 2022	Woodend Community Centre

CARRIED

7 CORRESPONDENCE

7.1 Thank You Letter from Life Education Trust

Moved: J Archer Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the correspondence (trim.) from Life Education Trust.

CARRIED

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for October 2021

Moved: S Powell Seconded: M Paterson

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report (Trim No. 211103176415).

CARRIED

9 MATTERS FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 11 October 2021 (Trim 211006161129)
- 9.2 Rangiora-Ashley Community Board Meeting Minutes 13 October 2021 (Trim 211019168775)
- 9.3 Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 October 2021 (Trim 211018167853)
- 9.4 Feedback to Minister of Local Government, Local Government New Zealand and Department of Internal Affairs on Three Waters Reform Proposals (Trim 210910145944) – Report to Council Meeting 28 September 2021 – Circulates to the Oxford-Ohoka Community Board and the Woodend-Sefton Community Board.
- 9.5 May 2021 Flood Recovery – Completion Report (Trim 210922153158) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 9.6 2022 Council Meeting Schedule (Trim 210920151295) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 9.7 Library update to October 7th, 2021 (Trim 211006161524) – Report to Community and Recreation Committee Meeting 19 October 2021 – Circulates to all boards.

- 9.8 Maintenance of Pou at Entrance to Pegasus Town (Trim 210923153767) – Report to Council meeting 5 October 2021 circulates to Woodend-Sefton Community Board.

Moved: S Powell Seconded: A Thompson

THAT the Woodend-Sefton Community Board:

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

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

J Archer

- Attended the opening of the Pegasus Woodend Menz Shed.
- Helped set up for the Woodend Flower Show.

S Stewart

- Plan Change Seven decision from the commissioners would be presented at an extraordinary meeting of Environment Canterbury on 17 November 2021, and encouraged members to access the agenda which would be released on 11 November 2021.
- Attended the Ashley Rakahuri Rating Meeting.
 - Very poorly attended with only two residents, not sure how widely the meeting details were circulated/publicised.
 - ECan was planning a review of the Ashley Rakahuri flood protection scheme. At present the river was designed for a flow of 2,400 cubic meters and during the May weather event residents of Cones Road were evacuating when the river reached 1,500 cubic meters due to safety concerns.
 - Recommended in 2003 and 2009 that the flood protection should be able to hold a flow 3,000 cubic meters and these recommendations were updated recently to 3,250 cubic meters. It was clear that the flood protection was insufficient if it could not hold a flow of 1,500 cubic meters.
 - There was concern and criticism regarding ECans public consultation regarding this matter.
- Waimakariri Environmental Action Networking Forum, of which S Stewart was the Chair, would be inviting all community groups and agencies across the district to a meeting on 24 November 2021. The aim was to try and get an understanding of what everyone was doing and whether they could assist in some collaborative way work together for a better outcome.

P Redmond

- Attended a Zone 5 and 6 meeting – Councillors and Mayors from the South Island were in attendance. The Department of Internal Affairs was present as was Alan Pragnell who was the architect of the Three Waters Reform.
- The Water Regulator, Bill Bayfield, held a Zoom meeting which was quite interesting.
- Attended a Housing (Social/Affordable) Working Group Meeting which was investigating housing needs in the district, what partnership opportunities were available and what options the Council may influence in that space.
- Council confirmed the Representation Review recommendation, there was no changes proposed for the Woodend-Sefton Board area.
- The ENC Business Awards had been cancelled as well as the Kaiapoi and Rangiora Christmas parades and also Christmas by the lake in Pegasus.
- Attended some District Plan Review sessions with a planner.
- Attended a Greater Christchurch Partnership Workshop on Spatial Planning and a workshop to look at identifying growth areas across Canterbury.
- Attended Mike O'Connell's farewell.
- Trevor Ellis leaving and going to the Department of Conservation.
- Council met with MPs Duncan Webb and Sarah Palate where they gave a presentation on Three Waters.

M Paterson

- Attended the Woodend Community Association meeting, the new secretary was doing very well. They had to cancel their hangi because of Covid-19 restrictions. Discussed roading issues at the meeting.
- Had a call from a resident who wished to rezone their property on Woodend Beach Road.
- Also received complaints from residents about rubbish being dumped.
- Measured the signs for the welcome to Woodend sign.
- Received good feedback on Owen Stalker Park being reopened.

11 CONSULTATION PROJECTS**11.1 Proposed District Plan**

Consultation closes on Friday 26 November 2021.

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-proposed-district-plan>

11.2 E-Scooters

Consultation will run throughout the trial and closes in April 2022.

<https://letstalk.waimakariri.govt.nz/e-scooter-trial>

11.3 District Parking Strategy

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-draft-district-parking-strategy>

The Board noted the consultation projects.

12 BOARD FUNDING UPDATE**12.1 Board Discretionary Grant**

Balance as at 1 November 2021: \$5,473.

12.2 General Landscaping Fund

Balance as at 1 November 2021: \$12,710.

The Board noted the funding update.

13 MEDIA ITEMS**14 QUESTIONS UNDER STANDING ORDERS**

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 6pm, Monday 13 December 2021 at the Woodend Community Centre, School Road, Woodend.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 6.42pm.

CONFIRMED

Chairperson

Date

- | |
|--|
| <p style="text-align: center;">Workshop
(6.45pm to 7.32pm)</p> <ul style="list-style-type: none">• <i>Gladstone Dog Park – Grant Stephens
Members Forum</i> |
|--|

DRAFT

**MINUTES OF THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD
HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY
10 NOVEMBER 2021 AT 7PM.**

PRESENT:

J Gerard (Chairperson), D Lundy (Deputy Chairperson), K Barnett, M Clarke, M Fleming, J Goldsworthy, M Harris, J Ward, A Wells and P Williams.

IN ATTENDANCE

L Smith (Manager People and Engagement), J McBride (Roading and Transport Manager), A Mace-Cochrane (Graduate Engineer), A Coker (Community Facilities Team Leader), K Rabe (Governance Advisor) and E Stubbs (Governance Support Officer).

1 APOLOGIES

Moved: J Gerard

Seconded: D Lundy

THAT the Rangiora-Ashley Community Board receives and sustains the apologies from R Brine and S Lewis.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Rangiora-Ashley Community Board – 13 October 2021

Moved: D Lundy

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 13 October 2021.

CARRIED

3.2 Matters Arising

There were no matters arising.

4 DEPUTATIONS AND PRESENTATIONS

4.1 Cust Domain – Bernard Kingsbury

B Kingsbury (Secretary of the Cust Domain) updated the Board on the status of the Cust Domain, commenting it was a valuable 27 acre community facility. The domain was used for camping and included an equestrian area, two cricket fields, a BMX track and also was popular with local dog walkers.

B Kingsbury outlined proposed future improvements to the domain, which included the installation of a seat in the western side of the domain, a goal post to enable children to practice their ball skills and exercise stations. He requested the Board's assistance in achieving these outcomes. In response to a question from J Gerard, he noted that the priority would be for the installation of a seat.

K Barnett enquired if funding was needed to replace trees that had been damaged in the recent wind storms. B Kingsbury commented that there were a good number of trees in the domain, however, some of the new trees, planted to replace the pines which had been removed, had failed due to the ground conditions and lack of water.

The Chairperson thanked B Kingsbury and noted that the Board may be able to assist with the requested seat.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Recommendations for Speed Limit Changes throughout the Rangiora-Ashley Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

A Mace-Cochrane spoke to the report, which was to update the Board on the results of the recent speed limit consultation and obtain a recommendation for Council. Two hundred and ninety seven submissions had been received during the consultation and as well as feedback from key stakeholders.

The majority of submissions favoured lower speeds in the Cust area, however, feedback was mixed for the roads in the Rangiora area. The recommendations in the report included all the speed limits proposed for Rangiora and technical reasons for the proposals.

Staff were also recommending a reduction of speed from 100km/h to 80km/h on O’Roarkes Road between Johns Road and Swannanoa Road. While this was not included in the consultation, the current mean operating speed was 63km/h and 80km/h was therefore deemed a safe and appropriate speed for the road. It was also within a triangle of other 80km/h roads and it would be beneficial to maintain consistency in the area.

K Barnett enquired about a potential speed limit reduction on Mill Road. J McBride advised Mill Road had not been included in review and consultation.

K Barnett noted the disfavour for the proposed speed reductions in the Fernside area and asked if there had been significant accidents or crashes to merit the speed reductions on those roads. J McBride advised there had been accidents and these had been taken into account when setting speed limits. Regular accidents occur on Fernside Road in particular. It was a busy, narrow road which was highly constrained by roadside hazards such as drains and power poles hence the safe and appropriate speed when calculated was 80km/h.

K Barnett enquired, for a road such as Fernside Road, which may be perceived as a 100km/h road, what improvements could be made to the environment to ensure that drivers responded appropriately to 80km/h. J McBride commented that changing the environment would be a challenge and that repeated signage at regular intervals was a tool as well as driver education.

K Barnett noted that Mt Thomas Road was a wide road with houses set away from the road and had a low accident history. J McBride explained that the road was part of a wider area of 80km/h roads and the speed limit provided consistency throughout the area.

P Williams questioned how drivers would be made aware of the reduced speed limit if the road environment indicated 100km/h road. He also

questioned if it would be a downgrade to make 100km/h roads look like 80km/h roads. J McBride advised speeds in the reduced areas would be monitored six months after the reductions had been installed to ascertain how effective the reduction was. If there were issues staff could look at further measures to reduce speed. In relation to Mt Thomas Road in particular, the current 'Mean Operating Speed' was between 70-74km/h, and therefore was already below the proposed speed of 80km/h.

J Goldsworthy enquired if there was a requirement to consider reduction in carbon dioxide limits when setting speed limits. J McBride acknowledged that a reduction in speed did reduce carbon emissions, however it was not something the Council currently considered when setting speed limits.

M Fleming asked if there was any consideration to reducing the speed limit on Townsend Road. J McBride advised Townsend Road had not been included in the review or consultation and believed it would be a struggle to justify 60km/h, as there would be a low level of compliance.

M Harris asked that as a method of educating drivers, if the speed limits could be painted on the road. J McBride noted that this option was being considered as well as painting thresholds as a visual cue. There were a number of different tools, however care was needed not to overuse visual aids as they could become ineffectual.

K Barnett questioned, when looking at mean operating speed for roads, were speeds for slow vehicles such as tractors removed or were they part of the estimate. J McBride explained that as part of the mean speed there would be extremes in both directions. The majority sat in the middle but all speeds were taken into consideration.

K Barnett questioned who selected where speed counters were located and noted an instance where a speed counter had been placed close to a one lane bridge. J McBride advised that in some situations multiple counts were taken. Staff ensured counts were taken in 'sensible' locations and was surprised to hear a counter had been installed near a one lane bridge.

D Lundy noted the national trend of reducing speeds and asked who paid for the costs relating to the reduction in speeds. J McBride advised speed limit changes were funded by Waka Kotahi at 51% and Council funded the remaining 49%. Budgeting was done through the Annual/Long Term Plan process.

Moved: J Ward

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

RECOMMENDS THAT the Council:

- (a) **Receives** Report No. 211026171648.
- (b) **Approves** the following speed limit changes listed in Table 1 to Table 3.

Table 1. Proposed Speed Limits on Cust Roads.

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

Table 2. Proposed Speed Limits on Rangiora Roads.

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

Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
O’Roarkes Road Johns Road to Swannanoa Road.	100	80
Oxford Road , current 70 km/h zone.	70	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits would be updated to include the changed speed limits.
- (d) **Notes** that the Speed Limit Bylaw 2009 allowed a speed limit to be changed by Council resolution, provided consultation had occurred as this would adhere to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads would be surveyed within six months of implementing the new speed limits.

CARRIED

K Barnett, P Williams, A Wells against

J Ward welcomed the speed reductions noting most were rural roads experiencing increased traffic due to the growth of the district. She believed the reductions were therefore appropriate.

P Williams expressed concern with the speed limit reductions coming in mass to the Board. He agreed with some of the reductions, but not all, so could not support the motion as it stood. The reductions were policing the worst drivers who would potentially not slow their speeds, regardless of the reduced speed limits.

K Barnett commented that this was a case of urban rules applied to rural roads. Some of the roads in the recommendation were rural and it was a case of driving to the conditions. On some roads it was possible to drive safely at 100km/h and she was concerned about non-compliance when reducing speeds to 80km/h. While she supported the Oxford Road reductions she did not agree with the Fernside Road or Mt Thomas Road reductions. She did not agree with speed counters including slow vehicles such as tractors in the count. K Barnett expressed concern regarding the reduction of the roading budget provided by Waka Kotahi and stated that if Waka Kotahi wanted to

make roads safe they needed to provide funding to improve intersections and maintenance. They should not keep using speed limits to explain accidents.

J Gerard supported the motion, noting speed restrictions were becoming the norm. Due to the high death rates on the road, it was the only way to protect road users.

M Harris reluctantly supported the motion. He noted that accidents were generally caused by driver error and had little to do with roads, however speed reductions was the only way to reduce the damage during an accident. He commented it was a way forward until drivers could be educated.

J Ward commented that Fernside Road was a narrow road that carried a large amount of traffic and believed that 80km/h was a safer speed for Fernside Road. She commented on the current planning to widen the bridge on Townsend Road, however in the meantime it was prudent to reduce speed on arterial roads until improvements could be made.

6.2 **Albert Street / High Street Intersection - Consideration of Right Turn Restriction – S Binder (Transport Engineer)**

J McBride spoke to the report noting this had been a request from the Board to consider a no right turn option for the Albert Street / High Street intersection. Monitoring of the intersection had occurred and delays of four to five vehicles were noted, which was partly due to high school students used the crossing before and after school.

In response to M Fleming's question regarding the accident history, J McBride stated that she was not aware of accidents at the intersection, however concern had been raised in relation to the delays caused by cars turning right.

Moved: P Williams Seconded: J Gerard

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 210823137287.
- (b) **Approves** Option Three which would involve the installation of a No Right Turn control (consisting of signage only) at the intersection of Albert Street and High Street.
- (c) **Notes** that Option Two which includes the installation of raised islands to limit movements at the intersection is not recommended due safety concerns should drivers fail to comply with the movement restrictions;
- (d) **Notes** that staff have evaluated the southbound right turn from Albert Street onto westbound High Street and consider that it meets or exceeds applicable geometric and operational requirements at this time.

CARRIED

P Williams supported the motion as, in his opinion, the installation of No Right Turn was important for optimal traffic movement. While there may only be a few right turn movements, when they did occur, they could obstruct ambulances. He did not support the option of installing islands as there was very little road space for such an option.

J Gerard commented that the option of a right turn at this intersection created a dangerous situation. He supported ongoing monitoring of the intersection.

K Barnett commented on the impact of the change, which could make Cones Road an alternative route.

6.3 **Coldstream Tennis Club – Temporary Facility – A Coker (Community Facilities Team Leader)**

A Coker spoke to the report, which requested approval for temporary accommodation for the Coldstream Tennis Club at the newly constructed courts in Coldstream Road. The temporary accommodation would be limited to a year and would allow the Club time to design, consent and construct a permanent tennis pavilion.

In response to a question from P Williams, A Coker confirmed that this would be a storage facility and no services would be connected.

P Williams noted that the container had ranchsliders and raised the concern regarding security. A Coker explained the container had been donated by another organisation with the ranchslider already installed. He noted that the ranchsliders gave an aesthetically pleasing look, which was important as it would be located beside the newly constructed Mainpower Stadium. There would also be extra planting to soften the appearance.

Moved: J Ward

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 211027172506.
- (b) **Notes** the temporary accommodation would have no power or drainage facilities.
- (c) **Notes** the container would be painted externally, with external hard/soft landscaping placed to conceal appearance.
- (d) **Approves** the placing of a refurbished container for up to one year as a temporary clubroom whilst the permanent pavilion was constructed.

CARRIED

P Williams against

6.4 **2022 Rangiora-Ashley Community Board's Meeting Schedule – K Rabe (Governance Advisor)**

K Rabe took the report as read noting that this was an annual report to set the meeting dates for 2022.

Moved: J Goldsworthy

Seconded: A Wells

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 211019168661.
- (b) **Resolves** to hold Community Board meetings in the Council Chambers, Rangiora Service Centre, commencing at 7.00pm, on the following dates:

9 February 2022

9 March 2022

13 April 2022

11 May 2022

8 June 2022

13 July 2022

10 August 2022

14 September 2022

CARRIED

7 CORRESPONDENCE

7.1 Long Term Plan Response

Moved: J Gerard Seconded: D Lundy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the correspondence (Trim No. 211103176668).

CARRIED

8 CHAIRPERSON'S REPORT

8.1 Chair's Diary for October 2021

Moved: J Gerard Seconded: D Lundy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report (Trim No. 211029174264).

CARRIED

9 MATTERS FOR INFORMATION

9.1 Oxford-Ohoka Community Board Meeting Minutes 11 October 2021 (Trim 211006161129)

9.2 Woodend-Sefton Community Board Meeting Minutes 13 October 2021 (Trim 211012164452)

9.3 Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 October 2021 (Trim 211018167853)

9.4 May 2021 Flood Recovery – Completion Report (Trim 210922153158) – Report to Council meeting 5 October 2021 – Circulates to all Boards.

9.5 2022 Council Meeting Schedule (Trim 210920151295) – Report to Council meeting 5 October 2021 – Circulates to all Boards.

9.6 Library update to October 7th, 2021 (Trim 211006161524) – Report to Community and Recreation Committee Meeting 19 October 2021 – Circulates to all boards.

9.7 Proposed District Plan Provisions – Recommendations to Te Ngai Tuahuriri Runanga and Council (Trim 210819136006) – Report to Mahi Tahī Joint Development Committee meeting 24 August 2021 circulates to the Rangiora-Ashley Community Board

PUBLIC EXCLUDED REPORT

9.8 North of High Car Parking Building – Ashmore Holdings Ltd. Proposal (Trim 210825138057) – Report to Council meeting 5 October 2021 circulates to Rangiora-Ashley Community Board.

Moved: P Williams Seconded: D Lundy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items 9.1 to 9.7.
- (b) **Receives** the public excluded information in item 9.8 which would remain public excluded and which was separately circulated.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

J Ward

- Attended special meetings regarding the Three Waters reform. A meeting had been held between Councilors and the two Christchurch Labor Members of Parliament.
- Attended Zone 5/6 Local Government Conference.
- Attended Rangiora Airfield Advisory Group meeting.
- Attended Council and Management workshops including planning for the following year.

J Gerard thanked the Council for the work they were doing regarding the Three Waters Reform.

J Goldsworthy

- Attended Cust Community Centre meeting and were working on the ongoing issues with vandalism. Looking at options for cameras.
- The Rangiora Fire Brigade were planning for the 150th celebrations in four years' time.

D Lundy

- Attended Southbrook Safety Traffic project meeting.
- Attended All Boards meeting.
- Attended District Plan Submission workshop.

M Clarke

- Attended Drainage Committee meeting.
- Met with residents of Charles Upham Village regarding the lack of staff parking.
- Residents of Ashley Village had raised concerns regarding traffic speed in village.
- Attended All Boards meeting and noted concerns raised around parking.
- Requested staff look at a grass track near Green Road to see if any improvements could be made to make it all weather.

K Barnett

- Raised the recently proposed amendments to the Resource Management Act to allow intensification of housing. The amendments would have direct implications on the District Plan. There was currently no idea of timeframes and staff would continue with the District Plan the process as already set.

M Fleming

- Attended Waimakariri Access Group event to raise awareness of the importance of accessibility.

M Harris

- Attended Drainage meeting.
- Attended All Boards meeting.
- Attended District Plan Submission workshop.

P Williams

- Raised concerns regarding Three Waters reform taking the localism out of Councils.
- Raised concerns regarding future Government reforms.
- Raised concerns regarding Waka Kotahi funding. It impacted on road maintenance.
- Rangiora Airfield meeting – safety concern with cars driving on the airfield.
- Noted upcoming Cadet Parade on the 28 November 2021 in Rangiora.

11 CONSULTATION PROJECTS**11.1 Proposed District Plan**

Consultation closes on Friday 26 November 2021.

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-proposed-district-plan>

11.2 E-Scooters

Consultation runs throughout trial and closes in April 2022.

<https://letstalk.waimakariri.govt.nz/e-scooter-trial>

11.3 District Parking Strategy

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-draft-district-parking-strategy>

The Board noted current consultation projects.

12 BOARD FUNDING UPDATE**12.1 Board Discretionary Grant**

Balance as at 1 November 2021: \$13,218.

12.2 General Landscaping Fund

Carryover from 2020/21: \$1,580.

Allocation for 2021/22: \$25,430.

Balance as at 1 November 2021: \$27,010.

J Gerard ascertained the Board's support for the installation of a bench in the Cust Domain and K Rabe undertook to have this added to the projects to come to the Board shortly for a decision.

The Board noted the funding update.

13 MEDIA ITEMS

Nil.

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

There being no further official business the meeting concluded at 8.10pm.

Workshop

(8.10pm – 8.24pm)

- *Eastern Bypass – Chairperson, J Gerard.*
- *Members Forum.*
 - *Death of K Galloway's wife*
 - *End of Year Function*

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 8 December 2021 in the Council Chamber.

There being no further business the meeting closed at 8.25pm.

CONFIRMED

Chairperson
8 December 2021

Unconfirmed

MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIAKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY 15 NOVEMBER 2021 AT 5PM.

PRESENT

J Watson (Chairperson), J Meyer (Deputy Chairperson), N Atkinson, A Blackie and B Cairns.

IN ATTENDANCE

P Redmond (Kaiapoi-Woodend Ward Councillor), S Stewart (Kaiapoi-Woodend Ward Councillor), C Brown (Manager Community and Recreation), G MacLeod (Greenspace Manager), J McBride (Roading and Transport Manager), D Roxborough (Implementation Project Manager – District Regeneration), A Mace-Cochrane (Graduate Engineer), T Stableford (Greenspace Community Engagement Officer), K Dwyer (Landscape Architect – District Regeneration), H White (Landscape Architect – District Regeneration), R Thornton (Community Development Facilitator), T King (Senior Community Engagement Specialist), G Stephens (Community Greenspace Officer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer)

1 APOLOGIES

Moved: J Watson Seconded: A Blackie

THAT apologies for absence be received and sustained from C Greengrass and M Pinkham.

CARRIED

2 CONFLICTS OF INTEREST

Item 6.5 – B Cairns declared a conflict of interest as he was on the Governance Team for Food Secure North Canterbury.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 18 October 2021

Moved: J Watson Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 18 October 2021, as a true and accurate record.

CARRIED

3.2 Matters Arising

There were no matters arising.

4 DEPUTATIONS AND PRESENTATIONS

Nil.

5 **ADJOURNED BUSINESS**

5.1 **Amendment to the Discretionary Grant Funding Criteria – K Rabe (Governance Advisor)**

This matter had been discussed at a workshop prior to the meeting therefore there were no further questions.

Moved: N Atkinson Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 210910145430.
- (b) **Retains** the status quo for the 2021/22 Discretionary Grant Fund Application Criteria.
- (c) **Approves** the amendment to the 2021/22 Discretionary Grant Fund Application criteria which would read:

“That grants will not be accepted if the applicant has applied to more than one Community Boards Discretionary Fund.”

CARRIED

B Cairns against

N Atkinson stated that the Discretionary Grants fund has been created to assist small community groups with funding local events or projects. He did not believe that it was intended for Groups/Organisations to apply to all the Community Boards and end up with a \$2,000 grant.

P Redmond did not support the amendment as he believed the Board had the discretion to approve a grant or not. There were occasions where multiple applications were appropriate. He believed that if the event/project was a district wide one, and therefore larger than a local event, it was appropriate for groups to request funding from all four Community Boards to share the cost of running an event successfully.

6 **REPORTS**

6.1 **Recommendations for Speed Limit Changes throughout the Kaiapoi-Tuahiwi Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

A Mace-Cochrane spoke to the report noting the purpose was to update the Board on the results of the public consultation. She explained that the consultation was carried out over a three week period and the majority of respondents favoured lower speed limits in Kaiapoi and Tuahiwi areas with mixed results on the roads that bordered with the Rangiora-Ashley Community Board area. She explained that to ensure consistency along the Flaxton Skewbridge Road staff had recommended that the speed limit be reduced to 80km/h on Flaxton Road.

J Watson noted that the proposed speed on Charles Street was 30km/h from Jones Street to the Askeaton boat ramp. She asked how many speed bumps there were down that strip. J McBride explained that there were a few and as well as a chicane part way down the street which had a very tight bend and another tight bend before reaching the Askeaton boat ramp. The road had been designed as a low speed environment and the low speed limit would help reinforce the message.

B Cairns asked why the 30km/h speed limit on Charles Street was not extended all the way to Williams Street as he had found the area increasingly dangerous with traffic exiting New World and the Park and Ride parking lots, people backing out in to traffic from the angled parking and the close proximity to the round about all of which contributed to traffic congestion and confusion. J McBride noted that this initial consultation was focused on trying to reinforce the road environments. A review of the town centre as a whole would be a future step and this would include areas such as the Charles/Williams Street intersection.

Moved: J Meyer

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

THAT the Council:

- (a) **Receives** Report No. 211101174883.
- (b) **Approves** the following speed limit changes listed in Tables 1, 2 and 3.

Table 1. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Fernside Road , Flaxton Road to Lineside Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road).	100	80

Table 2. Proposed Speed Limits on Tuahiwi Roads.

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

Table 3. Proposed Speed Limits on Kaiapoi Roads.

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

- (c) **Notes** that the Register of Speed Limits would be updated to include the changed speed limits.
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads would be surveyed within six months of implementing the new speed limits.

CARRIED

N Atkinson against

J Meyer commented that slower speeds had been signaled for a while. No matter what the roading team did or the Board or Council decided they were never going to please everyone all the time.

J Watson commented that it was quite impressive that the consultation was reasonably positive, just about all of the speeds were approved of by at least half the people that submitted.

A Blackie commented that there were a few idiosyncrasies and he was pleased to see Tram Road on the list, however the success of the changes came down to the enforcement factor.

6.2 **Patchina's Walkway Concept Plan – T Stableford (Greenspace Community Engagement Officer)**

T Stableford spoke to the report noting it sought approval for the concept plan to upgrade Patchina's Walkway following a request from All Together Kaiapoi to create a space that looked more permanent and aesthetically pleasing. There was already the sculptural elements within the walkway which were proposed to remain. Some seating would be included to organise the space better and some planting to make the area pleasant and the thoroughfare easier to navigate. Initially \$6,000 was requested from the Board's general landscaping budget for this project, however an additional \$1,700 would be required to achieve the concept plan.

B Cairns sought clarification on the grey area depicted in the concept plan and enquired if the walkway would continue to be rough stones as was currently the case. T Stableford explained that the walkway would be levelled out and covered with a fine crusher dust or stone chips. B Cairns noted that the walkway was like a wind tunnel when the easterly was blowing and he was concerned that there was no wind break along the eastern side to create some form of shelter. T Stableford noted that the reason a wind break was not included was due to safety reasons as it would cut off visibility from one end of the walkway. She also noted that as there was no lighting in the laneway, a windbreak would make the area very dark in the evenings. B Cairns asked if any lighting could be included and T Stableford noted that the budget was restricted and besides this was a temporary tidy up of the space, the scope of which did not include lighting.

A Blackie asked staff to comment on the fact that as this was a temporary space if staff were comfortable spending \$7,000 for a revamp. He noted that the concept plan for the marina was released on Friday 12 November 2021 which could impact on how long this space would be utilised in this manner. T Stableford stated that this was the Board's decision, however, she doubted that a good outcome for this space could be achieved with a lower budget.

Moved: A Blackie

Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. TRIM 211028173820.
- (b) **Notes** the attached Patchina's Walkway Concept Plan (211028173820) proposed for the space which had been developed by staff alongside All Together Kaiapoi.
- (c) **Notes** staff estimate the cost of the implementation of the concept plan to be \$7,700 which includes a 10% contingency.
- (d) **Notes** that the Kaiapoi-Tuahiwi Community Board had previously allocated \$6,000 for the development of Patchina's Walkway from its General Landscaping Budget. This budget currently had \$59,000 remaining to be allocated within this financial year.
- (e) **Notes** that there was a \$1,700 shortfall between the current allocation and the estimated cost of the concept plan.

- (f) **Approves** the allocation of an additional \$1,700 from the Kaiapoi-Tuahiwi Community Board General Landscaping Budget to cover the remaining cost of implementing the Patchina's Walkway Concept Plan.
- (g) **Approves** staff carrying out the implementation of the Patchina's Walkway Concept Plan (TRIM 211028173820).

CARRIED
B Cairns against

6.3 **Kaiapoi Riverbank Walkway and Memorial Reserve – K Dwyer (Landscape Architect – District Regeneration)**

K Dwyer took the report as read. He noted that he had attended a consultation meeting with the Returned Services Association Executive Board and the concept plan discussed. After feedback it was agreed that Option B was the preferred option. Other items were requested to be considered in the revised concept plan including access from Raven Quay onto the reserve, additional seating within the reserve, repairing the existing paved surface. The budget allowed for the tiles to be lifted and re-laid before they put any new pavement down, there was also a request for an additional flagpole at the eastern end. Other design elements that could be included, budget permitting, would be repairing and upgrading of the existing in ground lighting. K Dwyer noted that the Cenotaph was out of level, and a feasibility and costing study should be carried out. A meeting with the Waimakariri Access Group was being arranged to discuss the preferred option and to get their feedback.

K Dwyer explained that the Raven Quay kerbing was not on the Roding Teams radar as it was not classified as contributing to drainage however after a site inspection it was agreed that it did have a drainage function. He was currently involved in discussions with the Roding Team for potential improvements to the kerbing and the possible installation of a footpath as shown on the concept plan. Due to the complexity of the project he believed more time should be taken to investigate all aspects of the project and how it functioned as part of the town centre.

N Atkinson enquired about the procedure going forward as he would prefer to see the costings for the whole project prior to any decision being taken. He asked whether the Board could go to the Council to fund a project of this size. C Brown noted that if that was the case it was unlikely that the project would be done in the current financial year therefore the money would be carried over into the next financial year. Staff would have to work with the Roding Team on the best design for the drainage treatment. There was an opportunity for this project to be submitted to the Annual Plan seeking additional funding. There was also the option to complete the project in a staged approach, however, this could have financial impacts.

P Redmond sought clarification on the status of the two rose beds on the east and west frontage of Raven Quay. K Dwyer noted that the one to the west would be made slightly smaller and the roses would be relocated within the reserve, which would enable the installation of a path within the reserve out to the road edge without impacting the flag pole's location.

Moved: B Cairns Seconded: N Atkinson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 211026171968.
- (b) **Approves** staff to proceed with further design of the proposed walkway and landscaping proposal based on the preferred Draft Concept Plan - Option B (attachment ii).

- (c) **Notes** that consultation had taken place with the Kaiapoi Returned Services Association and a request for consultation had been made to the Waimakariri Access Group.
- (d) **Notes** that to avoid potential conflict, the project construction window would need to be coordinated around planned Returned Services ceremonies (including Anzac Day) in whichever year the works are constructed.
- (e) **Notes** that the whole project cost estimate for Option B was within the allocated budget for this project of \$135,000.
- (f) **Notes** that the staff cost estimate for Option A is well above the allocated budget.

CARRIED

N Atkinson commented that the project was bigger than what was presented particularly around the kerbing and introducing cycling into what was essentially a passive reserve. These were the two major elements which required further investigation. He believed that the walkway was adequate for people who wished to walk along the top of the bank. The levelling of the Cenotaph also required further investigation and he believed that it was necessary to do the full project properly.

J Meyer appreciated the RSA's patience with the delays in repairing the Cenotaph. He supported the proposed work on the footpath and kerb and channelling as he had observed many elderly people experiencing difficulty entering and exiting cars in the area. He commented that the reserve was a great asset and a lot of people in the town were proud of it.

A Blackie agreed that the Board needed further costings on the project. He noted that he was there on Thursday 11 November 2021 for the Armistice Day commemorative service and he believed that space worked well as it was and wondered why the Council was considering improvements to the reserve.

P Redmond endorsed A Blackie's comments. He believed that this reserve was a very unique and special part of Kaiapoi and he liked the layout as it was. He believed the reserve may require some maintenance but not a total revamp. He was concerned that the Council may be trying to introduce too many new elements with walking and cycling through this really passive reserve, the main purpose being the Cenotaph which was used regularly by the town for remembering the loss of loved ones. He was not against looking at alternatives but urged caution and endorsed the view not to rush the project.

In his right of reply, B Cairns noted that the reason he was moving the motion was because of the wonderful support that the community gave to the RSA and the wonderful service that the RSA gave to the community. His only concern with the area, which he believed needed a redesign, was the traffic management issues, with more and more people attending the services. He believed that the Council's landscape team would come up with something fantastic which made it a better place to visit.

6.4 **Kaiapoi River Marine Precinct - Swimming Facility – G MacLeod (Greenspace Manager) and H White (Landscape Architect – District Regeneration)**

G MacLeod spoke to the report noting that the Board had discussed this matter during a workshop at their last meeting. Since the workshop Environment Canterbury (ECan) had highlighted the Navigation Safety Bylaw, which identified that swimming would not be allowed within a working marina. This impacted the recommendation to the Board regarding possible options for swimming in the area. The Council and ECan were in discussions on how best to manage the enforcement of this bylaw. A suggested way forward would be to offer youth the option to utilise the proposed Aqua Park at reduces rates.

S Stewart noted that ECan currently had this area designated as a swimming spot in the Canterbury Land and Water Regional Plan and under Plan Change Seven. G MacLeod noted that he had not been aware of this, however, would have a further conversation with ECan in regards to this designation. As there were boats active in the river it immediately brought into force the Navigation Safety Bylaw which would trump the swimming designation.

B Cairns noted that there had been three young men jumping into the water earlier in the day. He asked if staff really believed that the installation of signage would stop these activities. G MacLeod explained that signage had a limited impact on people, especially the youth, and the object was to try and change behaviour which would require the co-operation of ECan and the local community. E Belton from the Community Team was working with the local youth and the owners of Aqua Play Park to try to address the issue.

J Watson asked what sort of enforcement ECan would be able to carry out if the bylaw was violated. G MacLeod noted that ECan had prosecuting people for bylaw violation previously, unfortunately in a situation like this it would be hoped that it would be preventative rather than reactive as the last thing anyone wanted was an accident or some form of harm to occur.

Moved: N Atkinson Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 211104177638.
- (b) **Notes** that staff had been working with key stakeholders around the Kaiapoi Riverbanks and Marine Precinct since November 2020 regarding public swimming and shared public usage of the marine precinct facilities, including resolution of some conflicts between users.
- (c) **Approves** that swimming/diving from the wharf, pontoon and bridge was prohibited.
- (d) **Approves** staff utilising the current budget of \$30,000 to install appropriate signage informing the public that swimming and diving was prohibited.
- (e) **Approves** that the Manager of Community and Recreation has the delegated authority alongside the marine's booking Advisory Group to work with the community to resolve any further conflict which may arise.
- (f) **Notes** that staff would keep Kaiapoi-Tuahiwi Community Board informed on any progress and updates.

- (g) **Notes** that staff are working with Aqualand NZ to actively engage and involve the youth of the area.

CARRIED

N Atkinson commented that this recommendation was not something that he wanted to move, however, he did not want to see someone getting injured. He had met with the new ECan Enforcement Officer who indicated that ECan had the option to fine people, however, the problem was that they could only carry out enforcement while people were still in the water. As soon as they exited the river it became a police problem. The unintended consequence of creating a vibrant river with a working wharf had been that swimming could no longer be allowed between the bridge and the Coast Guard headquarters. He did not think that Plan Change Seven would be an issue under the Navigation and Safety Bylaw. He noted that he had contacted other marinas who all did not allow swimming within the confines of the marina.

A Blackie commented that the Council did not want to stop fun but health and safety trumped everything. He believed signs would not solve the problem, ongoing enforcement would be the only option.

6.5 **Kaiapoi Community Hub – Consultation and resource consent – R Thornton (Community Development Facilitator) and T King (Senior Community Engagement Specialist)**

R Thornton spoke to the report noting that over the last six months staff had been working with the three user groups to establish the best long term governance structure for the hub. During the process of design, relationship building and getting to the core purpose of the hub it became obvious that there was need for a clear unified governance structure. After investigating all the options, the users groups decided the best way forward was to establish a community trust to manage the hub.

T King noted that staff were aiming to run public consultation from 17 November 2021 to 13 December 2021. An information leaflet would be circulated in addressed envelopes to residential areas around the area, a let's talk page would be set up and another drop in session including a barbeque would be arranged so the community could come along to give feedback and view the altered model for the hub. Once the consultation was finished staff would come back to the Board and present the feedback that they received, they would also work quite closely with any residents that still had some concerns about the updated plan.

Moved: J Watson

Seconded: B Cairns

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 211104177742.
- (b) **Notes that** staff would proceed with further community consultation followed by a publicly notified resource consent process for the project.
- (c) **Notes** that funding had been confirmed through the Long Term Plan 2021-2031, to develop the land at 38 Charters Street for a community hub.
- (d) **Notes** that the project team would also actively work with any concerned residents as part of the consultation process.
- (e) **Notes** that a future report would be presented to the Kaiapoi -Tuahiwi Community Board with the outcomes of the community consultation, seeking approval of the final concept plan.

CARRIED

J Watson commented that staff had done a fantastic job and she believed setting up a Trust would be beneficial for funding options. She liked the final concept plan especially the fact that the main activities had been moved away from the houses and hoped the concerns raised by local residents had been lessened.

B Cairns thought this would be a positive asset for the community and congratulated staff for putting it together.

6.6 **Application to the Kaiapoi-Tuahiwi Community Board's 2021/22 Discretionary Grant Fund – K Rabe (Governance Advisor)**

A Blackie noted that he had a few reservations regarding the application, and noted that the financial information supplied showed the Playcentre currently had \$18,000 in the bank. He acknowledged that Playcentres were not profit based business, however, it was also not a volunteer run community project either. He was unsure that an organisation with that amount of money in its accounts should be approaching the Board for funding.

N Atkinson noted that previous projects had been funded by the Oxford-Ohoka Community Board. K Rabe explained that the Playcentre was right on the boundary of the Oxford-Ohoka and Kaiapoi-Tuahiwi Community wards which was why they could apply to either Board.

Moved: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 211021170445.
- (b) **Approves** a grant of \$480 to the Clarkville Playcentre towards the purchase of a mud kitchen and ground cover for their outside play area.

LAPSED

P Redmond commented that this highlighted the difficulties of funding educational groups.

Moved: A Blackie Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 211021170445.
- (b) **Declines** the application from the Clarkville Playcentre.

CARRIED

J Meyer against

K Rabe spoke to the report noting that the Kairaki Beach Association were wanting to install a community pantry which could benefit not only the community itself but any visitors that would be driving through.

A Blackie noted that labour cost had been included in the quote supplied and asked if the Menz Shed usually charged for labour. J Watson answered in the affirmative. B Cairns enquired if the Association had approached the community to ask if anyone in the community could do this work on their behalf. K Rabe noted that she could ask them.

J Watson noted that she had attended the meeting, as the Board's representative, and the Association were trying to strengthen the community spirit by providing a facility that will serve as a meeting place to encourage interaction.

Moved: N Atkinson Seconded: B Cairns

THAT the Kaiapoi-Tuahiwi Community Board:

- (c) **Approves** a grant of \$443 to the Pines Kairaki Beaches Association towards the building of a community pantry.

CARRIED

6.7 **2022 Kaiapoi-Tuahiwi Community Board's Meeting Schedule – K Rabe (Governance Adviser)**

K Rabe spoke to the report noting that it was the annual report that the Board received at the end of the year outlining the proposed schedule for the coming year.

Moved: J Watson Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 211020169746.
- (b) **Resolves** to hold Community Board meetings at the Kāikanui Room, Ruataniwha Kaiapoi Civic Centre, commencing at 5.00pm, on the following dates:
- 21 February 2022
 - 21 March 2022
 - 11 April 2022
 - 16 May 2022
 - 20 June 2022
 - 18 July 2022
 - 15 August 2022
 - 19 September 2022

CARRIED

7 CORRESPONDENCE

7.1 **Long Term Plan Response**

Moved: J Watson Seconded: N Atkinson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the correspondence (Trim No. 211108178870).

CARRIED

8 CHAIRPERSON'S REPORT

• **Chairpersons Report for October 2021**

- The Waimakariri Arts Trust had donated \$10,000 to the Waimakariri Public Arts Trust towards the purchase of a sculpture for Kaiapoi. The sculpture that had been chosen would cost double that amount therefore the Waimakariri Public

Arts Trust would be approaching other funders to assist with raising the rest of the funds required.

Moved: J Watson Seconded: J Meyer

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal report from the Kaiapoi-Tuahiwi Community Board Chairperson for October 2021.

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 11 October 2021 (Trim 211006161129)
- 9.2 Woodend-Sefton Community Board Meeting Minutes 13 October 2021 (Trim 211012164452)
- 9.3 Rangiora-Ashley Community Board Meeting Minutes 18 October 2021 (Trim 211019168775)
- 9.4 May 2021 Flood Recovery – Completion Report (Trim 210922153158) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 9.5 2022 Council Meeting Schedule (Trim 210920151295) – Report to Council meeting 5 October 2021 – Circulates to all Boards.
- 9.6 Library update to October 7th, 2021 (Trim 211006161524) – Report to Community and Recreation Committee Meeting 19 October 2021 – Circulates to all boards.

PUBLIC EXCLUDED REPORT

- 9.7 Kaiapoi Stormwater and Flooding Improvements Scope of Tranche Two and financial delegations (Trim 210830139414) – Report to Council meeting 5 October 2021 circulates to Kaiapoi Tuahiwi Community Board.

Moved: J Meyer Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board

- (a) **Receives** the information in Items 9.1 to 9.6.
- (b) **Receives** the separately circulated public excluded information in item 9.7.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

N Atkinson

- Attended a Greater Christchurch Partnership workshop on Spatial Planning.
 - There would be information coming out in the near future about where that was heading. Council were in an awkward position because the District Plan was out for consultation.
 - In relation to the transport corridors, there were three suggestions including one corridor which bypassed Kaiapoi altogether. This was based on something that was done in Auckland.
- Attended a Social Housing workshop – presentations from Kāinga Ora and Modus who were a private supplier of social housing. Both had made

enquiries to the Council on what they could do or if there was any partnerships they could have to help with social housing.

- Gave a speech at the Rangiora Armistice Day Service.
- Attended Zone 5 and 6 – very interesting. Three Waters reform was moving along and Local Government New Zealand had apologized for the way that they had committed to Three Waters and that their consultation in the future would be a lot better.
- Sat on the Hearing Panel for the Section 181 Hearing Local Government Act to do with Feldwick Drain and the pumping station.
- Application from Ravenswood had been turned down in its entirety.

A Blackie

- Met with WHoW and Greenspace staff –opening day was scheduled for 27 November 2021. The Aquaplay Facility equipment had arrived ready to be installed. Discussed access with Delta and how it was going to work with the car park. The WHoW guys were doing planting along the lake edge to protect it.
- River Carnival 13 March.

B Cairns

- Kaiapoi Promotions monthly meeting.
- All Together Kaiapoi – Annual General Meeting coming up.
- North Canterbury Neighborhood Support – Beachgrove Fun Day was excellent, popular with the local residents, building community, residents report that since setting up Neighborhood Support groups the area was a really great place to live.
- Food Forest Update
 - Strawberry fair still on the calendar to happen.
 - New seating.
 - Educational still happening, kumara and mushrooms – these are valuable in bringing people to Kaiapoi.
 - Time Bank group visited, Glenmark Garden Group, Oxford Garden Group.
- All Boards briefing.
- Food Secure North Canterbury.
 - Resident raising local issues
 - Paper road in Beachgrove when is it closing.
 - Adderley Terrace when is it going to connect with Silverstream.
- GreyPower Meeting – cancelled due to covid restrictions.
- Vodafone zoom presentation.

J Meyer

- Drainage meetings - flooding and Stormwater improvements presentation from staff was certainly an ongoing project.

P Redmond

- Council recently confirmed the Representation Review and there were no changes for the ward.
- ENC Business Awards cancelled along with various Christmas parades.
- Attended a few staff farewells.
- Attended a meeting with some Labour MPs about Three Waters.
- Armistice Day Service in Kaiapoi.

S Stewart

- Plan Change Seven was scheduled as an Extraordinary Environment Canterbury Meeting on 17 November 2021. The agenda was available on the Ecan website, it was a massive document as they had replied to 700 submission points. Pegasus Lake was deemed to be a stormwater treatment basin and did not have to comply with the recreational level of things.
- Arohata Te Awa – 211 Lower Camside Road, there was agreement with the representative of the Trustees to access through there and plant of the wetland fence which got them to the motorway bridge. The residents round that loop had a change of heart and were supportive of the concept and the planting. Working party picked off 6,000-7,000 plants on order, there was a bridge coming and fencing, there was a budget with carryover of \$248,000.
- Waimakariri's first environmental networking forum which the Council was running, 24 November 2021 by invitation to community environmental groups.
- Session on Mahinga Kai that Ecan was running at the Cust Community Centre on Friday 19 November.

11 CONSULTATION PROJECTS

11.1 Proposed District Plan

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-proposed-district-plan>

Consultation closes on Friday 26 November 2021.

11.2 E-Scooters

<https://letstalk.waimakariri.govt.nz/e-scooter-trial>

Consultation runs throughout trial and closes in April 2022.

11.3 Draft District Parking Strategy

<https://letstalk.waimakariri.govt.nz/let-s-talk-about-the-draft-district-parking-strategy>

The Board noted the consultation projects.

12 REGENERATION PROJECTS

12.1 Town Centre, Kaiapoi

Updates on the Kaiapoi Town Centre projects are emailed regularly to Board members. These updates can be accessed using the link below:

<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>.

13 BOARD FUNDING UPDATE

Board Discretionary Grant

Balance as at 8 November 2021: \$5,570.

General Landscaping Budget

Balance as at 8 November 2021: \$25,430.

The Board noted the funding update.

14 MEDIA ITEMS

Nil.

15 QUESTIONS UNDER STANDING ORDERS

Nil.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 13 December 2021 at 5pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 6.20pm.

CONFIRMED

Chairperson

Date

Workshop

- *Shovel Ready Project Update – Jacqui Simpson*
- *Landscape Budget – Grant Stephens*
- *Members Forum*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO: GOV-18 / 211201192049
REPORT TO: Council
DATE OF MEETING: 7 December 2021
FROM: Dan Gordon, Mayor
SUBJECT: Mayor's Diary Wednesday 27 October – 30 November 2021

1. SUMMARY

Attend regular meetings with the Chief Executive, Management Team and staff.

Wednesday 27 October	<p><i>Covid Alert Level 2</i></p> <p>Meetings: Waitaha Primary Health Board Audit and Risk Finance Committee, and Annual General Meeting (via Zoom); Community Board Chairs; Briefing to All Boards</p> <p>Viewed: Announcement of the decision on Three Waters Reform by Hon Minister Mahuta</p> <p>Visited: Dame Aroha Reriti-Crofts</p>
Thursday 28 October	<p>Meetings: With representatives of Abbeyfields supported living accommodation and Deputy Mayor Atkinson; with Deputy Mayor Atkinson, Cr Redmond, Chief Executive and staff re Emergency Management responsibilities; with staff and business owner re airfield landing fees; Council discussion on Three Waters reform; LGNZ update on Three Waters reform</p> <p>Speech: Annual General Meeting of Presbyterian Support North Canterbury</p>
Friday 29 October	<p>Meetings: Three Waters Oversight Group, via Zoom (two meetings)</p> <p>Attended: Council's Social Club Quiz</p>
Saturday 30 October	<p>Attended: e-Scooter Trial roll-out at Rangiora</p>
Sunday 31 October	<p>Attended: e-Scooter Trial roll-out at Kaiapoi; Rangiora Art Society Prize Giving</p>
Monday 1 November	<p>Meeting: Management Team; with Council's Chief Executive and Mayor of Wairoa District Council (via Zoom); Pre-Council agenda check-in; with residents re planning matters; Chair of Rangiora-Ashley Community Board</p> <p>Attended: Rangiora Rotary, hosting guest speaker - Council's Chief Executive Jim Harland</p>

Tuesday 2 November	<p>Interview: Compass FM</p> <p>Meetings: Three Waters Oversight Group, via Zoom; Council and Management Team discussion; Council Meeting; Three Waters Discussion with Councillors</p>
Wednesday 3 November	<p>Meetings: Road and Transport Portfolio holders, with staff; with President of Pegasus Residents' Group Inc.; Waitaha Primary Health Board; Oxford-Ohoka Community Board.</p>
Thursday 4 November	<p>Interview: David Hill, North Canterbury News</p> <p>Meetings: Joint Council/Te Rūnanga o Ngāi Tūāhuriri; with Councillors and Labour Party MPs Sarah Pallett and Dr Duncan Webb re Three Waters Reform; with staff re new Resource Management Act amendments; with staff re Kaiapoi Marina Proposal announcement, and Camwell Park residents' concerns.</p> <p>Speech: Rangiora Lions' dinner meeting</p>
Friday 5 November	<p>Meetings: Greater Christchurch Partnership sub-group; Greater Christchurch Partnership Committee; Canterbury Mayoral Forum Economic Development sub-group; Three Waters Reform (via Zoom)</p>
Saturday 6 November	<p>Attended: Blessing and Official Opening of Ravenscar Museum; Rangiora Brass Band Concert; Woodend Volunteer Fire Brigade Honours Evening</p>
Sunday 7 November	<p>Attended: Exhibition opening 'From One Community to Another' at Chamber Gallery</p>
Monday 8 November	<p>Meetings: Management Team; with organisers of a charity concert (Cancer Society North Canterbury); with Manager Health Promotion (Cancer Society) re Smokefree Action Plan; Housing Working Group; Woodend-Sefton Community Board</p>
Tuesday 9 November	<p>Interview: Compass FM</p> <p>Meetings: Extraordinary Special Meeting of Council re Three Waters Reform; Council and Management Team Discussion; Briefings to Council.</p>
Wednesday 10 November	<p>Meetings: Three Waters Oversight Group (via Zoom); with Chief Executive and staff of Waka Kotahi, along with Council's Chief Executive and staff; Canterbury Mayoral Forum with Chief Executive and staff of Waka Kotahi; Greater Christchurch Partnership sub-group with Chief Executive and staff of Waka Kotahi; with David Hill (North Canterbury News) and Council staff re National Policy Statement on Urban Development; with Mayor of New Plymouth District Council (via Zoom); with Cr Blackie, Chair of Waimakariri Arts Trust and staff for update on Arts Strategy; with residents of Camwell Park along with staff from Council and Environment Canterbury; Rangiora-Ashley Community Board</p> <p>Speech: St John Youth, Cust/Oxford Division</p>

Thursday 11 November	<p>Attended: Armistice Day ceremony at Kaiapoi Cenotaph, and laid a wreath</p> <p>Meetings: Environment Canterbury's Climate Change Action Committee – workshop; de-brief on Three Waters Reform with Council's Chief Executive; with representatives of St Vincent de Paul Society re support for residents at Pineacres camp; with residents, staff of Kāinga Ora and the Ministry of Social Development re housing provision; Three Waters Reform</p> <p>Attended: 'Chop the Mop' event at Victoria Park</p>
Friday 12 November Canterbury Anniversary	<p>Meeting: LGNZ Sector update on amendments to the Resource Management Act, with Environment Minister David Parker, via Zoom.</p> <p>Attended: Season opening of Waikuku Beach Surf Lifesaving, and put the flags out. Memorial Service of Murray Johnstone at Kaiapoi Workingmen's Club</p>
Monday 15 November	<p>Meetings: Engagement with 1) local businesses and 2) residents re Southbrook Road improvements; Management Team; with organisers of event honouring service of animals in war</p> <p>Attended: Oxford Promotions Mix'nMingle</p>
Tuesday 16 November	<p>Interview: Compass FM</p> <p>Meetings: Audit and Risk Committee; Utilities and Roding Committee</p> <p>Attended: Fundraising dinner organised by Rangiora Inner Wheel Club</p>
Wednesday 17 November	<p>Meetings: Three Waters Reform Oversight Group, via Zoom; Roding and Transport Portfolio holders, with staff; Audit NZ, with Council's Finance Manager; Manager and Chair of Wellbeing North Canterbury; with residents re changes to the District Plan; Three Water Reform interest group</p> <p>Presented: Long Service Awards to staff, along with Council Chief Executive</p> <p>Attended: The Salvation Army Waimak Driving Programme Graduation</p>
Thursday 18 November	<p>Meetings: Three Waters Reform Oversight Group; Annual Plan Project Control Group; Canterbury Mayoral Forum engagement with Ministry for the Environment on Resource Management Reforms; Canterbury Regional Transport Committee; Canterbury Mayoral Forum working dinner</p>
Friday 19 November	<p>Meetings: Canterbury Mayoral Forum; Civil Defence Emergency Management Joint Committee; with Taranaki District Councillors on Three Waters Reform, via Zoom</p> <p>Speech: and unveiling of plaque at Rangiora Cenotaph dedicated to the service of animals in war</p>

Saturday 20 November	<p>Meeting: Three Waters Reform Oversight Group, in Wellington, along with Council's Chief Executive</p> <p>Presented: Oral submission to the Parliamentary Select Committee on the Resource Management Amendment Bill, along with Greater Christchurch Partnership colleagues</p>
Sunday 21 November	<p>Meeting: with Mayor of Hurunui, Marie Black; Three Waters Reform, via Zoom</p> <p>Attended: and was invited to speak at 'Groundswell' event in Amberley</p>
Monday 22 November	<p>Presented: Oral Submission to the Parliamentary Select Committee on the Resource Management Amendment Bill, along with Council staff member</p> <p>Meetings: with residents re 1) speed limits on Ashley St. and events at the A&P Showgrounds, and 2) Three Water Reform.</p> <p>Attended: Rangiora Rotary Club Foundation Auction</p>
Tuesday 23 November	<p>Interview: Compass FM</p> <p>Meetings: Chief Executive Review Committee</p> <p>Attended: Rangiora Promotions Sponsors' Night</p>
Wednesday 24 November	<p>Meetings: Waitaha Primary Health Board Audit and Risk Finance Committee, via Zoom; with staff re Council's submission on the District Plan Review; Environment Canterbury workshop to follow-up on Rivers Work Programme post May floods; Enterprise North Canterbury Board;</p> <p>Attended: Enterprise North Canterbury Christmas event for sponsors</p>
Thursday 25 November	<p>Meetings: with NZ Police Canterbury Rural Area Commander, Inspector Peter Cooper; with representative of Rangiora Lions; LGNZ Rural and Provincial Meeting (via Zoom); Annual General Meeting of All Together Kaiapoi</p> <p>Hosted: Staff responsible for the District Plan Review, to morning tea</p>
Friday 26 November	<p>Meetings: Three Waters Reform Oversight Group, via Zoom; Fonterra's Manager Local Government and Stakeholder Affairs, with Council's Chief Executive;</p> <p>Hosted: Congratulatory lunch for two members of the Youth Council who had received Youth Voice Awards.</p>
Saturday 27 November	<p>Attended: Council's Social Club Christmas Function; Cust Volunteer Fire Brigade Christmas Function</p>
Sunday 28 November	<p>Accepted: Charter from No.88 Squadron Air Training Corp at the conclusion of their street parade.</p> <p>Attended: Afternoon tea at the conclusion of the Charter Parade and presentation, and the Squadron's evening function.</p>

Monday 29 November	<p>Meetings: Three Waters Reform; Management Team; Southbrook Road Improvement Working Group; with Deputy Mayor Atkinson, Council's Chief Executive and Manager Strategy and Policy; Passchendaele Advisory Group</p> <p>Attended: End of year dinner with Kaiapoi-Woodend Community Board</p>
Tuesday 30 November	<p>Interview: Compass FM</p> <p>Meeting: With business owner re internet provision in the District; post-Housing Forum Planning; Briefings to Council</p> <p>Attended: End of year dinner with Rangiora-Ashley Community Board</p>

THAT the Council:

- a) **Receives** report N°. 211201192049



Dan Gordon
MAYOR