Woodend-Sefton Community Board

Agenda

Monday 12 November 2018

7.00pm

Woodend Community Centre
School Road
Woodend

Members:
Shona Powell (Chair)
Andrew Thompson (Deputy Chair)
Andrea Allen
John Archer
Al Blackie
Rhonda Mather
John Meyer
WOODEND-SEFTON COMMUNITY BOARD

AGENDA FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD TO BE HELD IN MEETING ROOM A, WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 12 NOVEMBER 2018 AT 7PM.

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

BUSINESS

1 APOLOGIES

2 CONFLICTS OF INTEREST

3 CONFIRMATION MINUTES

3.1 Minutes of the Woodend-Sefton Community Board – 8 October 2018

RECOMMENDATION

THAT the Woodend-Sefton Community Board:
(a) Confirms the circulated minutes of the Woodend-Sefton Community Board meeting, held 8 October 2018, as a true and accurate record.

4 MATTERS ARISING

5 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

5.1 Tammi Martin (Surfwise Aotearoa) will speak to the Board about the Waikuku Surf School.

6 ADJOURNED BUSINESS

7 REPORTS

7.1 Service Request Information – Maree Harris (Customer Services Manager)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:
(a) Receives report No: 181026125997.
(b) Notes that all Boards will receive quarterly reports.
(c) Notes the importance of ensuring service requests are lodged in the Technology One computer system to enable effective response management and monitoring.
7.2 Gladstone Road Cycleway Update: Kieran Straw (Civil Project Team Leader) and Joanne McBride (Roading & Transport Manager)

RECOMMENDATION

THAT the Woodend-Sefton Community Board recommends:

THAT the Utilities and Roading Committee:

(a) Receives report No. 181012119448
(b) Supports the proposal for a 2.3m wide shared path, located on the southern side of Gladstone Road;
(c) Notes that the preferred surfacing is a paver-laid asphalt surface on the shared path, however should budget not allow, then the path may remain unsealed with a crusher-dust surface. Section Three of the path through Gladstone Park will be sealed with Asphalt due to the requirements of the Community Greenspace team.
(d) Notes that NZTA have made no further announcements regarding the future Woodend Bypass, and that it is unlikely to be constructed for at least ten years.
(e) Notes the contract has an estimated tender closing date of 13 February 2019, with construction likely to commence in March 2019

7.3 Meeting Dates from February 2019 to October 2019 – Edwina Cordwell (Governance Team Leader)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No.181030127169.
(b) Resolves to hold Board meetings on the second Monday of the month, commencing at 7.00pm, and alternating venues between the Pegasus Community Centre and the Woodend Community Centre on the following dates:

<table>
<thead>
<tr>
<th>Date</th>
<th>Venue</th>
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<tbody>
<tr>
<td>Monday 11 February 2019</td>
<td>Pegasus</td>
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<tr>
<td>Monday 11 March 2019</td>
<td>Woodend</td>
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<td>Monday 8 April 2019</td>
<td>Pegasus</td>
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<td>Monday 13 May 2019</td>
<td>Woodend</td>
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<td>Monday 10 June 2019</td>
<td>Pegasus</td>
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<tr>
<td>Monday 8 July 2019</td>
<td>Woodend</td>
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<tr>
<td>Monday 12 August 2019</td>
<td>Pegasus</td>
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<tr>
<td>Monday 9 September 2019</td>
<td>Woodend</td>
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</table>
7.4 Submissions on the Draft Zone Implementation Programme Addendum and Greater Christchurch Element of the Draft Regional Public Transport Strategy – Edwina Cordwell (Governance Team Leader)

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 181030127307.

(b) Notes the Board’s submissions to the Draft Zone Implementation Programme Addendum and Greater Christchurch Element of the Draft Regional Public Transport Strategy.

8 CORRESPONDENCE

9 CHAIRPERSON’S REPORT

9.1 Chairperson’s Report for October 2018

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No. 181101128440.

10 MATTERS FOR INFORMATION

10.1 Oxford-Ohoka Community Board meeting minutes – 3 October 2018 (Trim No. 180926111501).

10.2 Rangiora-Ashley Community Board meeting minutes – 10 October 2018 (Trim No. 181003114872).

10.3 Kaiapoi Tuahiwi Community Board meeting minutes – 15 October 2018 (Trim No. 181010118122).


10.5 Review of Water Supply Bylaw 2012 – report to Utilities and Roading Committee 16 October 2018 (Trim No. 180910103408).


RECOMMENDATION

THAT the Woodend-Sefton Community Board receives the information in items 10.1-10.6.

Note: Matters for Information were circulated to members separately.
11 MEMBERS’ INFORMATION EXCHANGE

11.1 October-November Diary for J Archer and R Mather
(Trim No. 181101128460)

12 CONSULTATION PROJECTS

Our Space 2018-2048 Greater Christchurch Settlement Pattern Update
Consultation closes Friday 30 November 2018.
http://www.greaterchristchurch.org.nz/ourspace

13 FOSTERING COMMUNITIES

14 BOARD FUNDING UPDATE

14.1 Board Discretionary Grant
Balance as at 7 November 2018: $2,627.45.

14.2 General Landscaping Fund
Balance as at 5 September 2018 $12,160.

15 MEDIA ITEMS

16 QUESTIONS UNDER STANDING ORDERS

17 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING
The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 10 December 2018 at the Pegasus Community Centre.

Workshop
- Bill Rice (Senior Roading Engineer) – Cycleways and Walkways.
- Members Forum
MINUTES OF THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD
HELD IN PEGASUS COMMUNITY CENTRE, MAIN STREET, PEGASUS ON MONDAY
8 OCTOBER 2018 AT 7.00PM.

PRESENT
S Powell (Chairperson), A Thompson (Deputy Chair), A Allen, J Archer, A Blackie, and
R Mather.

IN ATTENDANCE
C Sargison (Community and Recreation Manager), C Brown (Greenspace Manager) and
E Stubbs (Governance Support Officer).

1 APOLOGIES
Moved J Archer seconded R Mather
An apology for absence was received and sustained from J Meyer.

CARRIED

2 CONFLICTS OF INTEREST
Item 7.1 R Mather as a member of the Pegasus Residents’ Group.

3 CONFIRMATION MINUTES
3.1 Minutes of the Woodend-Sefton Community Board – 10 September 2018
Moved J Archer seconded A Thompson
THAT the Woodend-Sefton Community Board:
(a) Confirms the circulated minutes of the Woodend-Sefton Community
Board meeting, held 10 September 2018, as a true and accurate record.

CARRIED

4 MATTERS ARISING
There were no matters arising.

5 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY
5.1 Tracy Doe (Co-ordinator) presented an overview of the work of North
Canterbury Neighbourhood Support Inc. (NCNS). T Doe spoke to a handout
(Trim 181011118531) advising that Neighbourhood Support (NS) was a
network of organisations that assisted neighbourhoods and communities to
be safer and to reduce crime, be prepared for emergencies and increase
community connectedness and enhance well-being. She advised that there
are 64 affiliated NS networks operating throughout New Zealand. Between
them they provided information, resources and support to over 15,000
neighbourhood groups, who in turn connected with over 170,000 households
nationwide. NS worked closely with NZ Police and Civil Defence, as well as
many other community organisations. They had Memorandum of
Understandings with NZ Police, Civil Defence and Community Patrol.

T Doe advised that NCNS could help local government by promoting a
community-led approach so that local communities were able to develop a NS
model that works best for their circumstances and location. NCNS maintained
a comprehensive membership database with email and text ability and were
able to provide helpful and critical information to communities when required.
This was done via the platform of North Canterbury ‘GetsReady’, which was
developed in response to the Christchurch earthquakes and was based on the
NS network model. ‘GETSREADY’ enabled localised, up-to-date and relevant information to be sent to households, including in the event of an emergency. It could, for example, pinpoint households that may be vulnerable in an emergency situation (e.g. a person who requires an electric ventilator) and match them with other households nearby who have the skills and resources to assist (e.g. emergency generator.) T Doe advised that with ‘GETSREADY’ geographical areas could be targeted with information so the right people were getting the right information. Any person in a household irrespective of ownership of that address could sign up to the ‘GETSREADY’ to receive the information. T Doe highlighted that NS only disseminated credible information given direct from their working partners and councils. In addition ‘GETSREADY’ could work collaboratively with the whole of the Canterbury Region as the systems were the same, show maps interactively of where members were and could be accessed anywhere at any time as it was cloud based.

T Doe commented that they had recently completed an exercise with Civil Defence to showcase how NS would work in an emergency and see how they would fit. It was shown in the exercise that NS would sit across the whole program – community, intelligence and welfare. T Doe advised that NS did not currently receive funding from Waimakariri District Council. An example in the Waimakariri District where there had been collaboration with Police was following of spate of trailer thefts in Kaiapoi. T Doe advised Selwyn District Council had adopted NS within their welfare team. In the Port Hills fires ‘GETSREADY’ had been able to work across Selwyn and Christchurch and assisted with movement of stock. In Kaikoura, with the large number of holiday home NS was a good conduit for credible verified information for those people. Kaikoura would be testing its text system during the nationwide ‘Shake Out’ day.

T Doe provided statistics on the membership is spread across the region. Membership was growing, in 2016 there were 98 streets engaged, there were now 560. T Doe highlighted the benefits of connected communities including that they were happier and healthier, could work together to find solutions to local issues and were prepared for emergencies.

T Doe provided an overview of how local government was involved with NS in NZ commenting that City and District Councils were an important partner for NS. 39% of the local Councils in NZ financially supported NS groups. These statistics were a conservative estimate as not all groups specified where their grant income came from in their Charities Services’ returns, and the statistics do not take into account the remaining 27% of NSNZ affiliated groups who were not registered charities. T Doe advised that Council support enabled NS organisations to provide sustainable services in local communities. It was used for a variety of purposes, such as operational costs, running events and setting up and supporting the ‘GETSREADY’ software.

T Doe commented that NCNS could provide wide support to communities to help create relationships and bridge gaps in understanding, for example they helped a group would were having trouble understanding Council process over a roading issue.

Questions

A Blackie asked what were the pros and cons between the way NS worked with Selwyn District Council (SDC) and WDC, and whether T Doe was comfortable with the current setup or preferred what was happening with SDC. T Doe replied that the ‘GETSREADY’ model was the same but had the advantage of sitting under the SDC in that district. A major difference was that NCNS spanned three Councils. If WDC absorbed ‘GETSREADY’ then it could not facilitate the entire NCNS area. Currently the funding was split between Waimakariri, Hurunui and Kaikoura. If those Councils funded proportionally and worked collaboratively that would be a good scenario.

A Allen asked T Doe to describe how many were in her team. T Doe replied there was herself as coordinator, Catherine Hannah as Secretary / Treasurer,
and a part time administrator. There was also a committee who assisted with events.

A Allen asked whether there was any impact on NCNS of having the coordinator split between three Councils. T Doe replied that it would be great to share that load between three coordinators if it was financially supported. It would make a difference to have a coordinator on the ground in each area as that person could follow through to support local groups with things such as signage and barbeques. Currently the Hurunui Community Connectors were doing a good job championing NS.

S Powell asked how people could join NS. T Doe replied that a website had been setup www.ncns.org.nz where people could sign up to join. There were groups in Pegasus and it was a growing area. NS worked with community groups and residents groups in order to listen to the community and see what they wanted. She commented that they found event funding easy, however it was difficult to get sustained funding to run the organisation.

S Powell thanked T Doe for attending the meeting.

A Blackie made the comment that NS were rebuilding credibility with T Doe as coordinator after steadily decreasing in the value they had brought to the community. This decline had influenced the Council’s LTP decision. C Sargison noted that Council had suggested that NS work with Community Boards to assist with that and there was now a member of each Board on the Committee. He suggested that the Boards if they wished could also make a submission to the Annual Plan regarding NS.

6 ADJOURNED BUSINESS

There was no adjourned business.

7 REPORTS

7.1 Application to the Woodend-Sefton Community Board’s Discretionary Grant Fund 2018/2019 - Edwina Cordwell (Governance Adviser)

C Sargison spoke briefly to the report.

A Allen asked if it was possible to increase the grant to $600 as a recognition of the increase in number of families in Pegasus.

Moved A Allen seconded A Blackie

THAT the Woodend Sefton Community Board:

(a) Receives report No. 180926111640.

(b) Approves a grant of $600 to Pegasus Residents’ Group towards the cost of the Christmas on the Lake event.

CARRIED

R Mather sat back from the table and took no part in the discussion or decision.

A Allen believed the increase was necessary due to the increase in size of Pegasus as the cost of running the event would also increase.

8 CORRESPONDENCE

There was no correspondence.
9 **CHAIRPERSON’S REPORT**

9.1 **Chairperson’s Report for September 2018**

S Powell had also assisted with the native planting day on Kaitiritiri Ridge alongside community members, Pegasus Bay School and Ngai Tahu staff.

Moved S Powell seconded J Archer

**THAT** the Woodend-Sefton Community Board:

(a) Receives report No. 181001113764.

CARRIED

10 **MATTERS FOR INFORMATION**

10.1 **Oxford-Ohoka Community Board meeting minutes – 6 September 2018** (Trim No. 180829098038).

10.2 **Rangiora-Ashley Community Board meeting minutes – 12 September 2018** (Trim No. 18905101297).

10.3 **Kaiapoi Tuahiwi Community Board meeting minutes – 17 September 2018** (Trim No.180911104350).

10.4 **Youth Council meeting minutes – 31 July 2018**.

10.5 **Community Facilities – user applications for exemption from fees – report to Community and Recreation Committee 18 September 2018** (Trim No 180907102652).

10.6 **Capital Projects Report for the period ended 30 June 2018 – report to Audit & Risk Committee 18 September 2018** (Trim No 180906101922).

10.7 **Library Update to 31 August 2018 – report to Community and Recreation Committee 18 September 2018** (Trim No 180906102191).

Moved R Mather seconded A Allen

**THAT** the Woodend-Sefton Community Board receives the information in items 10.1-10.7.

CARRIED

11 **MEMBERS’ INFORMATION EXCHANGE**

11.1 **July Diary for A Allen, J Archer, R Mather and A Thompson** (Trim No. 181001113776)

**A Allen**

- Attended NS meetings where they discussed and confirmed the constitution. She had raised the issue of what would happen in the case a Board member was incapacitated.
- Attended Sefton ‘Down the Back Paddock’ presentation.
- Attended Zone 5 Community Boards’ meeting. Questioned its relevance and effectiveness – appeared to be grandstanding not knowledge sharing.
- Attended All Boards’ Briefing.

**A Thompson**

- Noted upcoming Northern Pegasus Bay Advisory Group meeting.
S Powell asked if there would be a signage review. A Blackie advised that there was a stocktake of signage before the group was set up. The next step was to determine what needed to be done and where. It was in hand.

A Blackie
- Commented on an aspect of the draft Kaiapoi-Tuahiwi Community Board’s submission to the ZIPA regarding waterway protection and implications for weed growth.

R Mather
- Taken as read.

J Archer
- Assisted with Woodend School Fair with a large number of attendees.

Draft Reserves Master Plan - Regeneration
Consultation closes Friday 5 October 2018.
https://www.waimakariri.govt.nz/have-a-say/lets-talk/consultations/draft-reserves-master-plan-regeneration

Community Facilities
Consultation closes Monday 15 October 2018.

Canterbury Regional Public Transport Plan
Consultation closes Sunday 14 October 2018.
https://haveyoursay.ecan.govt.nz/connect-canterbury

Waimakariri Water Zone Committee Draft Zone Implementation Programme (ZIPA)
Consultation closes Friday 12 October 2018.
https://haveyoursay.ecan.govt.nz/waimakariri-water-zone-committee-draft-zipa

C Sargison advised there had been a good response so far to the Community Facilities consultation.

S Powell advised that the Board’s submissions to the Canterbury Regional Public Transport Plan and Waimakariri Water Zone Committee Draft Zone Implementation Programme (ZIPA) were nearing completion and requested any further feedback. With regard to the Taranaki Stream they were hoping that a catchment management plan would be developed early.

The drop in on Monday 29 October for the Rangiora Woodend Road Speed Limit Consultation was noted. NZTA would also be attending regarding safety on SH1. S Powell was concerned that it appeared that a submitter was required to have a view on each road in the consultation area as a number of those were minor roads. She suggested that requirement could skew the results. C Sargison suggested the Board provide feedback on this aspect to the new WDC Communications Manager.
FOSTERING COMMUNITIES

BOARD FUNDING UPDATE

13.1 Board Discretionary Grant
Balance as at 2 October 2018: $4,362.

13.2 General Landscaping Fund
Balance as at 2 October 2018 $12,160.

MEDIA ITEMS
Neighbourhood Support deputation, Pegasus Residents’ Group grant.

QUESTIONS UNDER STANDING ORDERS
There were no questions.

URGENT GENERAL BUSINESS UNDER STANDING ORDERS
There was no urgent general business.

NEXT MEETING
The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 12 November 2018 at the Woodend Community Centre.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 7.57pm
CONFIRMED

Chairperson
Date

Workshop
- General Landscaping Fund – Chris Brown (Greenspace Manager)
A number of potential projects for the General Landscaping Fund were discussed. C Brown would bring a report to the Board based on those discussions.
1. SUMMARY

1.1 This report provides Board members with information about the numbers and types of requests for service received by the Council for the Woodend-Sefton Community Board area.

1.2 There is also a comparison with the total requests received for the District.

Attachments:

i. Service Request information data (181026126024)

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No: 181026125997.

(b) Notes that all Boards will receive quarterly reports.

(c) Notes the importance of ensuring service requests are lodged in the Technology One computer system to enable effective response management and monitoring.

3. BACKGROUND

3.1 Reports have been prepared to inform the Board about the number and types of Requests for Service received by the Council for the respective Board areas. These are drawn from the "Technology One" computer system as the key mechanism for managing response to and monitoring of service requests. The activity report will be presented quarterly in future, with the annual totals being made available with the 4th quarter reports.

3.2 This first report contains graphs illustrating:

(a) the request activity for the final quarter of 2017/18 compared with the corresponding quarter from the previous year.

(b) the percentage of requests completed inside target for the Woodend-Sefton Board for the 2017/18 year compared with the result for the total District;
(c) the percentage of requests completed inside target for the Woodend-Sefton Board for the 2017/18 year compared with the result for the other Community Board areas;

(d) the request activity for the first quarter of 2018/19 compared with the corresponding quarter from the previous year.

4. ISSUES AND OPTIONS

4.1. In most cases the number of requests is reasonably consistent from year to year. The exception in the quarter 1 reports reflects the rain storms in July/August 2017.

4.2. As this is the first reporting on service requests that has been made available to the Boards, feedback is welcomed. A Customer Services representative will be available at the next Combined Boards meeting to discuss this reporting format or other service request issues.

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

5. COMMUNITY VIEWS

5.1. Groups and Organisations

Views have not been sought, but feedback on the reports is welcomed.

5.2. Wider Community

Service request issues raised by the community are responded to and complaints (and compliments) are recorded in the service request system and reported on.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

There are no direct financial implications arising from this report.

6.2. Community Implications

Responding to Requests for Service are an ongoing council activity to ensure continuity of service delivery.

6.3. Risk Management

Service requests responsiveness minimises risks of inconvenience and discontinuity in Council service delivery.

6.4. Health and Safety

Health and safety requirements and procedures are ‘part and parcel’ of responding to service requests.

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**

Local Government Act (2002)

7.3. **Community Outcomes**

Service delivery related outcomes provide the context for service request response.

7.4. **Delegations**

The terms of reference for the Woodend-Sefton Community Board apply.

Maree Harris
Customer Services Manager
% Service Requests Completed Inside Target
Woodend-Sefton Board Area compared to Total District FY 2017/18

Woodend-Sefton

Percent of SRs Inside Target
Percent of SRs Inside Target - Total
% Service Requests Completed Inside Target -
Board Areas compared to Total District FY 2017/18

<table>
<thead>
<tr>
<th>Area</th>
<th>Percent of SRs Inside Target</th>
<th>Percent of SRs Inside Target - Total</th>
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<tbody>
<tr>
<td>Kaiapoi-Tuahiwi</td>
<td>82.45%</td>
<td>81.78%</td>
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<tr>
<td>Oxford-Ohoka</td>
<td>80.81%</td>
<td>81.78%</td>
</tr>
<tr>
<td>Rangiora-Ashley</td>
<td>81.98%</td>
<td>81.78%</td>
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<tr>
<td>Woodend-Sefton</td>
<td>81.39%</td>
<td>81.78%</td>
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Service Requests Received - Woodend-Sefton Board Area
Quarter 1 - 2018/19 vs. Quarter 1 - 2017/18

- Animal Control
- Building
- Complaint about Council
- Council Property
- Drainage
- Dust
- Health Environmental Services
- Noise
- Parking
- Parks & Greenspace
- Planning Administration
- Recycling
- Refuse / Rubbish
- Roading
- Rural Fire
- Sewer
- Water

Quarter 1 - 2017/2018 vs. Quarter 1 - 2018/2019

181026126024
WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-32-67 / 181012119448

REPORT TO: Woodend – Sefton Community Board

DATE OF MEETING: 12 November 2018

FROM: Kieran Straw – Civil Project Team Leader
      Joanne McBride – Roading & Transport Manager

SUBJECT: Gladstone Road Cycleway Update

SIGNED BY: (for Reports to Council, Committees or Boards)
            Department Manager
            Chief Executive

1. SUMMARY

1.1 The purpose of this report is to provide an update to the community board on progress made on the design for this project.

1.2 Further work has been carried out to determine the preferred alignment, width, and surfacing material for the proposed shared path, as this was left unresolved following the previous report.

1.3 The path has been divided into three sections;
   - Section One: Eastern End (440m)
   - Section Two: Western End (360m)
   - Section Three: Unformed Road, and through Gladstone Park (280m)

1.4 The options assessment for Section One limits the path to the southern, with no feasible alternative.

1.5 The options assessment for Section Two has shown that the preferred location of the footpath is on the southern side of Gladstone Road, due to the ease of construction, providing a continuous facility, opportunity to incorporate a historic site and is situated away from large trees.

1.6 The options assessment for Section Three was determined by the Gladstone Park Advisory Group, and connects the proposed shared path with the existing shared path that currently terminates within Gladstone Park

Attachments:
   i. Site Location Map – Updated (Trim 181017121545)
   ii. Previous report – TRIM 180306023458(v2)

2. RECOMMENDATION

THAT the Woodend – Sefton Community Board recommends:

THAT the Utilities and Roading Committee:

(a) Receives report No. 181012119448
(b) **Supports** the proposal for a 2.3m wide shared path, located on the southern side of Gladstone Road;

(c) **Notes** that the preferred surfacing is a paver-laid asphalt surface on the shared path, however should budget not allow, then the path may remain unsealed with a crusher-dust surface. Section Three of the path through Gladstone Park will be sealed with Asphalt due to the requirements of the Community Greenspace team.

(d) **Notes** that NZTA have made no further announcements regarding the future Woodend Bypass, and that it is unlikely to be constructed for at least ten years.

(e) **Notes** the contract has an estimated tender closing date of 13 February 2019, with construction likely to commence in March 2019.

3. **BACKGROUND**

3.1. Council has allocated budget of $300,000 for the design and construction of a new shared path along Gladstone Road.

3.2. The original proposal was for a shared path 950m in length, with the surface to be determined.

3.3. A report was taken to the Wooden-Sefton Community Board in April 2018 with an overview of the work which had been completed at the time. Since then enabling works have commenced and this has included commencing the property purchase process for No. 129 Gladstone Road, fence removal and legal survey work.

4. **ISSUES AND OPTIONS**

4.1. **Path Alignment:**

4.2. The proposed shared path runs along Gladstone Road, between Petries Road and Gladstone Park. With the property purchase at No. 129 Gladstone Road confirmed, Section One (the first 440m) of the shared path will be constructed on the southern side of Gladstone Road. There is no feasible alternative option for this section of the path.

4.3. With Gladstone Park located on the northern side of Gladstone Road, the proposed shared path is required to cross Gladstone Road at some point along the route within Section Two.

4.4. An assessment of both the southern and northern sides of the road was completed for Section Two. The outcome of the assessment resulted in the preferred alignment for the shared path being on the southern side of Gladstone Road for the following reasons:

- Ease of construction – less earthworks required to construct the path on the south side of Gladstone Road.

- Preferred crossing location – the path must cross Gladstone Road. The proposed crossing location provides good inter-visibility between pedestrians and motorists. The alternative crossing location towards the west (at the end of Section One) would result in poor inter-visibility between pedestrians and motorists due to an existing dip in the road alignment, which is not advisable.

- The shared path would be located clear of large trees line the northern side of the road and therefore will be less susceptible to frost and future damage from tree roots.

- Locating the path on the southern side provides an opportunity to incorporate a “historic place”; the NZ Scout Monument as a point of interest along the route.
• Provides a continuous facility along the southern side of the road.

It was recognised that installing the path on the southern side increases the exposure to the number of residential vehicle entrances that the path crosses, and will have “pinch points” along the route however in the balance of the assessment this is considered to be acceptable and will ultimately provide the better facility.

4.5. Section Three of the path is proposed to extend up the unformed paper road next to the park, for a distance of 160m before leaving the unformed road corridor, and continuing east across Gladstone Park to connect into the existing 2.5m wide shared path that currently finished by the club room building, adding an additional 130m over and above the original scope of works, and increasing budget pressure.

4.6. **Path Width:**

4.7. The previous report to the Woodend-Sefton Community Board provided two options. These two options were:

- 2.3m Asphalt Path
- 2.0m Unsealed path

It is now recognised that the width of the path is not to be determined by the surfacing type. Due to the potential of grass growth over the edges of an unsealed path, the narrower 2.0m unsealed path is no longer to be considered as an option.

4.8. The proposed shared path width should be a **minimum** of 2.3m, regardless of the finished surface.

4.9. The proposed width through Section One and Two of the shared path is 2.3m. In this location, the 2.3m width is considered acceptable due to the forgiving nature of the surrounding area. Should a cyclist need to veer off the path, the adjacent terrain is such that it does not provide a hazard to a wayward cyclist.

4.10. The proposed width through Section Three of the shared path is to be 2.5m wide, with timber battens to match the existing shared path through Gladstone Park.

4.11. **Path Surface Type:**

4.12. Investigations into the whole of life maintenance cost indicate that the construction of the unsealed path is both cheaper to construct, and to maintain over the life of the path.

4.13. The likely user group for this shared path is both recreational walkers and cyclists. It will serve as a main link between Pegasus and Woodend. Although a recreational user will be satisfied with a lower level of service, the unsealed path is not ideal for commuter cyclists.

It is also likely that a commuter cyclist will prefer to use the road carriageway regardless of the surfacing of this proposed shared path, due to the low traffic volumes on Gladstone Road.

4.14. Unsealed shared paths can create a higher number of service requests, both from path users, and from residents who are required to maintain their grass berms (due to gravel migration from the path).

4.15. It is therefore proposed to tender the works with an unsealed surface, with an extra-over cost to surface the path with 20mm paver-laid asphalt surfacing. If the tender comes in above the budget, the asphalt surfacing may be removed and the level of service may be reduced to ensure the project is completed with the allocated budget.

4.16. Should the surface of Sections One and Two remain unsealed, all vehicle entrances would be sealed. This is to minimise risk of gravel migration and complaints for both the property owners, and the path users.

4.17. The Management Team have reviewed this report and support the recommendations.
5. **COMMUNITY VIEWS**

5.1. **Groups and Organisations**

5.2. This project is supported by both the Pegasus Residents Group, and the Woodend Community Association. It benefits both groups by providing an off road walkway / cycle link between Gladstone Park, and Woodend (Petries Road).

5.3. The Pegasus Resident Association has expressed a desire to extend the path up the unformed paper road to complete the connection to the existing footpaths on the western side of Infinity Drive. While this route was considered, the preferred route was to connect with the existing 2.5m sealed path within Gladstone Road. Any available budget to connect between the proposed path, and Infinity Drive would likely be spent on roads that have no pedestrian or cycle facilities.

5.4. The Gladstone Park Advisory Group have been consulted on the alignment of Section Three, through Gladstone Park, and are happy with the proposal.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

There is a budget of $300,000 to complete the project this financial year. The estimate below demonstrates that an unsealed path option is achievable within the current budget, but to provide a higher level of service may result in the need for additional funding.

It is proposed to go out to tender to confirm whether or not the higher level of service can be achieved without the need to request additional funding.

<table>
<thead>
<tr>
<th></th>
<th>Option One 2.3m Unsealed Path</th>
<th>Option Two 2.3m Asphalt Path</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Costs to Date</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Fees, relocation of fence, surveying)</td>
<td>$26,323.65</td>
<td>$26,323.65</td>
</tr>
<tr>
<td><strong>Remaining Enabling Costs</strong></td>
<td>$55,140.00</td>
<td>$55,140.00</td>
</tr>
<tr>
<td>(Purchase of No. 129 Gladstone Rd, removal of hedges, fencing and legal fees)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Remaining Project Costs</strong></td>
<td>$50,947.42</td>
<td>$50,947.42</td>
</tr>
<tr>
<td>(Fees, Contingency, Safety Audit)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Contract Estimate</strong></td>
<td>$155,940.00</td>
<td>$155,940.00</td>
</tr>
<tr>
<td>(Physical Works)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Extra-Over Cost to Surface with Asphalt</strong></td>
<td>$0.00</td>
<td>$52,440.00</td>
</tr>
<tr>
<td><strong>Total Estimated Cost</strong></td>
<td><strong>$288,351.07</strong></td>
<td><strong>$340,791.07</strong></td>
</tr>
</tbody>
</table>

6.2. **Community Implications**

There is no negative implications on the community associated with this project.

6.3. **Risk Management**

6.4. The Woodend – Sefton Community Board have previously been advised of the potential risk to the project due to the NZTA designation for the proposed Woodend By-pass project within this site. There has been no further announcement from NZTA regarding this project, and no works on the project is likely within the next ten years.
6.5. Should tender rates be favourable, it is recommended to surface the shared path with asphalt to provide a higher level of service for the end user. Construction to a lower level of surface may result in negative feedback from the community, including adjacent land owners that are responsible for maintaining their grass berms.

6.6. **Health and Safety**

6.7. This project is still in the design phase, and will be subject to a full safety audit, and safety in design review process.

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**

The Land Transport Management Act and Local Government Act are relevant in this matter.

7.3. **Community Outcomes**

This report consider the following outcomes:

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

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

7.4. **Delegations**

The Woodend- Sefton Community Board under delegation S-DM 1041, has specific jurisdiction for:

- Representing, and acting as an advocate for, the interests of its community
- Maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities & Roading Committee under delegation S-DM 1024, has the authority to approve work programmes for works that the Council has budgeted a general level of expenditure.
WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-32-67 / 180306023458

REPORT TO: Woodend – Sefton Community Board

DATE OF MEETING: 9 April 2018

FROM: Kieran Straw – Civil Project Team Leader

SUBJECT: Gladstone Road Cycleway

1. SUMMARY

1.1 The purpose of this report is to update the community board with the progress of the project, and to provide options for discussion so that the community board can make a decision as to which option to proceed with.

Attachments:

i. District Plan Map No. 129 (Trim 180328033535)
ii. Site Location Map (Trim 180404035447)

2. RECOMMENDATION

THAT the Woodend – Sefton Community Board recommends:

THAT the Utilities and Roading Committee:

(a) Receives report No. 180308023458.

(b) Approves Option One, the high level of service path, 2.3m wide surfaced with asphalt.

(c) Notes that 750m of the 950m length of the path will become redundant at the time the future Woodend Bypass is constructed

(d) Notes that the Bypass is unlikely to be constructed for at least ten years.

3. BACKGROUND

3.1. Council has allocated a budget of $300,000 for the design and construction of a new shared path this current financial year.

The proposed path is approximately 950m in length, and is intended to be constructed at 2.3m wide, surfaced with asphalt.

To date, the project has been scoped and an initial issues / options report was written for the Client. This report highlighted two potential issues to overcome to progress the construction of the new cycleway. Those issues are discussed in the next section, and are as follows:
Approximately 740m of the 950m length of the shared cycleway is within the NZTA designation for the Woodend Bypass Project.

The preferred option requires a 5.0m strip of land to be purchased from No. 129 Gladstone Road.

3.2. Enabling works is due to commence at No. 145 Gladstone Road where the existing fence line and paddocks are occupying road reserve. To construct a cycle path in this vicinity, the existing Polar hedge, and boundary fencing will need to be removed, and relocated to the legal property boundary.

Quotations have been sought to carry out the following works associated with this property:

- Establish and mark the legal boundary
- Construct a new fence on the legal property boundary
- Remove the existing Poplar hedge
- Plant a new Poplar hedge on the legal property boundary

4. **ISSUES AND OPTIONS**

4.1. NZTA Designation

The proposed Woodend Bypass project crosses Gladstone Road through the eastern portion of No. 145 Gladstone Road, approximately 500m into the 950m site. In addition to this, NZTA are planning on constructing an over bridge on Gladstone Road, that crosses the proposed bypass. The earthworks for proposed overbridge extend from 160m beyond Petries Road to 900m beyond Petries Road (near Gladstone Park).

This means that 740m of the proposed shared path sits within the NZTA designation, and will become redundant with the construction of the proposed overbridge.

NZTA have indicated that there is no funding in the current 10 year LTP for the by-pass project, and it is unlikely to be accelerated.

Any shared path facility shall be constructed with the knowledge that the likely lifecycle of the asset is significantly less than what is expected due to the requirement to construct an overbridge in the future.

Please refer to Attachment i. District Plan Map No. 129 for a visual representation of the NZTA designation on Gladstone Road between Petries Road, and Gladstone Park.

4.1.1. Options

Given that the path is not likely to be a long term option, consideration should be given to the Level of Service that the shared path is to provide over the next 10 years. The following options have been provided for discussion, with the decision to be made by the Woodend – Sefton Community Board at their upcoming meeting on 10 April 2018

- **Option One: High Level of Service**

  The project was initially to have a high level of service, achieved by constructing the path at 2.5m, with an asphalt surface.

  Due to budget constraints, the path is now proposed to be constructed at 2.3m wide, the narrowest acceptable shared path width.
Note that some “pinch points” along the length of the path will remain due to the width of the path, and the high cost of removing the obstruction (e.g. overhead lines poles)

This option is the recommended option as the path is likely to be used for 10 years and provides a good level of service with minimal ongoing maintenance costs.

- Option Two: Reduced Level of Service

Public perception may be against the concept of constructing the shared path to a high level of service if there is a risk that it will become obsolete in 10 years. A reduced level of service that still provides an off-road link to pedestrians and cyclists can still be achieved by providing a 2.0m unsealed shared path. The reduction in width also minimises the severity, and the number of “pinch points” along the length of the path.

This option provides an adequate level of service, but is not desirable for members of the community who may be elderly, or disabled. The existing cycle path between Kaiapoi and Pines Beach is constructed to this level of service.

- Option Three: Defer the Project

There is an option to do nothing until after NZTA has constructed the proposed over bridge. NZTA plans show that the proposed overbridge includes provision for a 3.0m shared path on the bridge. The initial concept plans show this path on the northern side of the bridge, but this is not confirmed.

This option is not recommended as 10 years is a long time without any off-road links between Woodend and Pegasus.

4.2. Existing Road Corridor Width

The existing road reserve width east of Petries Road is just 10.0m wide for a distance of 160m. This width is not sufficient to install a shared off-road path without the need to carry out significant enabling works, such as undergrounding the existing overhead lines, and installing kerb and channel to provide vertical separation.

The road reserve remains at 10m wide across the frontage of No. 129 Gladstone Road, before widening to 15m at No. 145 Gladstone Road.

Council staff are proceeding with negotiations to purchase this land.

It is important to note that this section of road corridor falls outside the NZTA designation for the proposed by-pass and will not be affected by any future works.

4.3. The Management Team have reviewed this report and support the recommendations.
5. COMMUNITY VIEWS

5.1. Groups and Organisations

This project is supported by both the Pegasus Residents Group, and the Woodend Community Association. It benefits both groups by providing an off road walkway / cycle link between Gladstone Park, and Woodend (Petries Road).

5.2. Wider Community

This project is of benefit to the immediate communities rather than the wider community.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

There is a budget of $300,000 to complete the project this financial year. All going well, the project could be completed this financial year without need to carry funding over to the 2018 /2019 financial year.

The current high-level estimates for each of the options described in section 3 is as follows:

Council staff will need to continue to engineer the design to ensure that the construction costs fit within the budget, as there is only a 7.5% contingency in the estimate below:

<table>
<thead>
<tr>
<th></th>
<th>Option One</th>
<th>Option Two</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Estimated Cost</td>
<td>$299,493.69</td>
<td>$236,257.49</td>
</tr>
</tbody>
</table>

6.2. Community Implications

There is no negative implications on the community associated with this project.

6.3. Risk Management

The Woodend – Sefton Community Board is being asked to consider the options raised in section 4.1 of this report in regards to the level of service they wish to accept with the knowledge that this site is subject to a NZTA designation for the proposed Woodend Bypass project.

6.4. Health and Safety

This project is still in the design phase, and will be subject to a full safety audit, and safety in design review process.

In order to ensure the project sits within the existing budget, it is proposed that a single Safety Audit be carried out. This may be either during the design phase, or post construction, but not both.

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. Community Outcomes
• The accessibility of community and recreation facilities meets the changing needs of our community.

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

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

• Our rural areas retain their amenity and character.
Subject to Concept Plan Rule 32.1.1.1
Cadastral Data from LINZs DCDB. Crown Copyright Reserved.
NOTES

1. NZTA DESIGNATION SHOWN IN ORANGE IS AN INDICATIVE REPLICATION ONLY. REFER TO DP MAP 129 FOR ACCURATE DESIGNATION AREA.

2. PROPOSED FOOTPATH ALIGNMENT SHOWN IN RED
1. **SUMMARY**

1.1. The purpose of this report is to adopt the meeting dates for the period from February 2019 to October 2019 given that there will be an election on 12 October 2019. The dates are based on meeting each month on the second Monday of the month.

1.2. The Board have alternated meeting venues through 2018 between the Pegasus Community Centre and the Woodend Community Centre, which is recommended to continue during 2019. However this does not preclude other venues within the community if the need arises.

2. **RECOMMENDATION**

**THAT** the Woodend-Sefton Community Board:

(a) **Receives** report No.181030127169.

(b) **Resolves** to hold Board meetings on the second Monday of the month, commencing at 7.00pm, and alternating venues between the Pegasus Community Centre and the Woodend Community Centre on the following dates:

<table>
<thead>
<tr>
<th>Date</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday 11 February</td>
<td>Pegasus</td>
</tr>
<tr>
<td>Monday 11 March</td>
<td>Woodend</td>
</tr>
<tr>
<td>Monday 8 April</td>
<td>Pegasus</td>
</tr>
<tr>
<td>Monday 13 May</td>
<td>Woodend</td>
</tr>
<tr>
<td>Monday 10 June</td>
<td>Pegasus</td>
</tr>
<tr>
<td>Monday 8 July</td>
<td>Woodend</td>
</tr>
<tr>
<td>Monday 12 August</td>
<td>Pegasus</td>
</tr>
<tr>
<td>Monday 9 September</td>
<td>Woodend</td>
</tr>
</tbody>
</table>

3. **BACKGROUND**

3.1 Community Board meeting dates are set for the triennial term on an annual basis.

4. **ISSUES AND OPTIONS**

4.1. All scheduled meetings are advertised and operate under the Local Government Official Information and Meetings Act 1987 (LGOIMA).
4.2. Since the start of the triennial term 2016-19 term the Community Board has met on the second Monday of the month at 7pm in either the Woodend or Pegasus Community Centres. It is recommended that this pattern continue for 2019 as it dovetails with other Council, Committee and Community Board meetings. In past years, the Board has not met in January and this is recommended to continue.

4.3. Briefings and workshops are generally held after the Board meeting where possible, however if a significant timeframe is anticipated a separate meeting at a mutually agreed time will be scheduled.

4.4. The most appropriate facilities recommended for meetings to occur are the Pegasus and Woodend Community Centres. Nonetheless, occasional meetings occurring in other areas of the community, should there be topical items of interest on the agenda, are feasible and can be conducive to greater accessibility for the public to observe democracy and transparency.

4.5. In the event of insufficient business for any one month, the Board may wish to hold a workshop on topical matters, in consultation with the Chairperson. It is the responsibility of the Chairperson to cancel any meeting, in consultation with Council staff.

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

5. COMMUNITY VIEWS

5.1. Groups and Organisations
The established pattern of the Community Board meetings has generally worked well for members, taking into account other community commitments. Other Community Board meetings start either at 4.00pm or 7.00pm.

5.2. Wider Community
Community views were not sought. We are not aware of any adverse comments from the public on meeting times.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications
All meetings are serviced from existing Council budgets. Meeting venues are generally Council owned assets and are not charged. The remuneration payable to the Community Board members is based on an annual sum set by the Remuneration Authority.

6.2. Community Implications
Not applicable.

6.3. Risk Management
Not applicable.

6.4. Health and Safety
Not applicable.

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**  
Local Government Act 2002 schedule 7 clause 19.

7.3. **Community Outcomes**  
There are wide ranging opportunities for people to contribute to the decision-making by local, regional and national organisations that affect our District.

7.4. **Delegations**  
The Board has the delegated authority to set its meeting dates.

Edwina Cordwell  
Governance Team Leader
1. **SUMMARY**

1.1 This report enables the Board to note its recent submissions on the Draft Zone Implementation Programme Addendum (ZIPA) and the Greater Christchurch Element of the Draft Regional Public Transport Strategy (RPTS).

**Attachments:**

i. Woodend-Sefton Community Board Submission ZIPA (Trim 181009117652).
ii. Woodend-Sefton Community Board Submission RPTS (Trim 181009117656).

2. **RECOMMENDATION**

**THAT** the Woodend-Sefton Community Board:

(a) **Receives** report No. 181030127307.

(b) **Notes** the Board’s submissions to the Draft Zone Implementation Programme Addendum and Greater Christchurch Element of the Draft Regional Public Transport Strategy.

3. **BACKGROUND**

3.1 Consultation closed on the Draft ZIPA on Friday 12 October 2018.

3.2 Consultation closed on the Draft RPTS on Sunday 14 October 2018.

4. **ISSUES AND OPTIONS**

4.1. The Board met on Tuesday 2 October to develop its submissions on both of these proposals.

4.2. An initial draft for each was developed and circulated for comments. Further drafts were compiled, leading to final approval by the Chair of both submissions on Wednesday 10 October.

4.3. The Management Team have reviewed this report.
5. COMMUNITY VIEWS

5.1. Groups and Organisations
Not applicable.

5.2. Wider Community
Public consultation occurred that enabled individuals and groups in the community to submit personal views directly.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications
There are no financial implications at this time.

6.2. Community Implications
Both proposals have been subject to formal public consultation undertaken by Environment Canterbury. Board members attended a number of community drop in sessions.

6.3. Risk Management
Not applicable.

6.4. Health and Safety
Not applicable.

7. CONTEXT

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

7.2. Legislation

7.3. Community Outcomes
The Council makes known its views on significant proposals by others affecting the District’s wellbeing.

7.4. Delegations
The Board has delegated authority to make such submissions.

Edwina Cordwell
Governance Team Leader
To: Waimakariri Water Zone Committee (Environment Canterbury)
Submission: Draft Zone Implementation Programme Addendum
From: Woodend-Sefton Community Board
Contact: Shona Powell (Chairperson) shona.powell@wmk.govt.nz
Edwina Cordwell (Governance Adviser) com.board@wmk.govt.nz

The Woodend-Sefton Community Board would like to thank the Waimakariri Water Zone Committee for their hard work and dedication in producing the Draft Zone Implementation Programme Addendum (ZIPA). We would also like to commend you on the engagement and consultation with the many interested and affected individuals and groups to help form this document.

The Board notes with interest the release of the documents Essential Freshwater: Healthy Water, Fairly Allocated (Ministry for the Environment and Ministry for Primary Industries, 2018) and Shared Interests in Freshwater: A New Approach to the Crown/Māori Relationship for Freshwater (Ministry for the Environment and Māori Crown Relations Unit, 2018). It is hoped that the policy direction from Government will support the draft programme the Committee has formulated.

The area we represent has many waterways which are sensitive and ecologically diverse habitats. It is also an area of high cultural significance, for example Tūtaepatu Lagoon, the Ashley/Rakahuri, Te Aka Aka (the Ashley estuary), Saltwater Creek, Taranaki Stream/Creek, Waikuku Stream, and Pegasus wetlands.

Te Aka Aka and Tūtaepatu Lagoon/wetlands require special mention and both should be high priority areas for protection. The effect on Te Aka Aka comes from both the river and streams flowing into it and the sea. Given that climate change is likely to affect Te Aka Aka through, amongst other things, sea level rise, extreme weather events and increased sea water temperatures, this will not only affect the estuary but Saltwater Creek and Taranaki Stream/Creek as well. The Ngāi Tahu (Tūtaepatu Lagoon Vesting) Act 1998 requires that, “Tūtaepatu Lagoon/wetlands will be appropriately restored and maintained for the benefit of present and future generations”. This sentiment around working for the benefit of both present and future generations should be the driving force behind all initiatives to improve the water quality and flows.

We support the concept of Kaitiaki, of guardianship and protection for the waterways and the Tūhaitara Coastal Park.

We appreciate the importance of the agricultural sector to the economy of the Waimakariri District. We also support the ongoing use of waterways for recreation where appropriate, whether that be fishing, swimming, kayaking, boating, bird watching and other ways we can enjoy the diversity the waterways offer.

Given our lack of knowledge in some areas we have chosen to only comment on areas that we have something specific to say. We will rely on those with the knowledge and specific skills and experience to provide more specific feedback on their areas of expertise, in particular around nitrate reduction and the timeframes. Overall, we support the direction of the recommendations and would like to see actions...
underway as soon as possible and ensure that the focus is on sustainability, both in land use and for our environment.

**D1. Improving Stream Health**

The recommendations around improving stream health are extremely important. We have singled out two specific areas to make comment on

**Catchment Management Plan (Rec 1.2)**

The Board strongly supports a Catchment Management Plan to be developed for the Taranaki Stream/Creek in the first year after ratification of ZIPA as it is of high cultural significance with its proximity to the Kaiapoi Pā site and needs support and protection. It appears to be a good candidate for the development of a Catchment Management Plan because:

- High cultural significance
- The effect on Te Aka Aka (the Ashley estuary), which is such a sensitive and ecologically diverse ecosystem
- Possibility of salt water incursion
- Overgrown in parts with willows and other vegetation which is impacting on the flow
- Flows through a variety of areas, including new urban development and rural environments
- Deposit of sediment and the downstream effects

**Lifestyle Blocks (Rec 1.3)**

Given that the owners of lifestyle blocks have varying degrees of understanding of the impacts of their practices and land usage on the environment we encourage the pilot programme of workshops to develop Lifestyle Block Management Plans to be enhanced, promoted and implemented at low cost to participants as soon as possible.

**D2. Protecting and Enhancing Indigenous Biodiversity**

All recommendations in this area are supported.

There are many worthwhile projects underway in our area, especially through the Te Kōhaka o Tūhaitara Trust with their planting, education and trapping programmes. The expertise of the Trust staff should be highly valued and any consultation or working groups should involve the Trust.

**D3. Reducing Nitrates**

The modelling on nitrates is a key section of the plan and it is disturbing to see the high concentrations of nitrates in places like the Silverstream. However, in addition given that our area is in the run-off management area we would also like more attention to the reduction of other contaminants like
phosphorus, sediment and E.coli. The recommendation 3.9 is that farms in this area “should ensure farming practices reduce overland flow losses of phosphorus, sediment and E. coli.” We could find no mention of monitoring or assistance offered with this and would like to see some specific recommendations on how this could be achieved and how it will be monitored.

Drinking Water

It is imperative that the zone has safe and reliable drinking water and this outcome is fully supported. One area of concern is around private wells and we would encourage systems and checks to ensure monitoring of private wells is completed on an ongoing basis. Those new to having a private well may not be aware of the necessity for ongoing monitoring, what should be measured, or what options are available to them around the use of filters.

D4. Managing Surface Water Quantity

It is good to see the over-allocations of surface water zones have been identified and the recommendations for how to prevent or phase out the over-allocation. We would support any reductions that can be achieved in the over-allocation.

Other

Evidence-Based Research

There is a need for previous research to be sought out and evaluated and new research to be undertaken. The focus seems to have been on feed growth, quantity and availability, with chemicals and fertilisers used to promote growth on soils which are by their nature free draining and cannot retain nutrients. Perhaps it is time to focus on sustainability and soil health and look at ways improving soil heath where possible to retain nutrients. Sustainability is a key factor and it may be that some soil types simply cannot maintain present stock levels or stock levels at a financially viable rate and benefits will come from recognising this sooner rather than later. We have no answers as to how the impact of this could or should be managed but sustainability should always be the bottom line in terms of both farming practices and managing our waterways.

With shelterbelts being removed for large irrigators perhaps it is time to encourage research and education into the benefits of tree planting for the soil, water retention and reducing the effects of climate change. Trees, not only provide shelter for animals but can also provide beneficial insect habitats and support bird life to help control grass grub, which appears to be an ongoing problem and is affecting grass growth.

Urban Environment

There appears to be little focus on the urban environments and their impact on our waterways. There is little education around what happens to stormwater and the effect of contaminants as they travel through the stormwater system e.g. sprays used on lawns, metal brake pads, cigarette butts, and the dumping of
chemicals in drains. An example is in Pegasus where we believe that only a minority of residents are aware that Pegasus Lake, which is a joined waterway with the wetlands, is the stormwater catchment for the township. A lot of the stormwater is filtered through the ground but what if any impact is there on the lake and wetlands from manmade contaminants? We would support an education campaign on stormwater in an urban environment and how we can reduce any negative impact on waterways. This is increasingly important with the fast-growing urban populations.

Credibility around Enforcement

Our understanding is that an abatement notice can be issued and fines imposed if farms do not comply with requirements and meet targets. Whilst there needs to be an emphasis on encouraging farmers to meet targets and giving them the assistance and time necessary to do so, there are concerns. From speaking to locals there is an issue around the credibility of abatement notices given they have seen abatement notices issued for major breaches in the past on environmental matters and then no follow up action seems to be taken. The abatement notice is there but the general public perception is there is often little or no enforcement of it.

Thank you once again for the opportunity to provide feedback and the Woodend-Sefton Community Board would like to express our support of the Waimakariri Water Zone Committee and overall to the draft programme.

Shona Powell
Woodend-Sefton Community Board
Chairperson
To: Public Transport Joint Committee (Environment Canterbury)

Submission: Greater Christchurch Elements of the Draft Regional Public Transport Strategy

From: Woodend-Sefton Community Board

Contacts: Shona Powell (Chairperson): shona.powell@wmk.govt.nz
          Edwina Cordwell (Governance Adviser): com.board@wmk.govt.nz

The Chair would wish to be heard on this matter.

Thank you for the opportunity to comment on the draft Regional Transport Plan for Greater Christchurch.

Whilst the Woodend-Sefton Community Board realise the difficulties that have faced the planning for, and provision of bus services since the earthquakes, we were extremely disappointed in the draft plan given its lack of detail, real innovation and progress toward rapid transit.

According to the documentation the draft plan is a long-term vision (30 years) for public transport in Greater Christchurch and describes the public transport system that Environment Canterbury, in partnership with local councils in Greater Christchurch and Timaru, propose to fund and operate.

The proposals for ‘enormous system improvements’ were not to be found. There was no real innovation given that the improvements seem to consist of high frequency routes and new names for other routes like ‘city connectors’ and ‘cross-town links’. The logo of ‘Connect Canterbury – Public Transport’ seemed ironic given that the draft plan was primarily about catching a bus around Christchurch.

High Frequency Routes

The increased frequency of services proposed as 10 minutes for high frequency routes raises some questions. First, is the demand during off-peak enough to sustain the higher frequency and second has the impact on traffic and roads been explored fully? Already now you can see buses on the same route e.g. the Orbiter, following each other very close together, including at times back to back. If the frequency is increased to 10 minutes will the buses start obstructing the roads and cause safety issues when they are jockeying for position at busy bus stops? The following buses on the same route can’t necessarily bypass the stop as people may wish to get off at that stop.

There is also little information about the connecting routes as this is a key factor for people in deciding whether or not to use the bus service. One of the issues for people is having to take two or more buses to their destination and the time this adds to the journey, and the inconvenience it can cause, especially if the weather is bad.

Fares

Policy 3.4 states, amongst other things that fares will be set at a level that is “competitive with the costs of the private motor car to encourage use of public transport”. There is one major factor missing in the
policy on setting fares which is that of the convenience of taking a car instead of public transport. This includes total time to destination, weather issues, and the general convenience of being able to go where you want to go, when, without having to get off one bus and onto another, and the ease of including children and/or shopping in your outing.

**Lack of detail for public transport in the Waimakariri District**

Given the growth in the Waimakariri district there is a lack of any detail around services with statements like “following the core and city connector descriptions noted above, routes in the respective districts will link one or more key activity centres (KAC) to central Christchurch, to maximise connectivity and accessibility for local residents, while ensuring operational and cost efficiency.” (Pg 23). Given that Waimakariri has three identified KAC’s – Rangiora, Kaiapoi and Woodend/Pegasus, the vision gives no certainty as to what extent services will include all three KAC’s. These centres are defined in Chapter 12a of the CRPS.

The diagrams show the bus route between Christchurch City and Kaiapoi as a proposed high frequency route with an unknown lower frequency to Rangiora and Woodend/Pegasus. Given that Rangiora is by far the largest town in Waimakariri, and continuing to grow at a fast rate, it seems odd that the high frequency route stops at Kaiapoi and no information is given around journeys beyond there apart from it would be a lower frequency. The Board advocates that the high frequency route should extend to Rangiora, given it has the highest population base in the District.

The rapid transit corridor only shows it going as far as Kaiapoi which the Board finds puzzling for the reason given above.

Park and ride to and from outer destinations is mentioned, which we assume includes Waimakariri but there is no further information around this to see how it could work.

The existing core routes defined on pg 20 are all routes within Christchurch with nothing outside of Christchurch.

There is no mention of Waikuku Beach which currently has a peak hour bus service.

There is scant mention of express services which bus users enjoy at peak hours and the feedback we receive is that if there were extended further on the routes within Christchurch that would make it more attractive to patrons.

**Rapid Transit**

The draft plan includes a number of top priorities and the only mention of rapid transit is “in the future, as the Greater Christchurch population grows, rapid transit will improve access to the city and support higher density development along key corridors, particularly within Christchurch city.” There is little in the plan around rapid transit to the north (Waimakariri) and south west (Selwyn) given the growth in population in these areas and any detail or planning is limited to protecting the transport corridors for the long-term future.
The Government Policy Statement (GPS) on land transport 2018 approaches transport through four priorities, one of which is accessible and affordable transport. The GPS supports accelerating the development of rapid transit where it is key to support metropolitan development. The new NZTA work category, WC 540 Rapid transit infrastructure, relates only to the 2018–21 National Land Transport Programme (NLTP) and allows for applications for funding for rapid transit infrastructure activities on largely dedicated key corridors in Auckland, Wellington and Christchurch. The aim is to enable a substantial increase in numbers of people accessing social and economic opportunities and enables transit-oriented development.

There is an exciting opening here to fast track rapid transit to and from the north and south-west of Christchurch and yet it appears from the draft plan this possibly limited opportunity is not being taken advantage of. The Transport Agency expects the rapid transit funding applications to be well linked to long-term planning documents, particularly regional public transport plans and regional land transport plans. The Board believes the draft plan needs far more detail and emphasis on rapid transit to meet this requirement including the provision for urgent development of a full business plan.

Lack of Transformational Change to Achieve Policies

The Board has a number of concerns, particularly around policy area 1 which relates to the network – services, infrastructure and supporting measures. There are a number of good policy ideas in this section but there is no indication of how these policies would be achieved given that a transformational change would have to take place. Given the difficulties that residents and community boards are still having around the lack of responsiveness around bus route changes, frequency changes or planning for future routes in new developments the Board cannot see how, for example, the following policies can be achieved in the current environment:

1.11 requests for changes to services or introduction of new services
1.12 services to areas of new development
1.15 integration of public transport with land use

One example of the lack of responsiveness is around service reviews. In February 2017 Environment Canterbury staff presented to our board and at that time there was discussion with them around the possibility of a smaller shuttle going between Woodend/Pegasus and Rangiora. We were told that a review would be happening later in 2017. After following up in April 2017 we were informed that ECan was still intending to conduct a full review of the Waimakariri bus services later in the year, although the exact timeframes were still being confirmed. Further follow-up only told us that the review had been delayed but would be happening. Since April 2017 it has been noted to Environment Canterbury that north east Kaiapoi residents are also lacking direct services to Rangiora and a circular shuttle route between Kaiapoi, Rangiora and Woodend/Pegasus would be welcomed by residents. No review has happened to date and we are now told it will be 2019 before this happens. The Board finds this unacceptable.

As outlined above our Board has attempted to raise the issue of a new circular satellite service between Woodend/Pegasus, Kaiapoi and Rangiora and have been told that a review will be happening only to then have it delayed multiple times. This experience is at odds with Policy 1.11 which says that any request via a local residents’ group or community board will be considered by Environment Canterbury to see if it can
be supported. It is difficult for the Board to have confidence that under a new regional transport plan there will be substantial process improvement when there is no indication of how this will happen.

The Board is concerned if the frequency of buses increases on the core routes to the extent proposed, any request for a new Waimakariri circular shuttle route as described will not be seriously considered. Our fear is that the finite resources will be utilised primarily to increase frequency of buses rather than considering any new routes, outside of this draft plan, such as the circular satellite route our Board has been proposing.

**Formation of a Transport Authority**

The Board suggests that perhaps it is time to explore whether a Transport Authority should be formed which has responsibility for public transport within the region. This would make it easier than interested parties trying to figure out who to approach about what and would ensure an integrated approach to all facets of the provision of public transport and the expertise necessary to formulate business cases for funding.

Given all the above the Woodend-Sefton Community Board cannot agree with or endorse the proposed Regional Public Transport Plan because there is:

- lack of any detail around services for the Waimakariri District
- no urgency or momentum toward progressing rapid transit and accessing NZTA funding
- no evidence of the transformational change in the organisation which will be needed to achieve many of the policies.

Shona Powell

Woodend-Sefton Community Board
Chairperson
WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO: GOV-26-09-06/181101128440

REPORT TO: Woodend-Sefton Community Board

DATE OF MEETING: 12 November 2018

FROM: Shona Powell, Chair, Woodend-Sefton Community Board

SUBJECT: Chair’s Report for October 2018

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>8 October</td>
<td>Woodend-Sefton Community Board meeting</td>
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<tr>
<td>9 October</td>
<td>Waimakariri Access Group meeting</td>
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<tr>
<td>17 October</td>
<td>Youth Development Grant Committee Interviews with shortlisted applicants</td>
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<tr>
<td>29 October</td>
<td>Draft Regional Public Transport Plan - verbal presentation of WSCB submission to panel Members of the Greater Christchurch Public Transport Joint Committee Presentation focused on the lack of information around services for Waimakariri, the lack of urgency or drive toward rapid transit, and the need for transformational change within the organisation to achieve proposed policies.</td>
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<td>29 October</td>
<td>NZTA drop in session – safety improvements on SH1, Woodend WDC drop in session – speed limit reductions on and around Rangiora Woodend Road Dropped in twice during the afternoon/evening. A steady flow of people coming in to ask questions and give feedback.</td>
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<tr>
<td>29 October</td>
<td>Meetings with Governance Manager Assisted with some interviewing.</td>
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<tr>
<td>30 October</td>
<td>Forestry Harvest Project Control Group meeting Regular meeting to discuss the harvest with only the Gladstone Block to finish before ending for 2018.</td>
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THAT the Woodend-Sefton Community Board:

(a) Receives report No. 181101128440.

Shona Powell
Chair
Woodend-Sefton Community Board
MEMO

FILE NO AND TRIM NO: GOV-26-09-06 /181101128460
DATE: 12 November 2018
MEMO TO: Woodend-Sefton Community Board
FROM: Board members John Archer and Rhonda Mather
SUBJECT: Members’ Information Exchange October 2018

John Archer

• 1 October - Woodend Community Association.
• 2 October - Meeting to discuss ZIPA and other issues.
• 3 October - Opening of pottery exhibition Ruataniwha Art Gallery.
• 6 October - Assisted with the setup of display stands for the Woodend Spring Flower Show and with the dismantling of such. A well-rehearsed and military like endeavour.
• 29 October - Visited Swannanoa School to look at their portable stage as an option to promote for the Woodend Community Centre. It is very difficult for parents to see the children receiving certificates etc. at end of year functions as well as other functions throughout the year.
• Attended joint drop in sessions: NZTA Safety issues SH 1 through Woodend township and WDC Speed Limits on local roads. Submitted comments on both issues.
• 31 October - Forestry Harvest Project Control Group meeting.

Rhonda Mather

• Compiled ‘Pegasus Page’ for November Woodpecker.
• 4 October - Gladstone Park project meeting to discuss placement of paths to link Gladstone Rd cycleway to other paths within Gladstone Park. Pegasus Residents’ Group requested proposed path be extended through to Infinity Drive to link with cycleway and paths there. Playground extension completed and looking good.
• 9 October - Networking Forum, Rangiora. Again a good mix of organisations who offer a variety of assistance to the community.
• 9 October - Attended PRGI Committee meeting
  o 15 October – PRGI Christmas event subcommittee meeting
  o Email sent to Pegasus Golf and Sports Club with regard to the state of roadside along Pegasus Blvd outside golf club.
• 15 October - Psychological First Aid course with Red Cross. A very worthwhile full-day course aimed at helping people who have been traumatised by an event, be that an earthquake, flood, accident etc.
• 17 October - Ronel’s Community Cuppa. Around 50 people are attending each of these events in recent months and good connections continue to be made.
• 24 October - North Canterbury Wellbeing Trust AGM
• 24 October - North Canterbury Neighbourhood Support AGM

• 27 October - Active Canterbury Group Fitness Workshop. This free workshop was very informative and included speakers about spine health, exercise for the disabled, mental health and multi-tasking exercise for the older age group, as well as the opportunity to try some tai chi, yoga or gym sticks exercises. These workshops are held a couple of times a year and are open to all, but mostly aimed at people running activities in the community. I will definitely be going back.

• 29 October - Social Services Waimakariri Workforce Wellbeing Forum. Good information on ways that employers can help their staff and individuals can help themselves to relieve stress and other mental health issues, including online options, such as the ‘All Right’ website with several tools available.

• 29 October - NZTA Safe Roads project and WDC speed consultation at Woodend. Good to see a steady flow of people engaging with the staff present during the hour or so that I was there.

• 3 November - 1st Drop-in session at Pegasus Community Centre. We have created a mini library and are inviting people to come in and grab a book or some information. We will be doing this two Saturdays and two Thursdays a month until Christmas to see what the response is. About 12 people attended the first drop-in session with most taking books and other info away with them and some donating books. Feedback on the idea so far has been positive.

• Other events attended in Waimakariri: Soroptimists’ Fair, National Guinea Pig Show and Kaiapoi North School Fair.

Coming Up

• 5 November - Age Friendly Community Steering Group meeting.
• 7 November - Final day of the LinC Programme.
• 7 November - Eldercare Canterbury meeting.
• 7 November - Inaugural meeting of Promotions Association/Agency for the Woodend/Pegasus/Waikuku area.