Agenda

Woodend-Sefton Community Board

Monday 9 November 2026

5.30pm

Woodend Community Centre
School Road
Wodoend

Members:

Mark Paterson (Chairperson)
Andrew Thompson (Deputy Chairperson)
Brent Cairns
Joel McLachlan
Mathew Potter
Shona Powell
Prudence Stone

WAIMAKARIRI DISTRICT COUNCIL

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Board Members
WOODEND-SEFTON COMMUNITY BOARD

AGENDA FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD TO BE HELD AT THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 9 NOVEMBER 2026 AT 5.30PM.

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

BUSINESS PAGES

1 APOLOGIES

2 CONFLICTS OF INTEREST

3 CONFIRMATION MINUTES

3.1 **Minutes of the Woodend-Sefton Community Board Meeting – 13 October 2026** *7-11*

RECOMMENDATION

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 13 October 2026.

3.2 **Matters Arising (from Minutes)**

4 DEPUTATIONS AND PRESENTATIONS

Nil.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 **Request for Approval to Consult on Proposed 2026 Speed Limit Changes – Shane Binder (Senior Transportation Officer) and Joanne McBride (Roading and Transport Manager)** *12-28*

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** Report No. 260831259120.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

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

Table 1: Proposed speed limits within Woodend-Sefton Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)
Pegasus Boulevard, SH1 to Infinity Drive	70	60
Tiritiri Moana Drive, 50 km/h zone to road end	100	30
Pembertons Road, No. 136 to 50 km/h zone	100	80
Criglingtons Road, Entire Road	100	60
Kings Avenue, Entire Road	50	40
Queens Avenue, Entire Road	50	40
Allin Drive, Entire Road	50	40
Ensors Place, Entire Road	50	40
Collins Drive, Entire Road	50	40
Mckenzie Place, Entire Road	50	40
Development area: 33, 130 Gressons Road[1]	100	50
Note 1: speed limits in development areas will only change once construction is under way		

(c) **Notes** that the final consultation material will be approved by the Chief Executive and General Manager Utilities and Roading.

(d) **Notes** that consultation is proposed to be carried out in February and March as per the requirements set out in the *Land Transport Rule: Setting of Speed Limits 2024*.

(e) **Notes** that the results of the public consultation and the revised speed limit proposals will be presented to a hearing panel, who will make a recommendation to Council.

(f) **Notes** that all submissions on the new proposed speed limits, including those from key stakeholders, will be considered prior to presenting the revised speed limit proposals to the hearing panel.

6.2 **Woodend-Sefton Community Board meeting Dates from December 2026 to December 2027 – Thea Kunkel (Governance Team Leader)**

29-32

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** report No.261022343316.

(b) **Resolves** to hold meetings during 2027 commencing at 5.30pm on Mondays, on the following dates at the proposed listed venues:

Meeting Date	*Venue*
7 December 2026	Woodend Community Centre
1 February 2027	Pegasus Community Centre
8 March 2027	Woodend Community Centre
12 April 2027	Pegasus Community Centre
10 May 2027	Woodend Community Centre
14 June 2027	Pegasus Community Centre
12 July 2027	Woodend Community Centre
9 August 2027	Woodend Community Centre
13 September 2027	Pegasus Community Centre

Tuesday 12 October 2027	Sefton Hall
1 November 2027	Woodend Community Centre
6 December 2027 *	Pegasus Community Centre

(c) **Notes** that the proposed meeting to be held at the Sefton Hall will be subject to venue availability.

(d) **Notes** that staff may join the meeting virtually for workshop and/or briefing sessions where venues have the appropriate technology to enable virtual attendance.

7 CORRESPONDENCE

7.1 Thank You Letter from Big Brothers Big Sisters North Canterbury

33-34

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** the thank you card from Big Brothers Big Sisters North Canterbury (Trim: 261104359255).

8 CHAIRPERSON'S REPORT

8.1 Chairpersons Report for October 2026

35

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (Trim: 261104358824).

9 MATTERS FOR INFORMATION

9.1. **Rangiora-Ashley Community Board Meeting Minutes 21 October 2026.**

9.2. **Kaiapoi-Tuahiwi Community Board Meeting Minutes 19 October 2026.**

9.3. **Council Meeting Schedule for 2027 – Report to Council Meeting 6 October 2026 – Circulates to all Boards.**

9.4. **Health, Safety and Wellbeing Report 18 August 2026 to 21 September 2026 – Report to Council Meeting 6 October 2026 – Circulates to all Boards.**

9.5. **Drinking Water Quality and Compliance Annual Report 2025/26 – Report to Utilities and Roading Committee Meeting 13 October 2026 – Circulates to all Boards.**

9.6. **Annual Report on Dog Control 2025/2026 – Report to District Planning and Regulation Committee Meeting 13 October 2026 – Circulates to all Boards.**

Public Excluded

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

RECOMMENDATION

THAT the Woodend-Sefton 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.

Note:

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

10 MEMBERS' INFORMATION EXCHANGE

10.1 **Joel McLachlan** *36*

Trim: 261104358839.

10.2 **Philip Redmond** *37-40*

Trim: 261104358840.

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

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

11 CONSULTATION PROJECTS

11.1 **Local Alcohol Policy**

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

12 BOARD FUNDING UPDATE

12.1 **Board Discretionary Grant**

Balance as at 31 October 2026: $10,549.

12.2 **General Landscaping Budget**

Balance as at 31 October 2026: $15,120.

13 MEDIA ITEMS

14 QUESTIONS UNDER STANDING ORDERS

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Monday 9 November 2026 in the Woodend Community Centre.

Workshop

- *Members Forum*
  - *Pegasus Community Centre Bookings*

Briefing

- *Sefton Multipurpose Hall – Concept Design and Budget – Jill Borland (Strategy and Partnerships Team Leader), Grant MacLeod (Greenspace Manager), Duncan Roxborough (Strategic and Special Projects Manager), Isibeal Clark (Project Manager) 30mins*

MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD AT THE SEFTON HALL, 591 UPPER SEFTON ROAD, SEFTON ON TUESDAY 13 OCTOBER 2026 AT 5.30PM.

PRESENT

M Paterson (Chairperson), A Thompson (Deputy Chairperson), B Cairns, J McLachlan, M Potter, S Powell and A Thompson.

IN ATTENDANCE

K LaValley (General Manager Planning, Regulation and Environment), C Fahey (Water and Wastewater Asset Manager), R Rankin (Project Engineer), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

One member of the public was present.

1 APOLOGIES

Moved: S Powell Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

(a) **Received** and **sustained** apologies for leave of absence for T Bartle and P Redmond, as well as P Stone for lateness, who arrived at 5:50 pm.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION MINUTES

3.1 Minutes of the Woodend-Sefton Community Board Meeting – 14 September 2026

Moved: A Thompson Seconded: S Powell

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 14 September 2026.

CARRIED

3.2 Matters Arising (from Minutes)

There were no matters arising.

4 DEPUTATIONS AND PRESENTATIONS

Nil.

5 ADJOURNED BUSINESS

Nil.

Unconfirmed

6 REPORTS

6.1 **Proposal for New Water Supply Bore and Site Upgrades at Gladstone Park –** R Rankin (Project Engineer) and C Fahey (Water and Wastewater Asset Manager)

C Fahey spoke to the report and advised that approval was being sought for the construction of a new water supply source. Staff identified Gladstone Park as the preferred location, where two existing bores are currently located, one above ground and one below ground.

S Powell sought clarification regarding the location of the proposed bore in relation to the shelter belt. C Fahey advised that the bore would be located on the eastern side.

S Powell noted that Bore Two would require reconstruction in the future and queried whether staff had identified a timeframe for those works. C Fahey explained that the current intention was to undertake the reconstruction concurrently with the construction of the new bore. It was further advised that staff were aiming to drill the new bore in 2026, subject to obtaining the necessary consents from Environment Canterbury. Following completion of the drilling, the wellhead would be installed. C Fahey noted that the establishment of a new bore typically took approximately three years.

S Powell queried whether the proposed works could be accommodated within the available budget and C Fahey confirmed that they could.

A Thompson referred to a previously drilled bore that failed to produce the desired result and asked whether there was a risk of a similar outcome. C Fahey advised that there was never a guarantee that drilling would successfully intersect the aquifer and, as such, that risk remained.

A Thompson queried why there could not just be one large bore. C Fahey noted there was a limitation to how much water you could extract from any given bore.

Moved: S Powell Seconded: A Thompson

THAT the Woodend-Sefton Community Board:

(a) **Receives** Report No. 260821248507.

(b) **Approves** Option 1: Approve the construction of a new water supply bore and central electrical / control upgrades at Gladstone Park for the new Gladstone Bore 3.

(c) **Notes** that the existing Gladstone Bore 2 will need to be reconstructed above-ground in the future to meet the Drinking Water Quality Assurance Rules (DWQAR) sanitary borehead requirements; however, this is currently not planned as part of this project.

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

CARRIED

S Powell commented that Gladstone Park appeared to be an appropriate location for the new bore, given its distance from nearby residential properties. She supported coordinating the project with the renewal works associated with Gladstone Bores One and Two. S Powell expressed the hope that the hydrogeological assessment would prove accurate and that the new bore would provide a good-quality water supply.

Unconfirmed

6.2 **Application to the Woodend-Sefton Community Board's 2026/27 Discretionary Grant Fund** – T Künkel (Governance Team Leader)

T Künkel spoke to the report and advised that the Woodend Community Association had applied for funding to support the delivery of its annual Christmas party for the Woodend Beach community. She noted that the application met the Board's Discretionary Grant funding criteria, as the Community Association was a non-profit organisation and the $750 funding request was within the Board's maximum grant limit. T Künkel further advised that it was anticipated that the majority of anticipated attendees resided within the Woodend-Sefton area. However, this was the second time the Community Association had sought funding for the Christmas party, and the Board may wish to consider whether ongoing support for the event constituted ongoing operational funding.

B Cairns queried whether information was available regarding attendance at the previous year's event. T Kunkel advised that she was unsure of the number of attendees at the previous event; however, the Community Association had indicated that approximately 250 people were expected to attend this year's Christmas party.

Moved: S Powell Seconded: B Cairns

THAT the Woodend-Sefton Community Board:

(a) **Receives** report No. 250822155489.

(b) **Approves** a grant of $300 to the Woodend Community Association towards hosting a community Christmas party.

CARRIED

S Powell commented that she had attended the previous year's event and observed that attendance had been relatively low. She noted that the event was limited to the Woodend Beach community, which represented a relatively small population group. S Powell did not support the use of grant funding for the purchase of Christmas gifts from Santa, as she considered there was insufficient evidence of hardship or need to justify such expenditure. S Powell therefore supported that a grant of $300 would be sufficient to fund entertainment activities such as a face painter or bouncy castle.

S Powell further noted that, based on the accountability information provided for the previous year's event, refreshments had consisted of chicken kebabs, chips, and donated sausages. In her view, it was not appropriate for ratepayer funding to be used for this purpose. She also noted that the event had now been held for three consecutive years and considered there was a risk that ongoing grant support could become an expectation.

7 CORRESPONDENCE

Nil.

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for September 2026

- M Paterson reported that he had attended the North East Urban Plan drop-in session.
- He also attended the opening of the Pegasus Community Centre. The event was well attended, and he considered the facility a valuable asset for the area.

Unconfirmed

Moved: M Paterson Seconded: J McLachlan

THAT the Woodend-Sefton Community Board:

(a) **Receives** the verbal report from the Woodend-Sefton Community Board Chairperson.

CARRIED

9 MATTERS FOR INFORMATION

9.1. Oxford-Ohoka Community Board Meeting Minutes 2 September 2026.

9.2. Rangiora-Ashley Community Board Meeting Minutes 9 September 2026.

9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 21 September 2026.

9.4. Approval of Draft North East Waimakariri Urban Plan: Shaping the Future of Woodend, Pegasus and Ravenswood as One Connected Community for Public Consultation – Report to Council Meeting 1 September 2026 – Circulates to all Boards.

9.5. Broad Road Request for Private Funding of Seal Extension – Report to Council Meeting 1 September 2026 – Circulates to the Woodend-Sefton Community Board.

9.6. Adoption of CCTV and Other Recording Devices Policy – Report to Council Meeting 1 September 2026 – Circulates to all Boards.

9.7. Annual Report to the Alcohol Regulatory and Council Meeting 1 September 2026 – Circulates to all Boards.

9.8. Method of Voting to be Used for 14 October 2028 Local Authority Elections – Report to Council Meeting 1 September 2026 – Circulates to all Boards.

9.9. Health, Safety and Wellbeing Report July 13 2026 to August 17 2026 – Report to Council Meeting 1 September 2026 – Circulates to all Boards.

9.10. Northern Pegasus Bay Bylaw update, Implementation Plan progress and results of the Beach User Survey 2026 – Report to Community and Recreation Committee Meeting 15 September 2026 – Circulates to all Boards.

9.11. Aquatics August Update – Report to Community and Recreation Committee Meeting 15 September 2026 - Circulates to all Boards.

9.12. Libraries Update to September 2026 – Report to Community and Recreation Committee Meeting 15 September 2026 – Circulates to all Boards.

Moved: A Thompson Seconded: J McLachlan

THAT the Woodend-Sefton Community Board:

(a) **Receives** the information in Items 9.1 to 9.12.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

J McLachlan

- It was reported that he had been approached by several parents regarding pedestrian safety on Pegasus Boulevard during school hours, particularly in relation to children crossing the road. Concerns were raised about students' safety while crossing during peak school traffic periods.

A Thompson

- Attended the opening of the Pegasus Community Centre.

Unconfirmed

11 CONSULTATION PROJECTS

11.1 **2026 Environmental Awards**
https://letstalk.waimakariri.govt.nz/2026-environmental-awards
Consultation would close on Friday 30 October 2026.

The Board noted the consultation project.

12 BOARD FUNDING UPDATE

12.1 **Board Discretionary Grant**
Balance as at 30 September 2026: $10,849.

12.2 **General Landscaping Budget**
Balance as at 30 September 2026: $15,120.

The Board noted the funding updates.

13 MEDIA ITEMS

Nil.

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

16 NEXT MEETING

The next meeting of the Woodend-Sefton Community Board was scheduled for 5.30 pm, Monday 9 November 2026 in the Woodend Community Centre.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 5:56PM.

CONFIRMED

_____
Chairperson

_____
Date

Unconfirmed

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-31-24 / 260831259120
REPORT TO:	WOODEND-SEFTON COMMUNITY BOARD
DATE OF MEETING:	9 November 2026
AUTHOR(S):	Shane Binder, Senior Transportation Engineer Joanne McBride, Roading and Transport Manager
SUBJECT:	Request for Approval to Consult on Proposed 2026 Speed Limit Changes
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. The purpose of this report is to seek a recommendation to Council from the Community Board, to consult on the proposed speed limits listed in summary in Table 1.

1.2. In September 2024, the *Land Transport Rule: Setting of Speed Limits 2024* came into effect. This legislation governs the way which a Road Controlling Authority (RCA) proposes, consults on, and approves speed limits on roads under its control.

1.3. This report proposes a limited number of high-priority rural roads and urban streets for speed limit consultation in line with the Rule requirements

1.4. The proposed list of changes has been collated from the following sources:

1.4.1. Resident and elected member feedback, including service requests, advice from schools and Police, and community petitions;

1.4.2. Impending and future development areas, where rural speed limits exist and intensified residential development is presently in process or approved under the District Plan; and

1.4.3. Roads that support broader transport outcomes, e.g., the Woodend Bypass project, rural intersection safety programme, and other road safety concerns.

1.5. The specific environment of each road proposed for change been assessed against the technical requirements of the *Land Transport Rule: Setting of Speed Limits 2024* Schedule 3 to ensure that speed limits are applied consistently across the District's roading network.

1.6. Workshops were held with the Utilities & Roading Committee in April 2026 and the Community Board in June 2026 on potential speed limit change locations. This report includes changes following feedback provided at those meetings.

1.7. The recommended option is to approve public consultation on all of the proposed speed limits provided in this report. This will enable engagement with both the public and key stakeholders, where they will be able to provide their opinions on the proposed changes.

Attachments:

i. 2026 Proposed Speed Limit Changes – Woodend-Sefton Speed Limit Table (TRIM No. 261015333993)
ii. 2026 Proposed Speed Limit Changes – Communications and Engagement Plan (TRIM No. 260921285842)
iii. 2026 Speed Management– Woodend-Sefton Ward Speed Limit Maps (TRIM No. 261001296846)

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** Report No. 260831259120.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

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

Table 1: Proposed speed limits within Woodend-Sefton Ward

Road Name and Extents	Current Limit (km/h)	Proposed Limit (km/h)
Pegasus Boulevard, SH1 to Infinity Drive	70	60
Tiritiri Moana Drive, 50 km/h zone to road end	100	30
Pembertons Road, No. 136 to 50 km/h zone	100	80
Criglingtons Road, Entire Road	100	60
Kings Avenue, Entire Road	50	40
Queens Avenue, Entire Road	50	40
Allin Drive, Entire Road	50	40
Ensors Place, Entire Road	50	40
Collins Drive, Entire Road	50	40
Mckenzie Place, Entire Road	50	40
Development area: 33, 130 Gressons Road[1]	100	50
Note 1: speed limits in development areas will only change once construction is under way		

(c) **Notes** that the final consultation material will be approved by the Chief Executive and General Manager Utilities and Roading.

(d) **Notes** that consultation is proposed to be carried out in February and March as per the requirements set out in the *Land Transport Rule: Setting of Speed Limits 2024*.

(e) **Notes** that the results of the public consultation and the revised speed limit proposals will be presented to a hearing panel, who will make a recommendation to Council.

(f) **Notes** that all submissions on the new proposed speed limits, including those from key stakeholders, will be considered prior to presenting the revised speed limit proposals to the hearing panel.

3. BACKGROUND

3.1. Reductions in speed limits supports the Safe System approach, which recognises that people make mistakes and are vulnerable in a crash. The Safe System approach aims to create a transport system that minimises the risk of death and serious injuries.

3.2. The system itself focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These are intended to be improved by driving safer cars, road controlling authorities delivering safety improvements (infrastructure) and removing of roadside hazards, providing education/training and enforcement, and setting safe and appropriate speeds, respectively. As can be seen, reducing speed limits is not the only initiative in this approach; however, it supports a key step in ensuring a safe system is developed.

3.3. In September 2024, *the Land Transport Rule: Setting of Speed Limits 2024* came into effect. This legislation governs the way in which a Road Controlling Authority undertakes reviews of, consults on, and adopts speed limits on roads under its control.

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

3.5. Speed limit changes that are approved by the Council after considering all submissions will then be submitted to the New Zealand Transport Agency Director of State Highways for final approval, followed by publishing in the National Speed Limit Register.

4. KEY ISSUES

4.1. The *Land Transport Rule: Setting of Speed Limits 2024* mandated changes to school speed zones by mid-2026. As school speed zone implementation is now complete, staff have revisited speed management on other roads, which had not been considered since 2023 (under the previous Rule).

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

4.2.1. Resident and elected member feedback, including service requests, advice from schools and Police, and community petitions;

4.2.2. Impending and future development areas, where rural speed limits exist and intensified residential development is presently in process or approved under the District Plan; and

4.2.3. Roads that support broader transport outcomes, e.g., rural intersection safety programme, special event support, and other road safety concerns.

4.3. Workshops were held with the Utilities & Roading Committee in April 2026 and the Community Board in June 2026 on potential speed limit change locations. This report reflects the following changes based on feedback provided at those meetings:

4.3.1. Addition of Criglingtons Road (60 km/h) to support road safety concerns

4.4. Each of the speed limit changes included in this report have been assessed as per the requirements of the Rule, specifically:

4.4.1. Consideration against the safety strategic priority of the Government Policy Statement on Land Transport;

4.4.2. Development of a cost benefit disclosure (as per Rule section 3.3) that estimates the safety impacts (e.g., number and severity of historic and projected future crashes), the travel time impacts (e.g., current mean speed, the projected future mean speed, and the resulting travel time changes), and the implementation costs of the proposal; and

4.4.3. Consideration of relevant guidance and statistics held by the New Zealand Transport Agency.

4.5. If approved, consultation with the public and key stakeholders is proposed to be undertaken for six weeks across February and March 2027.

4.6. Further reasoning for the proposed speed limit on all roads within this review is included in Attachment i.

5. OPTIONS

5.1. The Woodend-Sefton Community Board has the following options available to them:

5.2. Option 1: Recommend to the Council that consultation is undertaken on all of the roads listed in this report. **This is the recommended option.**

Option 1 is to recommend to the Council to approve this report and proceed with a public consultation on speed limit changes in Table 1, based on previous community feedback, future development intentions, and best practice in speed management.

This is the recommended option because it allows members of the public and key stakeholders to provide feedback on the speed limit changes proposed and ensures that Council is meeting the requirements of the *Land Transport Rule: Setting of Speed Limits 2024*.

5.3. Option 2: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report

Option 2 would result in the Woodend-Sefton Community Board recommending to the Council that the report recommendations be declined and the status quo retained for all existing speed limits in the Board's ward area.

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

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

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

Mana Whenua Engagement

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

Groups, Organisations and the Wider Community

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

6.3. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment ii for detail).

6.4. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.

- Environment Canterbury
- Fire and Emergency New Zealand
- Hato Hone St John
- Motorcycle Advocacy Group New Zealand
- New Zealand Heavy Haulage
- New Zealand Police
- New Zealand Transport Agency
- New Zealand Automobile Association
- New Zealand Trucking Association
- Road Transport Association
- Road Transport Forum
- Students Against Dangerous Driving (SADD)
- Te Whatu Ora Health New Zealand
- Waimakariri District schools
- Youth Council
- Waimakariri Access Group

6.5. The feedback from the engagement with the community and key stakeholders will be consolidated and brought to the Community Board and Council. This will be considered alongside other hearing submissions.

Implications for Community Wellbeing

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

Community Outcomes and Strategic Priorities

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

- Social: a place where everyone can have a sense of belonging
    - Council commits to promoting health and wellbeing and minimising the risk of social harm to its communities.
- Environmental: a place that values and restores our environment
    - The natural and built environment in which people live is clean, healthy and safe.

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

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

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

7.1. There are financial implications of the decisions sought by this report. The proposed consultation will be carried out as part of the routine duties of staff. There are costs associated with advertising and the development of information pamphlets and feedback forms.

7.2. There are financial implications in implementing the physical changes to infrastructure for speed limits as proposed (e.g., new signs) if changes were to proceed beyond this consultation. There has been a budget of $40,000 allocation within the Minor Safety Programme to help cover these costs.

Community Resilience and Sustainability

7.3. The recommendations in this report have sustainability and climate change impacts.

7.4. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.

7.5. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest is lower-emissions modes of transport, such as walking, cycling, and horse-riding.

Risk Management

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

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

Health and Safety

7.8. There are health and safety risks arising from the adoption of the recommendations in this report. A reduction in speed can reduce the likelihood and severity of a crash.

7.9. There are health and safety risks in implementing the new changes as proposed, if changes were to proceed beyond this consultation.

8. CONTEXT

Consistency with Policy

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

Authorising Legislation

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

Authorising Delegations

8.3. Per Part 3 of the WDC *Delegations Manual*, the Community Board is responsible for considering any matters of interest or concern within its ward area.

8.4. The Council are responsible for approving any changes to speed limits, prior to final approval by the Director of Land Transport.

Locale	Road Change	Start	Finish	Area Change	Distance (Km)	ADT	Posted Speed Limit	Mean Speed	Proposed Speed Limit	Estimated Mean Speed with Proposed Speed Limit	Estimated Impact on Individual Travel Time (minutes.seconds)	Estimated Impact on Collective Travel Time Based on ADT	Driver(s)	Estimated Reduction of Crashes Each Year	Estimated Implementation Cost
Pegasus	Pegasus Blvd	SH1	Infinity Dr		1.35	8988	70	63	60	60	0.04	3732	Community requests	0.1 Non injury Crashes	$3,300
Pegasus	Tiritiri Moana Dr	50 km/h zone	Road end		0.97	280	100	*n/a*	30	*n/a*	3.24	6139	Elected member request	1.3 Non injury Crashes	$1,100
Sefton	Pembertons Rd	No. 136	50 km/h zone		0.8	730	100	81	80	73	0.04	306	Community / Police requests	0.2 Non injury Crashes	$1,650
Sefton	Criglingtons Rd	Entire road			1.12	89	100	55	60	39	0.3	288	Unsealed road; Community requests	0	$1,100
Waikuku Beach	Kings Avenue	Entire road			0.66	1113	50	47	40	44	0.03	413	Community requests	0.1 Non injury Crashes	$1,650
Waikuku Beach	Queens Avenue	Entire road			0.8	558	50	42	40	39	0.05	317	Community requests	0	$2,200
Waikuku Beach	Allin Drive	Entire road			0.82	315	50	42	40	39	0.05	183	Community requests	0	$1,100
Waikuku Beach	Ensors Place	Entire road			0.14	51	50	39	40	36	0.01	6	Community requests	0	$1,100
Waikuku Beach	Collins Drive	Entire road			0.2	44	50	24	40	21	0.04	20	Community requests	0	$1,100
Waikuku Beach	Mckenzie Place	Entire road			0.14	36	50	39	40	36	0.01	4	Community requests	0	$1,100
Woodend				33, 130 Gressons Road			100	*n/a*	50				New development (as per PODP)		$0 (Developer-paid)

Setting Speed Limits – Communications and Engagement Plan
Version 0.1

1. Project Background

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

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

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

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

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

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

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

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

➢ Proposed speed limit changes by ward

Rangiora-Ashley Ward

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

Woodend-Sefton Ward

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

Rangiora-Ashley Ward

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

Oxford-Ohoka Ward

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

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

Kaiapoi-Tuahiwi Ward

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

2. Communications Objectives

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

3. Communications Approach

IAP2 level: **INFORM** and **CONSULT**.

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

4. Audience and Stakeholders

Directly affected

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

Internal

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

Other Stakeholders

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

5. Key Messages

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

6. Risks and Mitigation

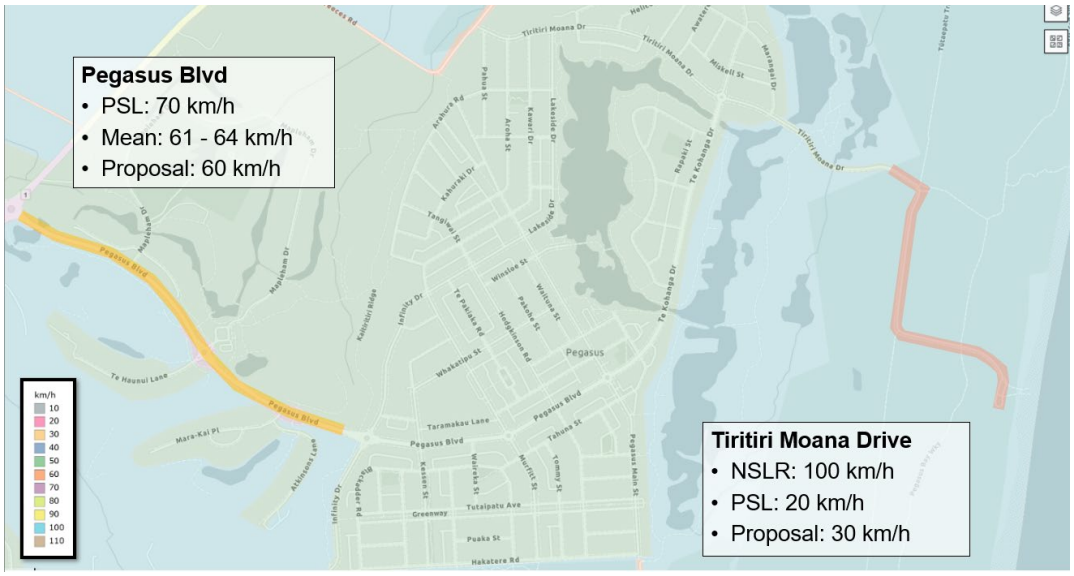
Risk	**Mitigation**
Backlash from members of the public, particularly on social media, who disagree with the proposed speed limit changes.	Closely monitor social media channels and continue to use key messages. Correct misinformation if and as required. Reiterate that this is the opportunity to give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

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

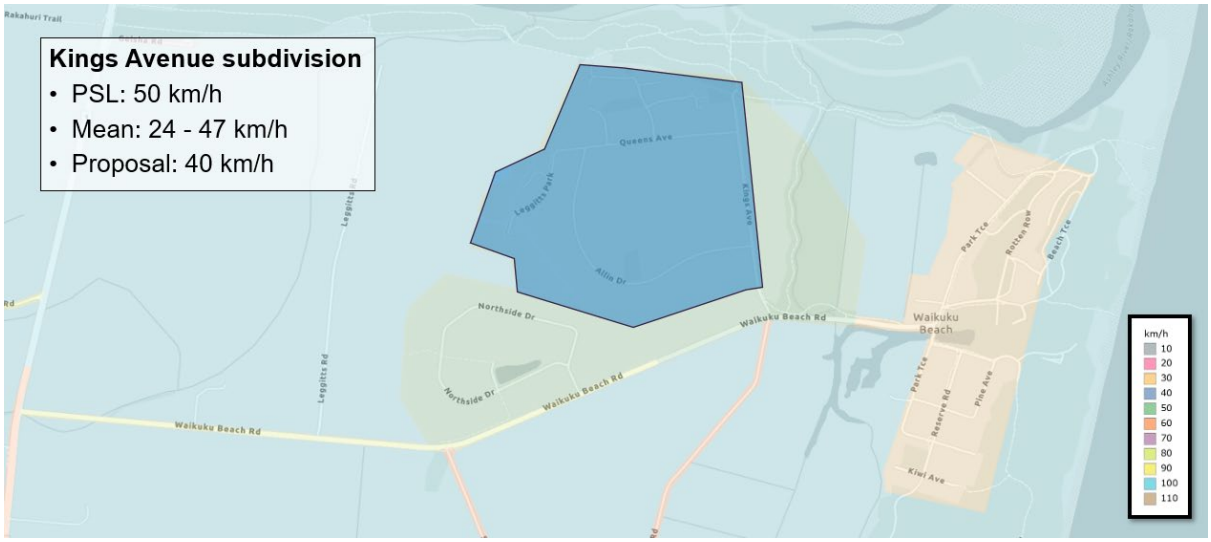
7. Communication Channels

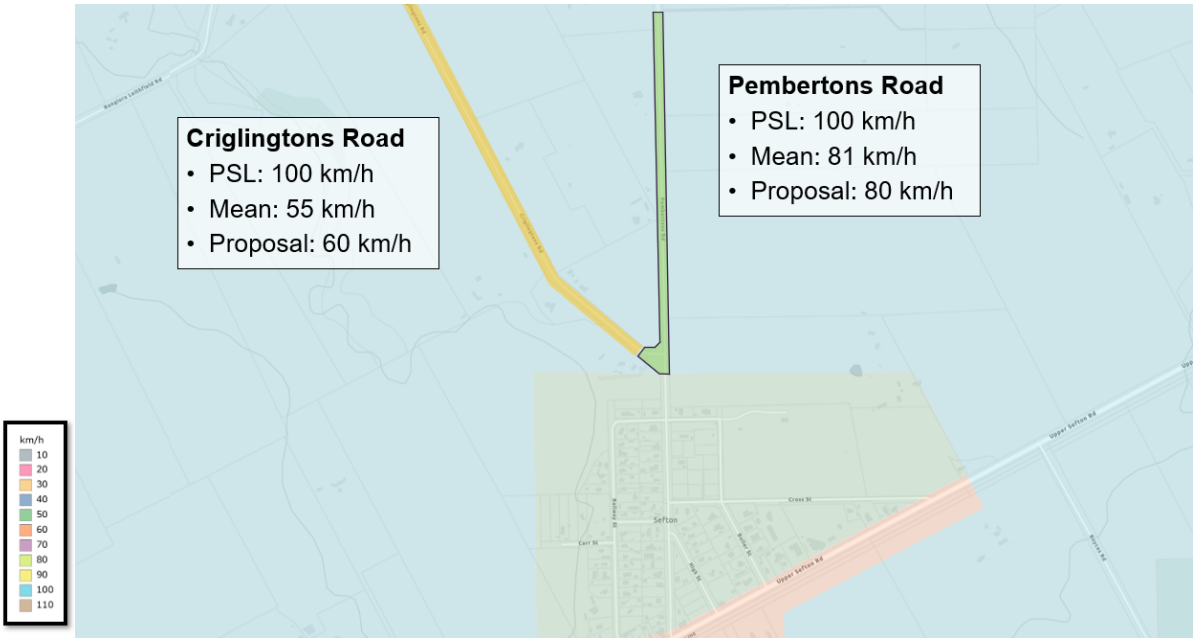
Product	Notes	Who	When (milestone)	Budgeted Cost
Elected Member Updates	Update to Community Board Members including public content for elected members to share on their channels	Comms	**Consultation Launch**	In-house
Bang the Table	Consultation page	Comms	**Ongoing**	In-house
Consultation document	Available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

2026 Speed Management Review – Woodend-Sefton Ward






Kings Avenue subdivision
• PSL: 50 km/h
• Mean: 24 - 47 km/h
• Proposal: 40 km/h
Queens Ave
Kings Ave
Allis Dr
Leggitts park
Leggitts Rd
Northside Dr
Waikuku Beach Rd
Waikuku Beach
Park Tce
Reserve Rd
Pine Ave
Kiwi Ave
Rutten Row
Beach Tce
km/h
10
20
30
40
50
60
70
80
90
100
110


Criglingtons Road
• PSL: 100 km/h
• Mean: 55 km/h
• Proposal: 60 km/h
Pembertons Road
• PSL: 100 km/h
• Mean: 81 km/h
• Proposal: 80 km/h
Sefton
Upper Sefton Rd
Cross St
Carr St
km/h
10
20
30
40
50
60
70
80
90
100
110

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	GOV-26-09-06 / 261022343316
REPORT TO:	WOODEND-SEFTON COMMUNITY BOARD
DATE OF MEETING:	9 November 2026
AUTHOR(S):	Thea Künkel, Governance Team Leader
SUBJECT:	Woodend-Sefton Community Board Meeting Dates from December 2026 to December 2027

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

General Manager | Chief Executive

1. SUMMARY

1.1. The purpose of this report is to adopt the Woodend-Sefton Community Board's (the Board's) schedule of meeting dates for the period from December 2026 to December 2027.

1.2. The dates are based on meeting each month on the second Monday of the month. The recommended meeting venues are the Woodend Community Centre, School Road, Woodend, and the new Pegasus Community Centre (68 Pegasus Main Street, Pegasus); however, this does not preclude using other venues within the community if needed.

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) **Receives** report No.261022343316.

(b) **Resolves** to hold meetings during 2027 commencing at 5.30pm on Mondays, on the following dates at the proposed listed venues:

Meeting Date	*Venue*
7 December 2026	Woodend Community Centre
1 February 2027	Pegasus Community Centre
8 March 2027	Woodend Community Centre
12 April 2027	Pegasus Community Centre
10 May 2027	Woodend Community Centre
14 June 2027	Pegasus Community Centre
12 July 2027	Woodend Community Centre
9 August 2027	Woodend Community Centre
13 September 2027	Pegasus Community Centre
Tuesday 12 October 2027	Sefton Hall
1 November 2027	Woodend Community Centre
6 December 2027 *	Pegasus Community Centre

(c) **Notes** that the proposed meeting to be held at the Sefton Hall will be subject to venue availability.

(d) **Notes** that staff may join the meeting virtually for workshop and/or briefing sessions where venues have the appropriate technology to enable virtual attendance.

3. BACKGROUND

3.1. To support the efficient and effective administration of the Board's business, the Local Government Act 2002 provides for the adoption of a schedule of meetings covering such a period as the Board considers appropriate.

3.2. Adoption of the meeting schedule, including any subsequent amendments, constitutes formal notification to Board members of all meetings included within that schedule or amendment.

3.3. The adoption of a meeting schedule does not prevent additional meetings, briefings, or workshops from being convened during the year. The Local Government Act 2002 also provides for the calling of extraordinary meetings where required.

4. KEY ISSUES

4.1 In previous years, the Board has not held meetings during January, and it is recommended that this practice continue. However, the Board may wish to consider holding a workshop in January 2027 to discuss the development of its Community Plan or any other matters requiring consideration.

4.2 Briefings and workshops are generally scheduled to follow Board meetings where practical. Where a substantial amount of time is required for discussion, a separate briefing or workshop may be scheduled at a time agreed upon by members. To support the efficient use of staff time in the evenings, staff may present virtually to workshops and briefings where technology permits.

4.3 The Pegasus Community Centre provides online virtual meeting facilities in its large function room and the Conference Room. Staff would therefore be required to attend in person when meetings are held at the Woodend Community Centre and the Sefton Hall. While the venues met other key selection criteria, the lack of virtual attendance options reduces flexibility for staff who may prefer or require remote participation. When facilities become available in the future with appropriate technology to enable virtual attendance, staff will be able to attend workshops and briefings virtually for evening Community Board meetings.

4.4 The proposed meeting schedule has been developed to provide regular opportunities for the Board to consider governance matters, receive updates, and engage in strategic discussions throughout the year.

4.5 Previously, concerns have been raised regarding the low number of public attending Board meetings (other than specific deputations). Utilising a venue within the Board's geographical area is conducive to greater accessibility for the public and would allow them to observe democracy and transparency. Therefore, it is recommended that Board meetings be held at the Woodend Community Centre, School Road, Woodend, and the Pegasus Community Centre (68 Pegasus Main Street, Pegasus) for consistency. Nonetheless, with the Board's agreement, meetings can also be held in other areas of the community, such as Sefton, if the agenda includes topical items of interest.

4.6 In the event that there is insufficient business for a scheduled meeting, the Board may instead elect to hold a workshop on matters of current or strategic interest. Following consultation with relevant Council staff, the Chairperson and Chief Executive may determine that a meeting should be cancelled. Meetings may also be cancelled where circumstances such as severe weather events or the absence of a quorum prevent the meeting from proceeding.

5. OPTIONS

5.1. To adopt the recommended meeting schedule that is based on previous successful meeting patterns, factoring in elected member availability and public expectations.

5.2. The Board has the option to request that staff investigate alternative meeting locations within the Woodend-Sefton area.

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

6. STRATEGIC ALIGNMENT AND COMMUNITY VIEWS

6.1 Mana Whenua Engagement

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

6.2 Groups, Organisations and the Wider Community

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

6.3 Implications for Community Wellbeing

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

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

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

6.4 Community Outcomes and Strategic Priorities

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

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

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

7.1 Financial Implications

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

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

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

7.2 Community Resilience and Sustainability

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

7.3 Risk Management

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

7.4 Health and Safety

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

8 CONTEXT

8.1 Consistency with Policy

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

8.2 Authorising Legislation

Local Government Act 2002.

8.3 Authorising Delegations

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

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Big Brothers Big Sisters
of North Canterbury
Tuakana Teina

THANK *You!*

Dear Board Members, 2026

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

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

WOODEND-SEFTON COMMUNITY BOARD

CHAIRPERSON'S REPORT FOR NOVEMBER 2026

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
Woodend Beach upgrade	Positive feedback that something is finally happening	
Woodend roads and connection into Pegasus	Have had allot of people ask me about this	Has a draft plan been prepared if so, how do we see it

* *The purpose of the Chairperson's report is to provide a short update to Board members in relation to activities/meetings that you have attended or to provide general Board-related information.*

WOODEND-SEFTON COMMUNITY BOARD

MEMBERS' INFORMATION EXCHANGE FOR NOVEMBER 2026

Member's Name: Joel Mclachlan

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
Meeting with community member in Pegasus	Crossing Pegasus Blvd before and after school	Refer to Council, call for updated report on Pegasus Blvd Crossing between 8.15am – 9am particularly
Meeting with community member in Pegasus	Increase in unattached trailers and caravans being stored on the side of the road	Discuss a patrol of the subdivision and awareness campaign about storing trailers/caravans on own property.

* *The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board-related information.*
* *Members are urged to submit written updates in time for inclusion in the Community Board Agenda for the community's benefit.*

WOODEND-SEFTON COMMUNITY BOARD

MEMBERS' INFORMATION EXCHANGE FOR NOVEMBER 2026

Member's Name: Philip Redmond

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
Agritourism Visit	• Attend an event at Island Hills Station located in the Hurunui/Culverden foothills. • Provides opportunities for farmers and rural landowners to diversify their income streams	
Passchendaele Commemorative Service	• The Battle of Passchendaele remains the greatest single-day loss of life in New Zealand's military history, with 845 New Zealand soldiers killed and over 1,800 wounded on 12 October 1917 • The Council has a Passchendaele Advisory Group which I chair. • The Advisory Group are exploring opportunities to foster closer ties with the Municipality of Zonnebeke.	
LGNZ Conference	• The Conference was held in Rotorua and provided a valuable opportunity to hear from a range of high-quality speakers and participate in informative panel discussions. • A particularly insightful session focused on climate risk, insurance, and council liability. • It was noted that, while New Zealand invests significantly in infrastructure, the outcomes achieved are often comparatively lower than those of other OECD countries. • The conference also reinforced that the coalition Government remains committed to local government reform, with a strong emphasis on aligning these changes with the development of a new planning and environmental management system.	

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
LGNZ Survey	• LGNZ survey results indicated a strong preference for decision-making on Local Government reform to remain with local communities and councils, rather than being directed by Central Government. • The survey also found that 51% of respondents supported rates capping, while 26% opposed the measure. In terms of councils' performance, 70% of respondents rated their council's effectiveness as average to very good. • Tellingly, the results demonstrated a higher level of trust in local government decision-making than in central government. Fifty-four percent of respondents considered their local council to be the most trusted organisation to make decisions for their community, compared with 24% who trusted central government to make those decisions.	
Community Wellbeing North Canterbury Trust AGM	• Celebrate the contribution of Deidre Ryan, who is retiring from her role as Chief Executive after 15 years of dedicated service.	
Clarkville Rural Drainage Advisory Group	• The contractor attended the meeting and provided an overview of current works and the overall condition of the scheme. • It was reported that the scheme is in good condition.	
Waimakariri Road Safety Working Group	• The Working Group met with representatives from Corde, Fire and Emergency New Zealand (FENZ), New Zealand Police, the Heavy Haulage sector, the South Island Regional Transport Association, and the Council's Roading team in attendance. • Representatives from the Automobile Association (AA), Students Against Dangerous Driving (SADD), NZ Transport Agency Waka Kotahi (NZTA), and NZ Tracking were unable to attend	

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
	• Carol McGeady of NZ Tracking provided a presentation on workforce engagement initiatives and career development pathways, highlighting the organisation's efforts to attract and retain skilled employees within the transport sector. • Peter Daly presented the latest road safety and crash data for the district. The analysis identified intersection safety and driver distraction as the key road safety priorities. Encouragingly, the data indicated that the Waimakariri District generally performs at or better than the national average across most road safety measures	
Kaiapoi Bridge Balustrades	• The official opening of the Kaiapoi Bridge Balustrades project was held on 27 October 2027, marking the completion of a significant community enhancement initiative. • Strong emphasis was placed on sourcing local materials, and much of the work was undertaken by local contractors. • The project was also made possible through the generous support of Harry Harper's bequest	
Long Term Plan Workshop – 29 October 2026	• Ongoing funding challenges associated with securing NZTA funding for both capital projects and maintenance activities were discussed. • The need to establish clear priorities for future investment and service delivery was considered. Discussion included the potential requirement to review levels of service, assess affordability considerations, and understand the implications of any rates-capping measures on the Council's ability to meet community expectations and maintain essential infrastructure and services. • The need to establish clear priorities and give consideration to service delivery reduction, as well as understand the implications of any rates-capping measures.	

COMMUNITY INTERACTION	ISSUES RAISED	ACTION SUGGESTED
i.e, Events, meetings, e-mails	*i.e, Community Feedback and Concerns*	*i.e, Call for report, refer to Council, Service Request*
MainPower North Canterbury Sports Awards	• Celebration of sporting excellence and recognition of the achievements of athletes, coaches, administrators, volunteers, and scholarship recipients. • The Supreme Sports Award was presented to Liam Connolly in recognition of his contributions as assistant coach of the Canterbury Rams and coach of the New Zealand Under-17 team.	

* *The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board-related information.*
* *Members are urged to submit written updates in time for inclusion in the Community Board Agenda for the community's benefit.*