

MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 11 OCTOBER 2023 AT 7PM.

PRESENT

J Gerard (Chairperson), K Barnett (Deputy Chairperson), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward, S Wilkinson, and P Williams.

IN ATTENDANCE

S Hart (General Manager, Strategy, Engagement and Economic Development), D Young (Senior Engineering Advisor), S Binder (Senior Transportation Engineer), K Straw (Civil Projects Team Leader), K Lindsay-Lees (Senior Communications and Engagement Advisor), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

There were four members of the public present.

1. APOLOGIES

There were no apologies.

2. CONFLICTS OF INTEREST

There were no conflicts declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 13 September 2023

Moved: J Goldsworthy

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 13 September 2023.

CARRIED

3.2. Matters Arising (From Minutes)

T Kunkel noted that an update on the Board's delegation regarding property purchases and sales were expected at the Board's November 2023 meeting.

K Barnett enquired about the report on the proposed installation of wire and bollard fencing at Cust Domain, which was laid on the table at the previous meeting. T Kunkel advised that she had followed up with the Council's Greenspace Team and they had committed to submitting a report to the Board in November 2023.

4. DEPUTATIONS AND PRESENTATIONS

Nil.

5. ADJOURNED BUSINESS

Nil.

6. **REPORTS**

6.1. **Approval of Design for Project 2 of the Transport Choices Programme (Rangiora Town Cycleway – Stage 1) – K Straw (Civil Project Team Leader) and D Young (Senior Engineering Advisor)**

K Straw noted that the report sought the Board's endorsement of the detailed design for the Rangiora Town Cycleway – Stage One (Project two of the Transport Choices Programme), prior to it being submitted to the Council for approval. He reminded the Board that the project was part of Walking and Cycling Network Plan which evolved from the Council's Walking and Cycling Strategy. The Network Plan had previously been consulted on from May to July 2022, and the Council received 117 submissions of which 82% were in favour of the Network Plan and wanted an increase in the Council's investment in walking and cycling infrastructure. K Straw further noted that the Board had previously supported this link in the Rangiora Community Plan and had also agreed that Southbrook Road should not be promoted as the alternative cycling route, due to the busy commercial area.

K Straw explained that the Council had consulted with the impacted residents and the initial design had been amended. The changes to the design were primarily on South Belt where the refuge crossing point was previously indicated to be east of King Street, this had now been relocated to the west. This change was in direct response to concerns raised by residents at the drop-in session held at the Southbrook Rugby Club. The Council had also received feedback from KiwiRail, who had agreed to the proposed design, and after viewing a So Far As Is Reasonably Practicable assessment (SFAIRP), accepted that it was not reasonably practicable to install half arm barriers at the two level-crossings, located at Marsh and Dunlops Roads. KiwiRail were therefore supportive of the project providing that the alternative mitigations went ahead which was the change of the priority at the Marsh Road intersection and the installation of the speed humps on approach to the level crossing.

K Straw advised that PAK'nSAVE remained opposed to the cycleway with their primary concern being that Railway Road was in an industrial area with frequent truck movements. However, Council Staff believed that the updated design would mitigate PAK'nSAVE's concerns. He noted that Railway Road had 97 heavy vehicle movements per day versus 1,296 on Southbrook Road. Southbrook School also made a submission, but they had based their submission on the assumption that the one way section of Railway Road would require all PAK'nSAVE trucks to exit past the school. However, the one way section only ensured that the trucks could access PAK'nSAVE's rear entrance where they unloaded and then exit on to Station Road.

In conclusion, K Straw reported that the Council had received 50 submissions during the public consultation on the proposed cycle connections that closed on 11 September 2023, 26 in support and 22 in opposition and two left blank. The 22 submissions received in opposition did not raise specific objections to this particular cycleway, however, seem to rather be opposition to the expenditure on cycleways in the current climate or statements that the funds could be better spent other roading projects or maintenance.

P Williams sought clarity on PAK'nSAVE's primary concerns and D Young noted that PAK'nSAVE had raised various concerns about the proposed design including safety concerns.

P Williams questioned what weighting staff had placed on submissions based on safety concerns. D Young advised that staff had provided the Board with factual information, and it was for the Board to determine how much weight should be given to objections.

K Barnett noted that approximately 19 carparks would be lost along the route. She requested staff to highlight where the carparks would be removed and who traditionally parked there. K Straw noted that the main areas where street parking would be impacted was the occasional carparks along the route, due to a build out or a crossing location. Also, the six informal angle carparks outside Allied Concrete, the vehicles that currently parked there were contributing to PAK'nSAVE's safety concerns by obstructing the view of oncoming vehicles. It was highly likely that PAK'nSAVE staff or other staff in area were currently parking there, however, Allied Concrete was comfortable with parking being removed.

K Barnett asked where the staff in area would be expected to park in future. D Young noted that the Council had made allowance north of Dunlop Road to be converted to more parking. Staff accepted that was further away and they were not suggesting it would replace every carpark being removed. K Straw noted that staff had previously met with the residents of Country Lane and they had requested that Country Lane be added to the no parking register. Therefore a 100 meter section each side of Country Lane would be no stopping.

Furthermore, K Barnett noted that due to the congestion on Southbrook Road, many motorists were using Railway Road as a rat run to bypass Southbrook Road. She enquired if staff had any concerns about blending the commuter traffic, that was going quite fast, and cyclists along Railway Road. D Young noted that staff had given much consideration to the possibly for rat running when finalising the design and they were aware of the possibility for the Coronation/ Buckleys route becoming a rat run.

P Williams enquired about the average age of the trees that would be removed. D Young commented that the majority of the trees were along Railway Road south up to Station Road. There was one straggly tree on Coronation Street which would be removed, however, the majority of the larger trees would remain. Staff could not comment on the age of the trees on Railway Road, but they were not large specimens. Any decisions regarding the existing trees and/ or the planting of new trees, would be made by the Council's Greenspace Team.

J Gerard requested staff to ensure that any decisions regarding the existing trees and/ or the planting of new trees be discussed with the Board prior to finalisation.

M Fleming noted that some submissions mentioned the relocation of the South Belt bus stop to west of the cycle storage boxes, however, it was not on in the current design. She thought that it may be better visibility for pedestrian crossing and result in a larger gap between bus stops. D Young confirmed that the Council's intention was to relocate the bus stop.

I Campbell questioned what studies the Council had done on the use of the existing cycleway and D Young noted that the Council had not undertaken a study and therefore did not have that information.

I Campbell noted that the cycleway was about ensuring the safety of cyclists. However, D Young explained that it was about more than trying to improve the safety of the existing cycleway. It was about creating an environment where people would feel safe to cycle, thus getting more people cycling.

I Campbell asked if Council had any statistics on the injuries on that stretch of Southbrook Road compared to other roads in the Waimakariri District. D Young noted that there had been quite a number of accidents on Southbrook Road, there were around 16 in the last five years, however, there had not been many involving cyclists.

In response to a question by J Goldsworthy, D Young recapped the many different cycle routes that were explored and the key contributing factors from those. He noted that staff discussed a wide range of routes with the Community Boards in various workshops. Subsequently the Walking and Cycling Reference Group, of which the Board was a member, suggested that the Council proceed with public consultation. Staff held a special workshop with the Board specifically to discuss the options for southern Rangiora. At that workshop the Board was presented with seven options with various criteria and weightings for the Board's consideration. All of the routes had nine to ten different criteria that they were assessed against safety, amenity value, likelihood that cyclists would use the route, costs, and other particular impairments that might be in place. After the workshop, the Board agreed to seek community feedback on the preferred route.

J Goldsworthy enquired if the concerns regarding Railway and Station Roads had significantly altered the initial assessment of the route. D Young explained that there had been quite a bit of comment and criticism about this particular route, and staff therefore re-evaluated the route, however, they found their original assumptions remained valid considering the costs and available timeframes. Staff also reconsider whether the residual risk was an acceptable outcome, and concluded that with the changes at Marsh Road, in particular the one way on Railway Road, they believed that the identified risks were of an acceptable nature that they felt comfortable recommending to the route to the Board.

K Barnett appreciated the work that had been done, however, sought clarity on the purpose of the cycleway. She, therefore, asked staff to explain the Transport Choices Programme. D Young highlighted that the Transport Choices Programme had three categories of funding, namely the walking neighbourhoods, safe green, and healthy school travel. The Council had applied for funding all three categories, as the Council would be spending money around Southbrook School and on a range of additional walking links. This particular route was part of the strategic cycle networks, which aimed to link main cycle routes or destinations.

K Barnett noted that cyclists who cycled between Rangiora and Kaiapoi along the Passchendaele Path were coming straight down Southbrook Road. The only people that used Southbrook Road for commuting were experienced cyclists. She questioned if this did not suggest that the Council was developing the alternative route for less experienced cyclists, thereby making a recreational route. D Young noted that was a fair assumption and staff were not asserting that the alternative route would replace the Southbrook Road cycle lanes which would remain.

R Brine asked if staff had done any data on how much time using the alternative route would add to cyclists' journey and D Young noted that they had and it was minimal.

P Williams expressed a concern about the acceptable risks mentioned by staff and D Young confirmed that an independent safety audit done on the route.

J Ward noted that the proposed route would enable people to cycle safely through Southbrook and not be faced with the 26,000 cars that used Southbrook Road daily. This route had been developed over several years to accommodate everyone. It was about safety and encouraging people, to travel safely through Rangiora. D Young agreed that the main advantage was that the Council was offering another option for the less confident cyclists through Southbrook.

Moved: S Wilkinson

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230919145813.
- (b) **Declines** endorsing the detailed design and recommend to the Council that the cycleway does not proceed.

LOST

S Wilkinson commented that he supported the overall Walking and Cycling Strategy, however, he was struggling with supporting this section of the bigger strategy. He did not believe that the Board had been provided with a strong enough business case to support this part of the cycleway strategy, particularly in relation to the safety issues. The Board was advised that one of the reasons for the new route was that the current route along Southbrook Road was dangerous, despite the fact that the accident statistics did not support this and despite the fact it was deemed dangerous for cyclists it would remain open for use. He noted that the proposed alternative route had some significant dangerous elements as outlined in feedback from the school and several businesses in the area.

S Wilkinson expressed a concern about this discretionary expenditure in a time when communities were in a cost of living crisis, and ratepayers were suffering. The Council at its previous meeting highlighted the significant underbudgeted expenditure of \$3 million to \$4 million on the repair and maintenance of essential infrastructure, most of which was to be borrowed. He did not believe that the Council should borrow additional funding for a project such as this. S Wilkinson noted that he had spoken to four potentially affected business owners in the area and a resident. He also attended the drop-in session to gauge community feedback and he was not convinced that this project carried the community support that the Board might think. The key concerns of the people he spoke to were the unresolvable safety issues with the proposed new route, that the funding may be best spent elsewhere, the loss of carparks and the belief that the consultation process was obsolete.

I Campbell commended staff on their time and effort and their re-evaluation of this project. However, the Board was obliged to present the voice and interests of the community and there had been a considerable amount of opposition from the community to this Railway Road section and the cycle way. There were risks and inconveniences with the proposed route that had been outlined by residents, KiwiRail, Southbrook School, affected businesses and also by cyclists. He believed that the Board were being requested to rush the approval of the Design for Project 2, with known risks, just to secure the Central Government's part of the funding.

I Campbell believed that it may be more prudent to initiate budget for the proposed eastern-link cycleway. Vehicle traffic passing through Southbrook was slower now than ever due to the traffic lights and other contributing factors. Existing cycle lanes were clearly marked and catered for the small number of cyclists that use them. He suggested that the Council could rather consider sponsoring a Cyclist Training Scheme for less experience cyclists, which would be less expensive. This cost of the cycleway would be shared between our ratepayers and taxpayers many of whom were struggling in the current financial climate. In conclusion he noted that the Walking and Cycling Strategy was first endorsed in 2017 and New Zealand's economic situation was far worse now and the strategy may therefore need to be reconsidered.

K Barnett supported the motion, as she felt that this was a recreational route that would not lead to a decrease in commuter vehicular traffic. She suggested that the Council needed to be focusing on funding public transport to reduce the load on the roads. She was also concerned about the safety, as it was a commercial area with heavy vehicles,

PAK'nSAVE traffic and rat running. She was therefore concerned about the unintended consequences of the cycleway.

K Barnett was also concerned about the loss of car parks which would force staff from businesses in the area to park in poorly lit areas which may be unsafe. She agreed that that the economic situation of the country had changed since 2017 which the Council needed to take into consideration. She commented that it was an unattractive recreational route, that would not showcase Rangiora very well. It would be far better to do a shared path straight past Mitre 10 coming into the gateway of Rangiora and then onto Coronation Street. There was very little foot traffic in Coronation Street so why not use it for cyclists and install traffic lights for cyclists at the Flaxton Road crossing. K Barnett commented that cyclists should not be moved away from Rangiora's main entrance ways we should just be making the route safer.

Amendment

Moved: J Ward

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230919145813.
- (b) **Endorses** the proposed detailed design of the cycleway, as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (c) **Approves** the detailed design as per Trim: 230915144615, for Project 2, Rangiora Town Cycleway.
- (d) **Notes** the Council had received 50 submissions which had been summarised as 26 generally in support, 22 in opposition for a number of reasons, and two blank.
- (e) **Approves** the installation of no stopping lines required as per the following schedule, noting that these would be added to the Council's Schedule of Parking Restrictions upon completion:
 - i. Railway Road West Outside 642 Lineside Road (southern end)
 - ii. Railway Road West Outside 642 Lineside Road (northern end)
 - iii. Railway Road West Outside 16 Railway Road
 - iv. Railway Road West Outside Allied Concrete 20
 - v. Railway Road East Angle parking south of Dunlops Road
 - vi. Railway Road East For 10m north of Dunlops Road (extending existing by 5m) to improve sight lines at level crossing.
 - vii. Torlesse Street South Outside No 36 Southbrook Road (Torlesse Street side)
 - viii. Coronation Street West Cul-de-sac head
 - ix. Country Lane Both South Belt to end of public laneway.
 - x. South Belt North No. 7 King Street
 - xi. South Belt South No. 99 37

- (f) **Notes** that these changes would result in the loss of 29 carparks partly balanced by the addition of ten new carparks (leaving a nett loss of 19 carparks).
- (g) **Approves** the removal of 12 street trees, noting they would be replaced with at least as many new street trees:
- i. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway.
 - ii. Railway Road East Outside Carters - To be replace in berm on western side of road.
 - iii. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway.
 - iv. Railway Road East Outside Carters - To be replace in berm on western side of road.
 - v. Railway Road East Outside Carters - To be replaced in kerb build out within carriageway.
 - vi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - vii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - viii. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - ix. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - x. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - xi. Railway Road West Outside Pak n Save - To be replaced with new within buffer between footpath and roadway on eastern side of Railway Road.
 - xii. Coronation Street South No. 10 Coronation St - To be replaced west of Buckleys Road.
- (h) **Approves** the installation of “STOP” priority control on Railway Road (northbound) at Station Road intersection, a “STOP” control on the west of the Marsh Road railway crossing, and removes the existing “STOP” priority control on Station Road (east bound) as per the proposed intersection design.
- (i) **Approves** the implementation of one-way (northbound) on Railway Road for approximately 60 meters between Station Road, and the rear PAK’nSAVE entrance.
- (j) **Notes** that feedback from the consultation process had been incorporated into the design where applicable.
- (k) **Notes** that as a result of consultation, staff had made significant changes to the South Belt connection to King Street, relocating the crossing location to the western side of the intersection.

- (l) **Notes** that this project would be funded through the “Transport Choices” funding stream (which was still subject to final signing and confirmation), and this requires that all works be complete by June 2025 (following a recent extension to the completion date), however construction would be programmed to be complete by December 2024.
- (m) **Notes** that the deadline for the approval of the detail design and Schedule 2 agreement for funding had been extended to 30 October 2023, and that Waka Kotahi had signalled that failure to meet that deadline would result in no funding being available. Also funding for construction was dependent on and would not be released until these had been approved by Waka Kotahi.
- (n) **Notes** that the detailed design drawings were subject to an Independent Road Safety Audit, and that this process was yet to occur. Further minor changes were likely to be required as a result.
- (o) **Notes** that the KiwiRail SFAIRP process had confirmed that the installation of half-arm barriers at the Marsh Road, and Dunlops Road level crossings were not financially practicable, and therefore not required as a result of the proposed cycleway.
- (p) **Notes** that the likely risk associated with projected usage of Marsh Road and Dunlops Road railway crossings would need reviewing as part of the Rangiora Eastern Link Project, which may lead to either closure, or half arm barriers being installed at that point.
- (q) **Notes** that staff would proceed with the preparation of tender drawings, and documents in anticipation of receiving an approval to move to construction from Waka Kōtahi.

CARRIED

A division was called:

For: (8) J Gerard, R Brine, M Clark, M Fleming, J Goldsworthy, L McClure, B McLaren, and J Ward.

Against: (4) K Barnett, I Campbell, S Wilkinson, and P Williams.

Debate on the Amendment

J Ward commented that there had been quite a lot of emphasis on safety and the Council was trying to provide a cycleway that would be removed from Southbrook Road and would therefore be safer. The Council had worked very hard to address PAK'nSAVE's and other objectors' concerns. Full consultation and considerable planning had been undertaken by staff, who had done a great job with a tricky situation. She did not believe that cyclists should be made to compete with the 26,000 cars passing through Southbrook. J Ward noted that this was the missing link from the Passchendaele Memorial Path through to the rest of Rangiora. The Council was very lucky that 66% of the cycleway would be funded by Waka Kotahi. If Council did not take up this funding, Waka Kotahi would spend it elsewhere.

R Brine commented that it was concerning that Board members wished to disregard the advice of senior Traffic Engineers, who supported the updated design for Project 2. He noted that he would not support the original motion because the arguments heard were very ill considered. R Brine advised that he spent 41 years as a traffic officer, he knew how dangerous Southbrook Road was and he knew how scary it was as a cyclist and he therefore supported the amendment.

P Williams noted that Board members were concerned that Southbrook Road were too dangerous for cyclist because of the trucks and trailers and traffic. However, the

proposed route could place children onto a cycleway nearer to many trucks. He concurred that the Board had been provided with evidence from the Council's Traffic Engineers. However, PAK'nSAVE also provided evidence from traffic engineers, who found behind PAK'nSAVE to be dangerous. The owner of PAK'nSAVE were very concerned about the risk for his workers and therefore intended to take legal action against the Council if the cycleway proceeded. PAK'nSAVE also intended to start their deliveries at 5am because they felt that no one would be on the cycleway at that time.

P Williams expressed a concern about the drop-in session held at the Southbrook Rugby Club, which he was unable to attend, however, he had heard from a few people that they expected to be able to submit at that session, but they were not able to. In conclusion, he further commented that if the trees were removed it would take years for them to regrow unless they planted the same sized trees. He therefore did not support the amendment.

S Wilkinson endorsed Board Member P Williams comments regarding the objections from the owner of PAK'nSAVE.

J Gerard noted that the Board had supported the Council's Walking and Cycling Strategy from the start. The Board had also previously made it clear that they did not support cycleways along major roads, particularly Southbrook Road. When the Board submitted on the Council's 2022/23 Annual Plan, they urged the Council to prioritise funding for walking and cycleways, including these particular roads. J Gerard believed that there was a genuine safety risk in cycling along Southbrook Road. The Board had a responsibility to ensure the community was able to enjoy the facilities provided for them and he therefore supported the amendment.

J Goldsworthy supported the amendment because it was about enabling choice. If the Board wanted to enable and sponsor choice in the district, he encouraged members to support the amendment.

6.2. **Approval to Install No-stopping Restrictions at Multiple Locations in Rangiora – A Mace-Cochrane (Project Engineer) and S Binder- (Senior Transportation Engineer)**

S Binder spoke to the report, noting that there were several requests for no stopping lines that had arisen over the last several months within Rangiora. Chiefly along High Street, between the vehicle crossings of 2A Ayers Street and 364B High Street and various locations along Charles Upham Drive. S Binder elaborated on the locations of the proposed no-stopping restrictions.

P Williams sought clarity on the access to 2A Ayers and 364B High Streets as he understood that, under the District Plan, the properties were only allowed one access. He asked if the owners would have to apply for a resource consent to have two driveways if the no-stopping restrictions were approved. S Binder explained that the provision in the District Plan was applicable to new developments. However, as these were existing accesses it would not apply, if the properties were to redevelop then it would come in to play. P Williams enquired if 364B High Streets was a legal existing entrance way. S Binder could not confirm how long the driveway had been in use.

Furthermore, P Williams noted that some carparks were being removed and questioned if the carparks were currently being used and how their removal would affect the neighbours. S Binder noted that Charles Upham Village had plenty of on street parking demand for its staff which Council recognised as an issue, however, their staff tend to only park up to Elm Drive so the vast majority of the proposed no-stopping restrictions areas had very low or no use. The intent was to try get ahead of future development on the west side.

K Barnett questioned that if these were historic places built with historic driveways, why were the Council implementing a 2004 rule for sightlines. S Binder explained that the Council did not use sightlines for no-stopping restrictions. He noted that the road user rule said that you were not allowed to park within one metre of a driveway.

Moved: P Williams

Second: None

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230718108142.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roding Committee:

(b) **Approves** the installation of the following no-stopping restrictions:

i. Charles Upham Drive at the following locations:

- (1) 17m north of the Salisbury Avenue intersection on the west side.
- (2) 28m north and 14m south of the Valour Drive intersection on the east side.
- (3) Between Salisbury Avenue and Chatsworth Avenue intersections on the west side.
- (4) Between Elm Drive and Chatsworth Avenue intersections on the east side.
- (5) 30m south of the Chatsworth Avenue intersection on the east side.

LAPSED

Moved: K Barnett

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230718108142.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roding Committee:

(b) **Approves** the installation of the following no-stopping restrictions:

ii. On the north side of High Street between the vehicle crossings of 2A Ayers Street and 364B High Street.

iii. Charles Upham Drive at the following locations:

- (1) 17m north of the Salisbury Avenue intersection on the west side.
- (2) 28m north and 14m south of the Valour Drive intersection on the east side.
- (3) Between Salisbury Avenue and Chatsworth Avenue intersections on the west side.
- (4) Between Elm Drive and Chatsworth Avenue intersections on the east side.

(5) 30m south of the Chatsworth Avenue intersection on the east side.

CARRIED

K Barnett agreed that the Board should know the rules and the development history of the area, however, she did not believe it materially changed the fact that it was dangerous to park between the vehicle crossings at 2A Ayers Street and 364B High Street. She was comfortable that the proposed no-stopping lines along Charles Upham Drive were sensible.

R Brine commented that he had been a regular visitor at Charles Upham Village and was therefore familiar with the existing parking in the area. He agreed with Board Member Barnett and supported the motion.

P Williams supported the motion because his previous concerns were addressed by staff. He also assumed that staff would do due diligence and confirm the driveway was legal.

6.3. **Approval to Change the Victoria Street 'Good Service Vehicles Only' Sign to a 'P15 Loading Zone' Sign – A Mace-Cochrane (Project Engineer) and S Binder- (Senior Transportation Engineer)**

S Binder noted approval was being sought to change the loading zone immediately adjacent to Coffee Culture Rangiora from a 'Good Service Vehicles Only' zone to a 'P15 Loading Zone.' The loading zone in front of Coffee Culture on Victoria Street had always been a loading zone, however, was currently signed as a 'Good Service Vehicles Only' which was very challenging to enforce.

Moved: J Ward

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 230926152076.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

(b) **Approves** changing the operation of the Victoria Street 'Good Service Vehicles Only' loading zone (adjacent to Coffee Culture) to a 'P15 Loading Zone.'

(c) **Notes** that this change only requires the installation of a new sign, and no amendments need to be made to the road marking.

CARRIED

J Ward and K Barnett supported the motion, and K Barnett commented that the change would not result in a change in operation of the loading zone and instead would allow for easier enforcement

6.4. **Approval to Install Stop Controls at various Intersections along Seddon Street, Rangiora – A Mace-Cochrane (Project Engineer) and S Binder- (Senior Transportation Engineer)**

S Binder advised that a review of all the intersections along Seddon Street had been undertaken, following concerns raised about safety at the intersections and visibility on the approaches. As none of the intersections met the required sight distance for a Give Way control, it was recommended that all the intersections be changed to 'Stop' controls.

K Barnett noted that she drove along Seddon Street and with the exception of West Belt, none of those intersections seemed more dangerous than half of the intersections in Rangiora that were uncontrolled give ways.

Staff had noted that the Board previously approved the installation of a stop control at the Seddon and King Streets T-intersection. Now further concerns have been raised about the remaining intersections along Seddon Street. K Barnett asked if the Council was setting a dangerous precedent, if it was installing stop controls on not busy/ no exit roads, without a policy to ensure consistency for the whole Rangiora. S Binder explained the Council did not have the resources to evaluate intersections on a regular basis, so they were typically evaluated when a service request was received. The Council did not have a policy on establishing stop controls because the Traffic Control Devices Manual sets the National expectation for that. He acknowledged that there were probably many intersections across the district that did not meet the required sight distance and visibility on approach.

Also, K Barnett questioned if the wider community had been consulted about the implementation of the proposed stop controls, as Ashgrove School was on Seddon Street and parents traveling to school would be affected. She also enquired if the school had been consulted. S Binder noted that Council had not spoken with the school. He highlighted that the stop controls would only make a three or four second difference on travelling time.

P Williams asked for the accident statistics at the intersections on Seddon Street. S Binder advised that the Council was trying to proactively address risks before accidents happened. However, in the past 20 years there had been crashes at intersections along the corridor. He did not consider this to be a high risk corridor due to the lower speeds and volumes.

I Campbell noted the legal difference imposed on a driver between a stop sign and a give way. If you did not come to full stop at a stop sign you committed a \$150 offence. S Binder acknowledged that the Council was aware of the consequences of installing stop controls.

Moved: S Wilkinson

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230707102697.
- (b) **Approves** the intersection control changes shown in Table 1, pursuant to Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* and with effect from the date of installation of the appropriate signage.

Table 1. Details of intersection control changes.

Side Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
Seddon Street	Ayers Street	Stop / Stop	Give Way
Seddon Street	White Street	Stop / Stop	Give Way
Seddon Street	Kinley Street	Stop / Stop	Give Way
Seddon Street	Ashgrove Street	Stop / Stop	Give Way
Seddon Street	West Belt	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roading Committee for their information.
- (d) **Notes** the existing road with priority will remain unchanged to avoid confusion, and it is the control only at the intersection which is to be changed.

CARRIED

A division was called:

For: (7) J Gerard, R Brine, M Clark, L McClure, B McLaren, J Ward, and S Wilkinson.

Against: (5) K Barnett, I Campbell, M Fleming, J Goldsworthy, and P Williams.

S Wilkinson advised that he had suggested to the Council that they consider installing stop controls along Seddon Street. He believed that the intersections were quite dangerous, and motorists needed to be aware that they needed to stop and pay attention. He therefore supported the motion.

R Brine agreed that there were other dangerous intersections in the district, and it was the Board's responsibility to bring them to the Council's attention.

He did not believe that the Board should rely on statistics to determine if an intersection was dangerous, because not all minor crash were reported. He supported making Rangiora streets safer and therefore supported the motion.

K Barnett did not support the motion due to a lack of consistency throughout Rangiora. Seddon Street was a quiet road, occasionally people used it as a cut through between some of the main roads. She commented that she might have supported a stop sign at the West Belt intersection because of the amount of traffic, as more controls were needed on most of the roads that entered West Belt and King Street. The Council had to be consistent because motorists needed to know what to expect while driving. K Barnett felt that if the Council installed stop controls on small suburban roads, it took away the seriousness of stop control.

I Campbell agreed with K Barnett, he thought it was taking the common sense away and motorists' discretion and it would lessen the impact of stop controls over time.

J Ward supported the motion and noted that a motorists would be required to stop for three seconds, allowing them to fully look both ways and were much safer.

P Williams also agreed with K Barnett and I Campbell and raised a concern that the financial implications of installing the stop controls had not been provided.

6.5. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting the Cust Districts Historical Records Society Inc were requesting a grant of \$500 to purchase a tear drop flag to indicate to visitors when the museum was open. The Society had received a grant in April 2022 and the Council had received the required Accountability Form.

Moved: K Barnett

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230907139328.
- (b) **Approves** a grant of \$500 to the Cust and Districts Historical Records Society Inc towards the purchase of a teardrop flag and spike base.

CARRIED

K Barnett noted that the Society's members were all volunteers who were dedicated to the Cust Museum. She therefore supported the motion.

M Fleming agreed with K Barnett and commented that a teardrop "Open" flag would show visitors when the museum is open. She therefore also supported the motion.

B McLaren suggested the society should consider a wall mounted bracket as the wind may knock over a plate base. He and P Williams likewise supported the motion.

T Kunkel noted that the North Loburn School was requesting funding to purchase EPro8 equipment for the students to participate in EPro8 challenges. The School currently hired EPro8 equipment and would prefer purchasing the electrical starter kit and spare fuses for the students rather than leasing them. EPro8 allowed for the breaking down complex tasks into parts and could therefore be used to bolster Science, Technology, Engineering and Mathematics (STEM) education. The school had provided confirmation that the Department of Education did not fund EPro8 equipment.

Moved: J Ward

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (c) **Approves** a grant of \$910 to the Tihiraki North Loburn School for the purchase of EPro8 equipment.

CARRIED

J Ward believed that any programme that assisted with education was worthy of supported.

K Barnett commented that many rural schools did not receive much funding from the Ministry of Education. It was great to see the school investing in modern technology and she therefore supported the motion.

T Kunkel noted that the North Canterbury Swim Club had their annual Best Time Meet on 28 October 2023 and were requesting funds to purchase the ribbons that would be awarded to the young athletes. There were approximately 40 young athletes that would be participating.

Moved: J Ward

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (d) **Approves** a grant of \$795 to North Canterbury Swim Club towards the purchase of time ribbons.

CARRIED

J Ward believed swimming had to be encouraged and rewarded and she was therefore pleased to support the motion.

6.6. **2024 Rangiora-Ashley Community Board's Meeting Schedule – Thea Kunkel (Governance Team Leader)**

T Kunkel noted the proposed meeting schedule for 2024 was based on the current meeting schedule of the second Wednesday of the month.

Moved: B McLaren

Seconded: P Williams

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230915144150.
- (b) **Resolves** to hold Community Board meetings in the Council Chambers, Rangiora Service Centre, commencing on Wednesdays at 7.00pm, on the following dates:
- 14 February 2024
 - 13 March 2024
 - 10 April 2024
 - 8 May 2024
 - 12 June 2024
 - 10 July 2024
 - 14 August 2024
 - 11 September 2024
 - 9 October 2024
 - 13 November 2024
 - 11 December 2024

CARRIED

7. CORRESPONDENCE

J Gerard noted that he had received a letter from Trevor Wright, who first raised the idea of establishing the Milton Reserve arboretum. T Wright would like the trees in the arboretum to have their botanical name attached. He was concerned about people walking their dogs through the arboretum as he believed that it needed to be a place for families to enjoy without the worry of dogs.

P Williams thought that there were no dogs allowed in reserves. S Hart noted that there were some Council reserves where dogs were prohibited, however, he did not believe that it applied to all reserves.

M Fleming suggested that the Board should consider allowing dogs on leads in the arboretum due to the dog park next door.

K Barnett noted that the Board needed to be thinking to the future when the arboretum would be well established. The issue was that it was a natural pathway between Cones Road where people sometimes parked and walked down to the picnic area.

P Williams thought that the Board needed to think about it now because dogs urinating on trees could kill them. He noted that the dog park was well used.

The Board called for a staff report on the matter.

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** letter form Trevor Wright, about dogs the Milton Reserve arboretum.
- (b) **Requests** staff to submit a report to the Board regarding allowing dogs the Milton Reserve arboretum.

CARRIED

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for September 2023

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 231004156399.

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 21 August 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 6 September 2023.
- 9.3. Woodend-Sefton Community Board Meeting Minutes 11 September 2023.
- 9.4. July 2023 Flood Response - Emergency and Immediate Works Expenditure – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.5. Moving Forward: Waimakariri Integrated Transport Strategy 2035+ Draft for Consult – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.6. Establish Rangiora Civic Precinct and Library Extension Project Steering Group – Report to Council Meeting 5 September 2023 – Circulates to Rangiora-Ashley Community Board.
- 9.7. District Regeneration - Annual Progress Report to June 2023 – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.8. Re-establishment of Solid and Hazardous Waste Working Party – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.9. Revocation Housing for the Elderly Policy – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.10. Submission: Strengthening the resilience of Aotearoa NZs critical Infrastructure system – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.11. Health, Safety and Wellbeing Report August 2023 – Report to Council Meeting 5 September 2023 – Circulates to all Boards.
- 9.12. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Oxford-Ohoka Community Board Meeting 6 September 2023 – Circulates to Rangiora-Ashley, Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards.
- 9.13. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Woodend-Sefton Community Board Meeting 11 September 2023 – Circulates to Rangiora-Ashley, Oxford-Ohoka and Kaiapoi-Tuahiwi Community Boards.

- 9.14. Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – Report to Kaiapoi-Tuahiwi Community Board Meeting 18 September 2023 – Circulates to Woodend-Sefton, Oxford-Ohoka and Rangiora-Ashley Community Boards.
- 9.15. Establish Rangiora Civic Precinct and Library Extension Project Steering Group – Report to Utilities and Roothing Committee Meeting 19 September 2023 – Circulates to Rangiora-Ashley Community Board.
- 9.16. July 2023 Flood Recovery Progress Update – Report to Utilities and Roothing Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.17. Transport Choices – New Footpath Programme for Approval – Report to Utilities and Roothing Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.18. Amendment to Kerb & Channel Renewal Programme 2023/24 – Report to Utilities and Roothing Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.19. Annual Report on Dog Control 2022/2023 – Report to District Planning and Regulation Committee Meeting 19 September 2023 – Circulates to all Boards.
- 9.20. Annual Report to the Alcohol Regulatory and Licensing Authority 2022/2023 – Report to District Planning and Regulation Committee Meeting 19 September 2023 – Circulates to all Boards.

Public Excluded

- 9.21. Proposed Sale of 136 Fishers Road, Okuku – Report to Council Meeting 5 September 2023 – Circulates to all Boards.

Moved: J Goldsworthy

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.20.
- (b) **Receives** the separately circulated public excluded information in Item 9.21.

CARRIED

10. MEMBERS' INFORMATION EXCHANGE

S Wilkinson

- Spent much time regarding the cycleway and conversations with members of the public.
- Attended the Business Awards, which were a great success. There were some fantastic businesses in the community. The feedback he had received from Enterprise North Canterbury was that it was the best one they had held yet. It was a great opportunity to showcase how good the businesses were in the district. A lot of these businesses had struggled over the last period.

M Clarke

- Attended the GreyPower meeting – because of the submissions the hospital had decided to put taxi chits at the orderly's office at the entrance which would be a lot better.
- Attended a drainage meeting – it was quite notable that they discussed several issues, one was all the drainage water going into the Southbrook Stream from the new development with the rest home. It concerned him that Council staff did not seem to know what was going on.

P Williams

- Attended Council Meetings – Councillors and staff was putting a lot of effort into the Council's 2024/34 Long term Plan, considering what they could and could not achieve. There would be a lot more time and effort put into that.
- Attended several drainage meetings – one of the issues that was highlighted during the Long Term Plan sessions was the Council's Risk Register. One of the top risks identified

was drainage around the district. It was very important because it seemed to be getting worse as there were more developments.

- Attended a Rangiora Airfield Advisory Group meeting.
- The Council lost their application for chlorine exemption, we no longer had a choice there would be chlorine going into the Rangiora water supply.

B McLaren

- Rangiora Museum Talk really interesting the next talk was on 26 October 2023.

I Campbell

- Attended the North Canterbury Business Awards. He was impressed with S Wilkinsons contribution. It was a great opportunity recognising the many small businesses in the district.
- Attended the Forest Fields Airfield 35th anniversary, which was attended by many people.

J Goldworthy

- Attended the Community Outcomes Hearing – good debate between colleagues in providing clarity around the Council's four wellbeing's that they wanted to see developed in the district.
- The Council had launched the Rangiora Civic Precinct Steering Group to reevaluate where it wanted to go in the long term with the library and the civic precinct.
- Attended the first 'go live' for a Community Hub in the Sterling.
- Attended the Light Festival.

R Brine

- Attended several Council Briefing and Workshop sessions on the Long Term Plan.
- He was on the Greater Christchurch Partnership Hearing Committee, which had much to be considered.

L McClure

- Attended all Boards Briefing.
- Attended a meeting of the Rangiora Volunteer Fire Brigade.
- Attended Zoom meeting for Taumata Arowai Three Waters update.
- Attended the market in Victoria Park – nice to see some new stall holders.
- The Taxi Chits had come to a resolve at the hospital with the Waimakariri Health Advisory Group. They were also working in partnership with the Minibus Trust to help with possible travel.
- Demand for food banks was currently very high in the community.
- There was a housing forum being held on 18 October 2023.
- There was a shortage of nurses.
- After hour care challenges with reduced hours had seen an impact on Waimakariri and Hurunui.

J Ward

- Attended Audit and Risk Committee meeting.
- Attended the Sterling resident's afternoon tea.
- Tender openings lots of good tenders good to see contractors are out there looking for business and tendering with good prices. It would help inflation and keep capital expenditure in line with what Council budgeted for.
- Long Term Plan meetings.

- North Canterbury Sport and Recreation Board meeting.
- Rangiora Civic Precinct Steering Group meeting.
- Utilities and Roading Committee meeting.
- Visit to Belgrove to look at the infrastructure.
- Citizenship Cermeony it was a special day some families had been in the district 23 years.
- Rangiora Airfield Advisory Group meeting. Things were going well with the new manager.
- Chaired the Community Outcomes Hearing – quite a good day.
- Presentation from Kainga Ora which was very interesting.
- Attended the Business Awards – great night.
- Every week there were Long Term Plan Workshops – Council staff were getting feedback from Councillors. Some days they were tedious but were necessary.

M Fleming

- Waimakariri Access Group supported an inclusive sports day which included people from Christchurch. It was an excellent day.
- The Waimakariri Access Group sent a letter to three big businesses in the district to see if they could consider improving accessibility for people.
- Keep Rangiora Beautiful asking if there was an area that people wanted trees planted to beautify an area.
- Rubbish collection Keep New Zealand Beautiful Week.

K Barnett

- Attended Rangiora Promotions Networking event – Miles Dalton spoke about business conditions and what was happening. Business was very tight in some areas there was a lot of uncertainty.
- Constituates some people were concerned about the deferral of the speed limit review. It was commented that when Council sent out an invoice, they were called a debtor, the Chief Executive promised to review that. There how been more concerns about Coldstream Road and how messy it was.

11. CONSULTATION PROJECTS

11.1. Libraries Survey 2023

<https://letstalk.waimakariri.govt.nz/libraries-survey>

The Board noted the consultation project.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 30 September 2023: \$11,162.

12.2. General Landscaping Fund

Balance as at 30 September 2023: \$27,370.

The Board noted the funding update.

13. MEDIA ITEMS

Nil.

14. QUESTIONS UNDER STANDING ORDERS

Nil.

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 8 November 2023.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8:27pm.

CONFIRMED

Chairperson

Date